

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

ITEMS 123 (UFN)
124

3

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 14 JANUARY

to

FRIDAY, 20 JANUARY, 1984

inclusive

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

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

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. 'B' TO SELHURST		
Saturday, 14 January		
385 Clapham Jn. and New Wandsworth Jn.	Down & up Brighton fast BLOCKED	00 05 to 05 00. Track maintenance, 2½ and 3¼ m.p. Trains to travel over Brighton slow lines.
386 New Wandsworth Jn. and Balham	Down & up Brighton slow BLOCKED	00 05 to 06 45. Track maintenance, 3½ and 4½ m.p. Trains to travel over Brighton fast lines.
387 Balham and Selhurst	Down & up Brighton fast and reversible fast spur BLOCKED	00 15 to 05 50. Track maintenance, 5 and 9½ m.p. Trains to travel over Brighton slow lines.
Sunday, 15 January		
388 Clapham Jn./ Latchmere Jn. and Balham	Down & up Brighton slow/ down & up West London BLOCKED	00 05 to 06 00. Track maintenance, 2½ and 4¼ m.p. Trains to travel over Brighton fast lines.
Tuesday, 17 January		
389 New Wandsworth Jn. and Balham	Down & up Brighton slow BLOCKED	00 10 to 05 30. Track maintenance, 3½ and 4¼ m.p. Trains to travel over Brighton fast lines.
390 Balham and Selhurst	Down & up Brighton fast and reversible fast spur BLOCKED	00 15 to 04 10. Track maintenance, 5 and 9½ m.p. Trains to travel over Brighton slow lines.
BALHAM TO SELHURST (via Norwood Jn.)		
Sunday, 15 January		
391 Herne Hill and Tulse Hill	Down & up main, down & up loop, down & up Holborn BLOCKED	08 00 to 18 00. Loading S & T scrap, 3¼ and 4¼ m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

Sunday, 15 January—Hall Green—

The trailing crossover between the down and up main lines, immediately opposite the box will be secured out of use pending removal.

(OD.14/81/36)

(6)

Monday, 16 January—Between Sutton Park G.F. and Park Lane Jn.—

The 20 m.p.h. P.S.R. which applies on the up goods line from 37m. 17ch. to 36m. 60ch. will be **withdrawn**.

(OD.14/81/183)

(6)

Eastern Region:—

Sunday, 15 January—Between Sheffield (South End of East Bank Tunnel) and Dore Station Junction—

The following catch points in the up main line will be removed and plain line installed:—

Mileage	Distance to next Signal ahead
157m. 22ch.	660 yds before reaching S76 signal
156m. 65ch.	810 yds before reaching S68 signal
156m. 08ch.	653 yds before reaching S62 signal
155m. 45ch.	582 yds before reaching S60 signal

(6)

York Yard South—Remodelling—

Commencing on Sunday, 15 January track remodelling (and signalling alterations) will take place over a period of weeks in the area of York Yard South Signalbox.

A diagram which illustrates the final layout when all remodelling has been completed will be included herein throughout this period to assist in following the weekly progress of the work.

The following will be carried out on **Sunday, 15 January**.

The facing connection — leading from Down Goods to Down Reception No.1 will be secured out of use pending replacement further north.

Signalling Alterations:—

Position light signal No.39, on the Down Reception No.1 will be repositioned 15 yards further north, and will only apply along Down Reception No.1 (towards No.27 signal) until **Sunday, 22 January**.

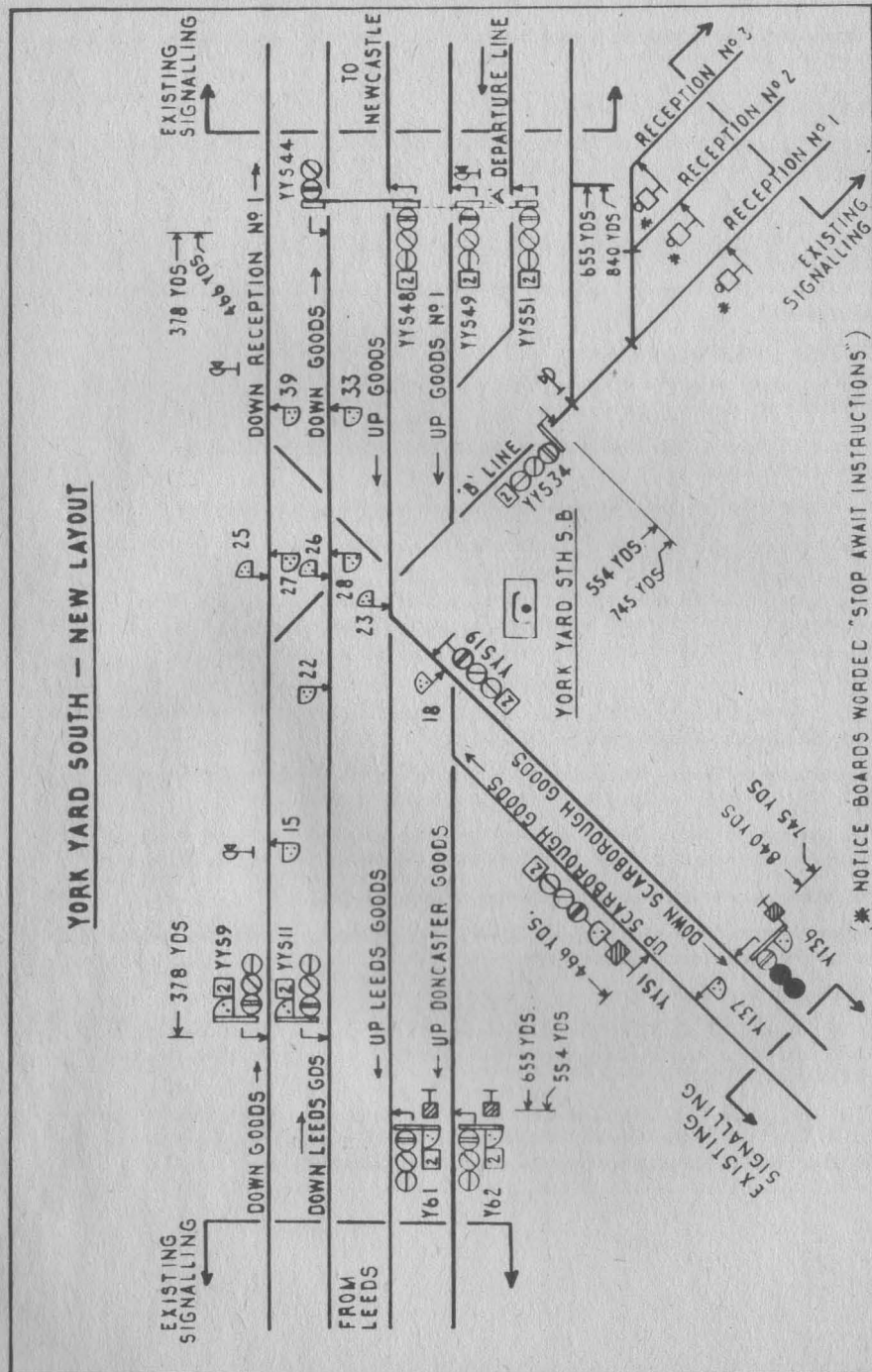
(The signal routes from Down Leeds Goods and Up Scarborough Goods signals to Down Reception No.1 will not be available until the facing connection leading from Down Goods to Down Reception No.1 is replaced further north on **Sunday, 22 January**).

(6)

*Am
in
No. 6*

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued



Signalling and Permanent Way Alterations—continued

Western Region:—

Between 07 00 Saturday, 14 January and 16 00 Monday, 23 January—Acton West—

The double slip connection in the No.1 Shunt Spur leading to/from Down Yard No.2 will be replaced by a single connection to No.12 Siding.

The facing slip connection leading from the Down Yard No.2 Shunt Spur will be replaced by plain line.

The No.3 Shunt Spur from the Up Middle Yard will be extended and slued into the connection from the down and up goods lines. The No.2 Shunt Spur will be taken out of use.

The route reading from the Down Yard No.2 starting signal will be taken out of use and this signal and remaining routes to the up and down goods lines will apply to movements from the No.3 Shunt spur.

(6)

Sunday, 15 January—Greenford—

The facing connection in the Down Main line leading to the Down sidings and the associated shunting signals will be recovered.

(6)

also page 53

DETAILS OF WORK ALREADY CARRIED OUT

Stapleford & Sandiacre—

The Meadow Departure Line, Meadow Storage Sidings, Down Marshalling Meadow Sidings 1 – 10, Toton Down Empty Wagon Sidings ground frame and associated signalling equipment have been abolished.

The connection between the Meadow Departure Line and the lead to the Engineers Ballast Sidings at the Stapleford & Sandiacre end have been secured for movements to and from the Ballast Sidings.

(OD.14/83/135)

(5)

Derby Station—

The south end of Platforms 4 and 6 have been temporarily shortened by approximately 160 yards. Drivers of trains entering these platforms from the south and west must draw their trains up to signal DY.454 or DY.456 at the north end, where 'S' boards have been provided.

Drivers of trains entering Platforms 4 and 6 from the north must bring their trains to a stand at the 'S' boards situated approximately 160 yards before reaching the south end of the platforms.

Drivers of trains signalled into an occupied platform must bring their trains to a stand as directed by the Platform Supervisor.

(OD.14/83/236)

(5)

Between Sherwood Colliery Sidings South and Shirebrook Sidings—

The 20 m.p.h. P.S.R. which applied on the down and up lines between 142m. 35ch. and 142m. 60ch. has been extended to apply between 142 m.p. and 142m. 60ch.

(OD.14/82/329)

(5)

SECTION C

Signalling and Permanent Way Alterations — continued

Details of Work Already Carried Out—continued

Toton Diesel Depot

A new connection has been provided in the line leading to the Diesel Depot, approximately 63 yards from the existing hand-worked points on the Engine Line. The connection which is worked from a new 1-lever ground frame, gives access to the new Plant & Machinery Central Training area. When not in use the ground frame is padlocked and the key retained by the Person in charge of the new Depot.

A notice board lettered 'Stop & Telephone', and applicable to movements leaving the Training area has been provided on the left-hand side of the line approaching the new ground frame connection. An existing telephone to the Depot is located adjacent to the notice board.

(OD.14/83/83) (4)

Little Eaton Village L.C.—

A telephone to Derby P.S.B. has been provided immediately on the Denby side of Little Eaton Village level crossing. The telephone is for use by Drivers of up trains (see Sectional Appendix — Local Instructions)..

(OD.14/83/264) (4)

Between Little Eaton Jn. and Denby —

The '36 MGR' marker boards situated 400 yards from the following level crossings have been taken away and new '42 MGR' marker boards provided 470 yards from the crossings :—

Crossing	Direction of travel
Little Eaton Village	Down
Coxbench	Up
Holbrook	Down
Kilburn	Up
Kilburn	Down

(OD.14/83/264) (4)

Bardon Hill—

The head shunt and stop block at the Cliffe Hill end of the up siding have been taken away. The up siding end of the trailing connection from the up goods line has been left as trap points.

(OD.14/--) (4)

Hotchley Hill—

The head shunt at the Loughborough end of the sidings (portion of former up line) has been reduced in length to 317 yards.

The head shunt behind the former up platform has been abolished and the points leading to the head shunt have been secured out of use pending removal.

(OD.14/--) (4)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

York Yard South—

The Down Reception No.2/Back Siding has been taken out of use pending removal. All associated signals or signal routes have been abolished. The following points have been secured out of use in the normal position pending removal:—

Facing connection leading from Down reception No.1 to Down Reception No.2.

Facing connection leading from 'B' line in the vicinity of the signal box to Down Scarborough Goods.

Trailing points in Down Scarborough Goods from Up Goods No.1.

Facing connection (in the vicinity of Branches Yard) from 'B' line to Down Scarborough Goods

The signal routes on the following position — light signals have been abolished:—

No.2 applying from Down Scarborough Goods towards Departure line 'A' or to Up Sidings.

No.13 (Branches Yard area) applying from 'B' line towards Down Scarborough Goods.

Down Scarborough Goods signal No.18 applying towards 'B' line No.29 position light signal.

'B' line No.31 signal applying towards Down Scarborough Goods Signal YYS19.

(New Item) (5)

BRITISH RAILWAYS



LONDON MIDLAND REGION

ME

22/23

WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 26 MAY

to

FRIDAY 8 JUNE 1984

inclusive

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WARNING



A.C. ELECTRIFIED LINES

Extension of Electrification
Brent Sidings (Willesden). No's 15 and 17 Sidings

The Overhead Line Equipment has been extended southwards for 450 yards along No's. 15 and 17 Brent Sidings at Willesden from the existing anchor structure. WB.06/20 to structure GO6/12.

The Overhead Line Equipment has been energised at 25,000 volts and must be regarded as alive at all times.

(OD.15/31/417) (11-2-84)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Trent East Junction—

The new crossover, situated between the down main and up fast lines, has been provided together with a position light shunting signal situated at the connection from the up slow to the up fast, and applying to movements to the down main, down goods loop and down Erewash.

(OD.14/83/166) (24)

Between Clay Cross North Junction and Hasland—

The 20m.p.h. T.S.R. which applied on the down and up goods lines between 143m. 20ch. and 143m. 40ch. has become a 20m.p.h. P.S.R.

(OD.14/84/89) (24)

Colwick Estates Branch—

A buffer stop has been provided at No.8 level crossing giving a shunt neck of 67 yards and a new crossover has been provided at No.9 level crossing.

The crossover at No.10 level crossing has been removed.

(OD.14/—) (23)

Bedford St. Johns—

The section of line between Bedford St. Johns station and Bedford St. Johns West Jn. has been closed pending removal and all associated signalling equipment taken away.

Between Bedford St. Johns West Jn. and Bedford St. Johns Single line Jn.—

The "up & down St. Johns goods" line has become a passenger line and known as the "up & down Bletchley" line. The trap points in this line have been taken away.

Between Bedford St. Johns Single line Jn. and Bedford Midland—

The down St. Johns goods line between Bedford St. Johns Single line Jn. (signal WH.471) and its connection with the up St. Johns goods line ahead of signal WH.473 has become a bi-directional passenger line known as the "up & down Bletchley" line. Signal WH.494, applicable to trains approaching Bedford St. Johns Single line Jn. on the up St. Johns goods line has been re-positioned adjacent to the "up & down Bletchley" line, 50 yards nearer Bedford Midland.

The up St. Johns goods line between Bedford St. Johns Single line Jn. and its connection with the former down St. Johns goods line ahead of signal WH.473, has become a double-ended siding. Position light shunting signal WH.628 situated adjacent to the former down St. Johns goods line at the Bedford St. Johns end has been re-positioned, adjacent to the new siding and applies to movements in the up direction to the "up & down Bletchley" line.

Signals WH.358 and WH.498 at the south end of Bedford Midland station have been provided with an additional position light route indication (SDG) to the new siding.

The Midland Yard ground frame has been abolished and the connections worked therefrom, converted to hand operation.

The down St. Johns goods line between its connection with the up St. Johns goods line and the south end of Bedford Midland station has become a Non-Permissive bi-directional goods line known as the "up & down Bletchley goods" line.

The up St. Johns goods line between these points has become a bi-directional passenger line known as the "up & down Bletchley" line. The route indicator (DG) on position light shunting signal WH.632 on this line has been removed and the signal applies only to movements to the new siding.

All signal routes to the former up St. Johns goods line now apply to the "up & down Bletchley" line.

The route indicator (UG) on signal WH.471 has been replaced by an indicator (SDG) for movements to the new siding.

Details of the revised track layout and signalling are shown on the accompanying diagram.

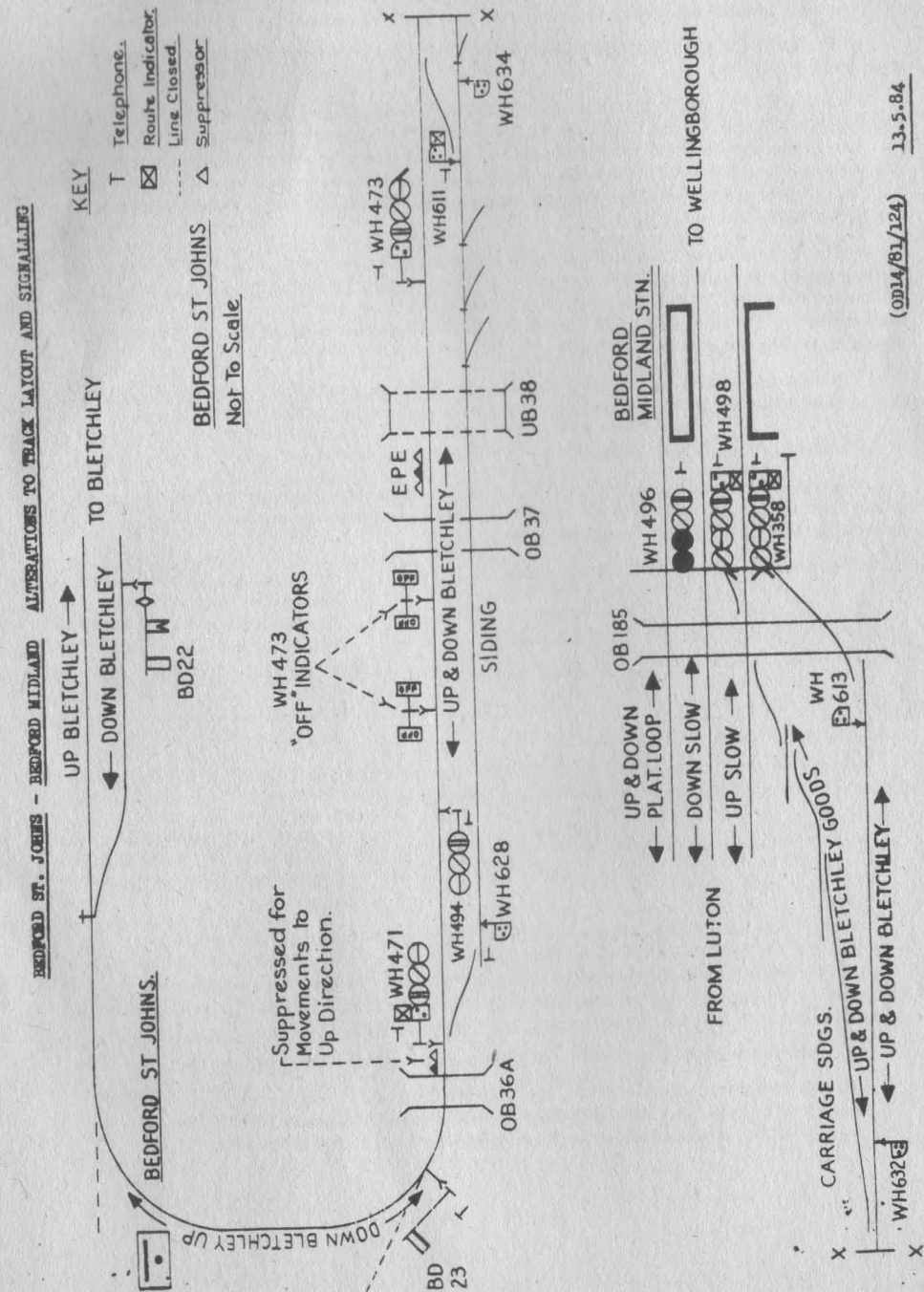
(23)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Bedford St. Johns Single line Jn. and Bedford Midland—



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * Between Washwood Heath No.1 and Bromford Bridge—

Esso Sidings Shunt Frame at Bromford Bridge, has been abolished, all signals taken away and all points worked therefrom, secured out of use, pending removal.

The up goods line from Washwood Heath No.1 Shunt Frame to Bromford Bridge has become bi-directional.

A new trailing connection has been provided from the down goods line to the down main line, opposite Washwood Heath Sidings No.1 Shunt Frame. Together with the existing connections, this new connection forms a ladder connection from the reception lines to the down goods line. The various points are worked from Washwood Heath No.1 Shunt Frame, but when this Frame is closed, the connection between the new 'down and up' goods line and the down goods line, can be worked from Saltley box.

The 'up and down' Camp Hill through siding has been severed at a point 600 yards on the Saltley side of the signal reading from the 'up and down' Camp Hill through siding at the Washwood Heath No.2 end. The portion of through siding beyond the point of severance has been removed. The points at the Saltley end have been retained to act as a trap. The associated signals have been taken away.

The facing connection from the up main line to the up goods line on the Bromford Bridge side of Washwood Heath No.1 Shunt Frame has been secured out of use, pending removal.

Washwood Heath No.1 Area—

A new position light ground signal (SY.479) has been provided at the points in the down goods of the ladder connection to the reception lines, immediately on the Saltley side of Washwood Heath No.1 Shunt Frame and reads:—

'set back'	—	down goods	—	to reception lines (also controlled by Washwood Heath No.1 Shunt Frame).
"	—	"	—	to the 'down and up' goods,
"	—	"	—	to the up main
"	—	"	—	to the down through siding, also controlled by Washwood Heath No.2
"	—	"	—	to the down siding and Metro Cammells

A new position light ground signal (SY.477) has been provided on the down main line, adjacent to the signal on the down goods (SY.479) and reads:—

'set back'	—	down main	—	to reception lines (also controlled by Washwood Heath No.1 Shunt Frame)
"	—	"	—	to the 'down and up' goods,
"	—	"	—	to up main

A new three aspect colourlight signal (SY.214), 11 feet above rail level, with a telephone to Saltley box, has been provided at the Washwood Heath No.1 end of the 'down and up' goods. A position light signal and route indicator have been provided beneath the main aspects. Position 1 and position 2 junction indicators have been provided on the signal. An A.W.S. inductor has been installed at a point 200 yards before reaching the signal. The signal reads:—

with main aspect and position 1 junction indicator — to the down main,
with main aspect or position light, and position 2 junction indicator — to down goods,
with position light and route indication 'SDG' — to 'up and down' Lawley Street through siding (also controlled by Washwood Heath No.1 Shunt Frame).

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * Between Washwood Heath No.1 and Bromford Bridge—continued

Washwood Heath No.2 Area—

A position 1 junction indicator has been provided on down main signal SY.216 located opposite Washwood Heath No.2 Shunt Frame and reads:—

with position light and route indicator 'SDG'	—	to 'up and down' Lawley Street through siding (also controlled from Washwood Heath No.1 Shunt Frame),
with main aspect only	—	to down main
with main aspect, or position light, and position 1 junction indicator	—	to down goods.

Between Washwood Heath No.5 Shunt Frame and Washwood Heath Up Sidings Ground Frame—

The position light ground signal (SY.478) on the 'down and up' goods line, down direction at the points of the connection to the reception lines, has been taken away.

Washwood Heath Up Sidings Ground Frame Area—

A new three aspect colourlight signal, SY.226, with a position light bracketed out to the right, has been provided on the 'down and up' goods line, down direction, opposite Washwood Heath Up Sidings Ground Frame. The Red aspect is 11 feet above rail level. A telephone to Saltley box has been provided at this signal. An A.W.S. inductor has been installed at a point 200 yards before reaching this signal.

The signal reads:—

with main aspect	—	along the 'down and up' goods
with position light	—	to reception lines (also controlled by Washwood Heath Sidings No.5 Shunt Frame).

Between Washwood Heath Up Sidings and Bromford Bridge—

Signal SY.229 at the exit from the up sidings now reads:—

with main aspect and route indication 'G'	—	to 'down and up' goods
with main aspect and route indication 'M'	—	to up main,
with position light and no indication of route	—	to 'down and up' goods,
with position light and route indication 'SDG'	—	to the up siding

The position light and stencil route indicator on signal SY.227 on the up main line has been removed and the signal now only reads along the up main line.

Bromford Bridge Area—

A position light ground signal (SY.485) with a route indicator has been provided on the 'down and up' goods line at the points of the connection from the 'down and up' goods to the up main or up siding and reads:—

with route indication 'SDG'	—	to up siding
with route indication 'G'	—	to 'down and up' goods',
with route indication 'M'	—	to up main.

A telephone to Saltley box has been provided at this signal.

SECTION C

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

. Between Washwood Heath No.1 and Bromford Bridge—continued

The position light ground signal (SY.488) on the up main line, opposite Esso Sidings Shunt Frame has been repositioned at the points of the connection to the 'down and up' goods and reads:— 'Set back up main to 'down and up' goods'.

The position light ground signal (SY.486) at the exit from the up sidings has been repositioned at the points of the connection to the 'down and up' goods and reads to the 'down and up' goods.

(OD.14/82/144) (23)

. Toton Up Yard—

The connection to No.17 and No.18 roads in Fan. No.2 on the up hump and controlled from the up hump Control Tower has been converted from motor operation to two-way hand points.

(OD.14/—) (23)

. Luton (Vauxhall Sidings)—

The release key for Vauxhall Sidings is now kept in the Luton Station Supervisors office.

(OD.14/—) (22)

. Hotchley Hill (Ruddington Branch)—

A double sided notice board, lettered on the side facing Loughborough "END OF SINGLE LINE. COMMENCEMENT OF YARD WORKING", and lettered on the side facing Ruddington "COMMENCEMENT OF SINGLE LINE" has been provided situated 25 yards on the Loughborough side of the fouling point of the first hand worked connection from the down and up single line to Hatchley Hill Sidings.

(OD.14/81/220) (22)

. Clay Cross—

Position light shunting signal TT.18 applying to movements to the Reception line have been elevated to 10 feet above rail level.

(OD.14/—) (22)

. Bedford Midland—

The double banner repeating signal R.147 on the down fast line has been abolished.

(OD.14/—) (22)

SECTION C

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

Eastern Region:—

Sheffield (Between Attercliffe Road Station and Nunnery Main Line Junction)

Up Main line signal No. S.156 has been repositioned 148 yards further from Nunnery Main Line Junction.

(24)

Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The 35m.p.h. Permanent Speed Restriction on the Down Fast line between 47½m.p. and 47m. 38chs. has been removed.

(24)

Ancaster—

The Up starting signal has been repositioned 219 yards ahead of the signal box (340 yards nearer that before).

(24)

Between Swinderby Road Level Crossing and Eagle Barnsdale Level Crossing—

The 70m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the Down line between 24m. 54ch. and 29m. 49ch. (Hykeham) has been extended to commence at 23½m.p.

The 70m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the Up line between 30m. 19ch (Doddington Road L.C.) and 25½m.p. has been extended to terminate at 24m. 31ch. (South Searle L.C.).

(24)

. Between Dearne Jn. and Milford Jn.—

Attention is drawn to the alterations to the Maximum Permissible Speeds and Permanent Speed Restrictions shown in Section D.

(23)

. Moorthorpe Jn.—

The 30 m.p.h. Permanent Speed Restriction through the junction on the up line from South Kirkby Jn. has been removed and the 50 m.p.h. line speed applies through the junction.

(23)

. Stamford—

Stamford signal box, together with all signals worked therefrom has been abolished. All points have been secured out of use pending the removal.

The Absolute Block Regulations now apply between Uffington & Barnack and Ketton.

(23)

. Peterborough Station—

Platform No.3 has been shortened by 110 yards from the North end and drivers must stop their trains at the temporary stop board.

(22)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

. Newark Crossing East Junction—

The position light signal No. 1320 applying — set back down Lincoln to up Lincoln has been replaced 60 yards nearer to Lincoln by a 3-aspect colour light signal No. D88 (adjacent to the 18m.p.)

D88 signal has been mounted at ground level with the Red aspect uppermost. A 2-way stencil-type route indicator has been provided and the following indications apply:—

Signal	Line	Route Indication	Application towards
(D88)	Down Lincoln	"C"	Up Lincoln, Newark Castle Signal No. 8.
		"N"	Newark Passenger Loop Signal D78.

An adjacent telephone to Doncaster Signal box has been provided.

A reformed 3-car marker board 8ft. above rail level has been provided on the down Lincoln line situated 66 yards on the Lincoln side of D88 signal.

(22)

Western Region—

Severn Tunnel Junction—

The Up main goods loop and associated facing and trailing connections in the Up Main line, together with signal N.155, have been recovered.

The position light signal and position 1 junction indicator on signal N.153 (up main) has been recovered. The position 5 junction indicator on signal N.181 (up tunnel) has been recovered and the position 4 junction indicator on this signal now applies to movements to the up main line.

The facing connection in the Down main line to the down goods loop has been relaid with trap point connection provided in the down goods loop. The down spur and position light signal J.2 have been recovered.

The down spur and associated position light signal J.2 have been recovered. The down main line to down goods loop connection has been relaid to provide a trap point in the down goods loop. The relaid connection is operated by electro-hydraulic clamp locks. A "limit of Shunt" lamp has been provided on the down goods loop, at the trap point, applicable to movements from position light signals J.27, J.35 and J.37 (down goods loop, No. 1 down through line and No. 2 down through line respectively).

A new route has been provided at ground position light signal J.5 (down relief) reading to ground position light signal J.9 (down main).

(24)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

. Acton West—

Acton West Signal box and all associated signals have been recovered.

Permanent Way Alteration—

New track layout has been brought into use as shown in bold lines in the following diagram. The up and down goods lines from Acton West to Ealing Broadway, together with the connection to the up and down relief lines at Ealing Broadway has been recovered.

Signalling Alterations—

Existing signals have been altered and new signals brought into use controlled from Old Oak Common signal box as shown in the following diagram. Signal 00.230 reading from down goods line at Ealing Broadway has been recovered. Signal 00.126 (down relief) has been renumbered DR4.

The following signals have been fitted with multi-unit type heads:—

- 00.26 and DM5 (down main)
- 00.33 (up main)
- DR4, 00.128 and 00.130 (down relief)
- 00.133 (up relief)

The position 1 junction indicator on signal 00.131 (up relief) has been recovered. Signal 00.133 (up relief) has been provided with a new position 1 junction indicator and position light signal. Signal 00.33 (up main) has been provided with new position 1 and 2 junction indicators and position light signal. All main aspect signals have been provided with telephone connections to Old Oak Common Signal box.

All new connections shown in bold lines in the following diagram are operated by Electro-Hydraulic clamp locks.

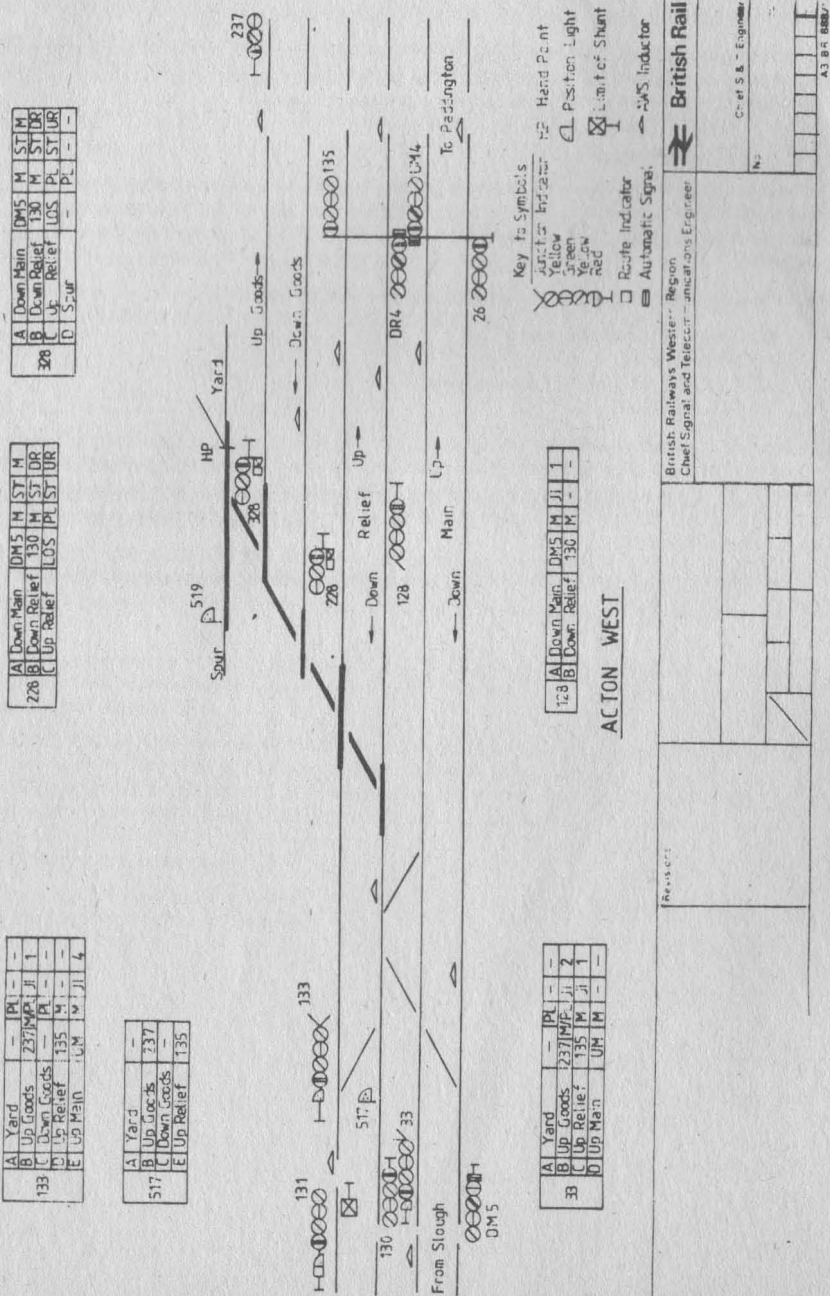
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SECTION C

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

Western Region:—

** Acton West—continued



SECTION C

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

Southern Region:—

** Selhurst Depot/Norwood Yard—

Revised signalling has been introduced as shown on the enclosed diagram.

(R/SB 43/55/31)

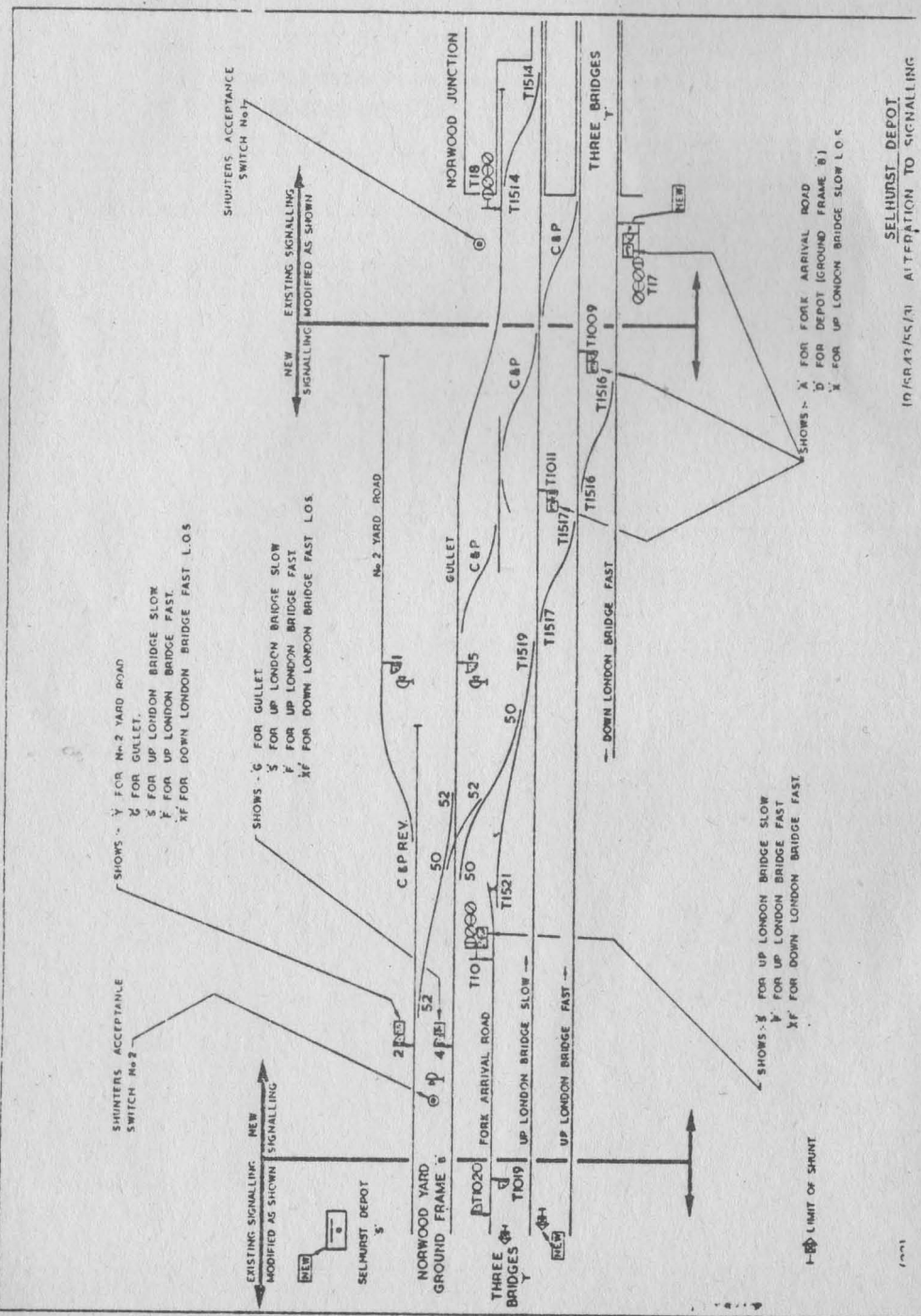
(23)

** Norwood Junction—

A facing crossover has been laid in between the down and up fast lines 150 yards country side of the station and is secured out of use pending commissioning.

(R/SB 43/55/31)

(22)



GENERAL INSTRUCTIONS AND NOTICES

New item.

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

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED
LINES BR.29987 DATED 3 MAY 1975

NEUTRAL SECTIONS—LONDON MIDLAND REGION

PAGE 189 EUSTON – LIVERPOOL AND MANCHESTER

Insert	Armitage	G/121/15	121 + 2640 (20-5-84)
Delete	Rugeley	G/123/27	123 + 5030 (27-5-84 (fast lines)) (3-6-84 (slow lines))

(QD.15/Pad. 31/28) (19-5-84)

WORKING MANUAL FOR RAIL STAFF BR.30064—PART 3 (PINK PAGES)
PARAGRAPH F3/15

All concerned to note that, forthwith, the control office telephone numbers for the Western Region shown at paragraph F3/15 of the Pink Pages are reduced to one location as follows:—

Swindon (0793) 33524 *
33592 *

Appropriate amendment to the working manual will be made in due course.

(04/15/771 Pink) (7-4-84)

SECTION D

SECTIONAL APPENDIX—SOUTHERN SECTION—continued

LOCAL INSTRUCTIONS

DERBY TO BLACKWELL AND BRANCHES

Page 290—Add—BIRMINGHAM NEW STREET—

Starting of class 253, 254, E.M.U. and D.M.U. trains—Rule Book, General Appendix and Working Instructions.

Class 253, 254, E.M.U. and D.M.U. trains must not be started by means of the bell/buzzer.

As soon as the 'R' indication on the signal becomes illuminated, the train may depart.

(19-5-84)

ST. PANCRAS TO CHESTERFIELD (VIA DERBY) AND BRANCHES

Page 314 (page 198 MED No.23) — BETWEEN BELL LANE AND LEICESTER NORTH—
Withdrawal of Guards from Terminating Freight Trains—Rule Book Section H, clause 4.16—
Delete item and substitute:—

Providing permission has been obtained from the Signaller at Leicester North box, the Guard of a terminating freight train on the up goods line from Bell Lane to Leicester North, may leave his train even though a Shunter, relieving Guard or other authorised person has not taken charge of the train.

(13-5-84)

Page 314—HUMBERSTONE ROAD—Delete Up terminating freight trains and substitute:—

Down Sidings—Staff are normally on duty from 06 00 to 22 00 Mondays, Tuesdays, Wednesdays and Thursdays and from 06 00 to 20 00 on Fridays.

When Yard Staff are not present, the Guard of a freight train standing on the up goods line and requiring to enter the down sidings must proceed on foot into the sidings and check that the handpoints have been correctly set and that the siding is sufficiently clear to accommodate the train. When this has been done the Guard must advise the Signaller at Bell Lane box accordingly.

When Yard Staff are not present, the Guard must authorise the Driver to pass the 'Stop' board at the North end of Nos. 1 and 2 down reception lines. Before doing so, the Guard must be satisfied that a conflicting movement will not be made.

As soon as a movement has proceeded beyond the 'Stop' board, the Guard must advise the Signaller at Bell Lane box accordingly.

A movement must not be made from Humberstone Road Sidings towards Bell Lane box, along No.1 or No.2 reception line unless the Guard has obtained the permission of the Signaller at Bell Lane box. The Signaller at Bell Lane box must be advised as soon as the line on the Bell Lane side of the 'Stop' board is again clear.

When Yard Staff are not present, the Guard must inform the Signaller at Bell Lane box when a train is ready to leave the sidings giving its description and destination.

(13-5-84)

Page 318—RUDDINGTON BRANCH—Hotchley Hill—Delete all particulars and substitute:—

On arrival, the Guard must ensure that the British Gypsum locomotive is not shunting in the sidings and secure the chain across the shunting neck leading to the works to indicate that the British Gypsum locomotive must not leave the works.

On completing shunting operations the Guard must remove the chain, across the shunting neck, prior to departure.

(12-5-84)

SECTION D

SECTIONAL APPENDIX—SOUTHERN SECTION—continued

LOCAL INSTRUCTIONS—continued

TRENT TO NEWARK AND BRANCHES

Page 320 (Page 201 MED No.23)—LOWDHAM

Delete—THURGARTON LEVEL CROSSING (A.O.C.L.)

Add—THURGARTON (A.O.C.L.) AND BURTON JOYCE (A.O.C.L.) LEVEL CROSSINGS

(8-4-84)

TRENT TO CLAY CROSS AND BRANCHES

Page 324 (Page 203, MED No. 23)(Page 27 MED No. 14)—BENNERLEY SIDINGS

Delete heading and all particulars and substitute:—

BENNERLEY NCB SIDINGS

Arriving trains must be brought to a stand on the Arrival/Departure line with the rear of the train clear of the connection to the Bunker line.

Movements through the Bunker. The illumination of the "OFF" indicator working in conjunction with the position light signal applying to movements from the Arrival/Departure line to the Bunker will be the Driver's authority to commence the setting-back movement which must be made at a speed not exceeding 3 m.p.h. The vehicles will be tare weighed as they are propelled through the Bunker and Drivers must stop immediately if the 'Off' indication is extinguished or the M.G.R. signal nearest and facing the Driver displays the 'Stop' indication. The movement must not be recommenced until the 'Off' indicator is re-illuminated or the M;G.R. signals display a 'Proceed' indication.

Loading and gross weighing will be carried out as the vehicles are drawn through the Bunker. Drivers must work to the indications displayed by the MGR signals, and the speed during loading/gross weighing must not exceed ½ m.p.h. Should an emergency arise while the train is passing through the Bunker in either direction, the guard must operate the emergency STOP plunger to place the MGR signals to Danger.

When the loading and gross weighing has been completed, the train must be drawn onto the Arrival/Departure line to enable the locomotive to run-round the train. The Guard must ensure that sufficient brakes are applied to secure the vehicles before the locomotive is detached. When the running-round movement has been completed and the brake continuity test carried out, the train must be drawn to the exit signal, TT.130 to await departure.

Cripple Siding. When it is necessary to detach a vehicle(s) in the Cripple Siding, the following procedure must be carried out. After the running-round has been completed and the locomotive attached to the train, the Guard must uncouple behind the vehicle(s) to be detached and the front portion of the train drawn forward onto the Bunker line when the appropriate signal is cleared. The Guard must then operate the switch to clear the elevated position light signal applying to movements from the Bunker prior to operating the plunger to illuminate the double-sided white 'set back' signals on the Bunker line. These signals will be the Drivers authority to commence the setting back movement, which must be made at walking pace and the Driver must act on the Guard's handsignals when he comes into view, or stop immediately if the white lights are extinguished.

When the defective vehicle(s) has been detached, the front portion of the train must again be drawn forward onto the Bunker line before being 'set back' onto the rear portion standing on the Arrival/Departure line. When the movement has been completed, the Guard must restore the signal by operating the switch. When the two portions have been re-coupled and the brake continuity test carried out, the train must be drawn to the exit signal, TT.130, to await departure.

(Amended 13-5-84)

SECTION D

SECTION APPENDIX—SOUTHERN SECTION—continued

LOCAL INSTRUCTIONS—continued

Page 326 (page 204 MED No.23 page 27 MED No.14)—

BETWEEN TIBSHELF EAST SHUNTER'S CABIN AND SILVERHILL COLLIERY—

Add—

'No Signalman' Token System—

1. The single line is worked in accordance with the Instructions for the Working of Single Lines by the 'No Signalman' Token System, so far as it can be applied when the token is not released from a signalbox.
2. If the section be obstructed by an accident or by a disabled train, or should the token be lost or damaged, or should a token instrument fail, the Chargeman at Tibshelf East must be advised.
3. When it is necessary to institute Working by Pilotman, the Instructions in the General Appendix will not apply but the following instructions must be observed:—
 - (a) A competent person must be appointed to act as a Pilotman and he must wear on his left arm an armet with the word 'Pilotman' on it in white letters on a red background. If this armet is not immediately available, the Pilotman must wear a red flag until a proper armet is obtained.
 - (b) Working by Pilotman may be commenced from either end. If at the time of damage to the token/failure of instruments, a token is out of the instrument, or one can be withdrawn at the end of the section where the Pilotman is appointed, the Pilotman must take possession of that token and keep it in his possession until it is required to be taken away by the S. & T. Technician or until the token instrument is again in working order.
 - (c) The Pilotman must accompany every train over the single line. If he be in possession of a token he must show it to the Driver of each train.
 - (d) When normal working can be resumed, Working by Pilotman may be withdrawn from either end of the section.

(14—4—84)

**INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF
WHEN WORKING OVER THE WESTERN REGION AND BETWEEN READING,
SOUTHCOTE JN. AND EASTLEIGH (SOUTHERN REGION) DATED JULY 1974.
BR.30025**

INDEX TO LOCAL INSTRUCTIONS

Page iv

Delete Acton Yard — pages 63—64

(14—5—84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

601A

24

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 9 JUNE

to

FRIDAY 15 JUNE 1984

inclusive

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

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

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



WARNING



A.C. ELECTRIFIED LINES

Extension of Electrification
Brent Sidings (Willesden). No's 15 and 17 Sidings

The Overhead Line Equipment has been extended southwards for 450 yards along No's. 15 and 17 Brent Sidings at Willesden from the existing anchor structure. WB.06/20 to structure GO6/12.

The Overhead Line Equipment has been energised at 25,000 volts and must be regarded as alive at all times.

(OD.15/31/417) (11-2-84)

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood)		
Saturday, 9 June		
443 Anerley/Bromley Jn. and Norwood Jn.	Down London Bridge slow, Down Crystal Palace spur/ Down Platform Loop BLOCKED	00 30 to 05 40. Track maintenance and station reconstruction, 9m 25ch/9m 65ch and 8½ m.p. Down trains to travel over down London Bridge fast.
Tuesday, 12 to Friday, 15 June		
444 Norwood Jn. and Norwood Fork Jn.	Down & up London Bridge	00 30 to 05 00. Track maintenance and station reconstruction, 8m 50ch and 8m 78ch. Down trains to travel via down platform loop and down London Bridge slow. Up trains to travel over up London Bridge slow.
TULSE HILL TO WEST NORWOOD JN.		
Sunday, 10 June		
445 Tulse Hill and West Norwood Jn.	Down & up Portsmouth, Down & up West Norwood Spurs BLOCKED	00 30 to 08 00. S & T work, 6 and 6½ m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Thursday, 14 June—Trent East Junction—

The revised permanent speed restrictions applicable to the new layout will be introduced. For details see Section 'D' of this notice.

(OD.14/83/166)

(27)

Eastern Region:—

Sunday, 10 June—Royston Junction—

The connection from the Monckton Coking & Chemical Company Siding is now redundant, the points spiked Normal pending removal and the associated ground position light signals dispensed with.

The Up Main (Formerly Up Goods) semaphore starting signal R73 will be abolished.

(27)

Monday, 11 June—Between Peterborough and Werrington Jn.—

The 115 m.p.h. Permanent Speed Restriction on the Down and Up Fast lines between 76m. 31ch. and 79 m.p. will be shortened at the North end to apply on the Down and Up Fast lines between 76m. 31ch. (Peterborough Station) and 78m. 10ch. (New England Ladder Crossing). (See Section 'D').

(27)

DETAILS OF WORK ALREADY CARRIED OUT

Whitacre Junction—

Signal SY.308 on the down slow line approaching Whitacre Junction has been renewed in the same position as a straight post signal, 12 feet in height.

(OD.14/—)

(26)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Trent East Jn.—

A new connection from the up fast line has been brought into use.

The route indicator on signal TT.229 has been taken away.

(OD.14/83/166) (26)

** Clay Cross—

Position light shunting signal TT.18 applying to movements from the Reception line, and position light shunting signal TT.21, applying to movements to the Reception line have been elevated to 10 feet above rail level.

(OD.14/—) (Amended item) (24)

** Trent East Junction—

The new crossover, situated between the down main and up fast lines, has been provided together with a position light shunting signal situated at the connection from the up slow to the up fast, and applying to movements to the down main, down goods loop and down Erewash.

(OD.14/83/166) (24)

** Between Clay Cross North Junction and Hasland—

The 20 m.p.h. T.S.R. which applied on the down and up goods lines between 143m. 20ch. and 143m. 40ch. has become a 20 m.p.h. P.S.R.

(OD.14/84/89) (24)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Wrawby Junction

The up Gainsborough 2nd home signal and associated up Barnetby East slow distant, reading to the up slow have been repositioned further from the running line at a reduced height.

(New item) (26)

South Kirkby Colliery

Altered Signals (for movements out of the Colliery)

"B" line position — light signal L650/652R, situated on the right-hand (cess) side of "B" line, has been replaced L650R. A 3-way stencil route indicator has been provided to repeat the indications of "B" line position — light signal L650 as follows:—

Indication

L	L656 (Up Main)
B	M28 (Up Branch)
L	L652 (Marshalling Loop)

New position — light signals have been provided as follows:—

- (1) L652R — elevated position light 6ft. above rail level applicable to and on the right-hand (cess) side of the Marshalling Loop.

This signal acts as repeating signal, 377 yds. before reaching and on the Bunker side of L652 position light signal to which it applies.

- (2) New "A" line position light signal No. L648T, situated between A and B lines opposite L650R signal (277 yds. before reaching and on the bunker side of L648 position light signal). A 3-way stencil route indicator has been provided to repeat the indications of "A" line position — light signal L648 as follows:—

Indication

L	L656 (Up Main)
B	M28 (Up Branch)
L	L652 (Marshalling Loop)

Alterations to Notice Boards (for movements into the colliery).

The Notice Boards on "B" line worded "Propelled trains locomotive stop" etc. and "Propelled 34 wagon trains" etc., have been replaced by new notice boards worded "PROPELLED TRAINS STOP" (applicable to movements towards the Bunker) as follows:—

(a) Marshalling Loop

On the left of the Marshalling Loop, 415 yds on the Bunker side of L652 position light signal.

(b) B Line

On the left of "B" line (adjacent to the Bunker Control Room) 373 yds on the bunker side of L650 position — light signal.

(c) A Line

On the right-hand (cess) side of A line, 353 yds. on the Bunker side of L648 signal. An adjacent telephone to Leeds Signal Box has been provided adjacent to this Notice Board.

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Cudworth Station and Royston Junction—

The Down Main line between Cudworth Station and Royston Junction has become redundant. All signals appertaining thereto have been abolished. The Down Goods line has been reinstated and has become the new Down Main.

Between Stairfoot and Cudworth Station—

The Up and Down Branch lines have become redundant.

Cudworth Station—

The Up Through Siding and Nos. 1 & 2 Sidings have become redundant and all associated signals abolished. Cudworth South Junction and Cudworth North Junction signalboxes, together with all signals worked therefrom (with the exception of the Cudworth South Junction Up Main Distant signal for which see below), have been abolished. All points have been secured out of use in the normal position pending removal.

The Absolute Block Regulations now apply between Cudworth Station and Royston Junction.

Permanent Way Alterations

Cudworth North Junction—

A new trailing connection (with trap protection) has been provided in the new Down Main leading to Redfearn National Glass Private Siding, situated at the site of the former Cudworth North Junction signalbox. This is operated by the new Monk Bretton 2 lever ground frame released from Cudworth Station signalbox. Telephone communication has been provided between the Ground Frame and the signalbox.

A notice board worded "STOP AWAIT INSTRUCTIONS" has been provided at the outlet from National Glass line.

Cudworth Station—

The Junction points leading to and from the Down and Up Stairfoot Branch lines have been secured out of use in the normal position pending removal.

The facing points in the Down Main leading to former Down Goods have been secured out of use in the reverse position for through running to new Down Main.

The trailing points in the Up Main at the opposite end of the connection from the new Up Main (former Up Goods) have been secured out of use in the reverse position.

The trailing connection — Up Goods/Up Sidings has been secured out of use for straight through running along Up Goods.

Royston Junction —

The trailing connection leading from former Down Main to Down Midland Main line has been secured out of use in the normal position pending removal.

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Between Cudworth Station and Royston Junction—continued

Signalling Alterations

Cudworth Station—

The following signals have been abolished:—

Former Up Main Home (with colour light Distant below) and Up Main Home to Up Branch on the same bracket.
Former Up Main Distant (below Cudworth South Junction Home signal).
Former Up Goods Inner and Outer Distant signals.
Former Up Goods Home to Stairfoot Branch.
Down Goods Home with Cudworth South Junction Distant below.

Altered Signals (Cudworth Station)—

The 3-way stencil route indicator has been abolished from Cudworth Station Up Goods shunting signal and this signal now applies (without route indication) towards Down Goods only.

Down Goods 3-aspect automatic signal DG174 has been re-plated C12 and has been converted to a controlled signal.

The Red aspect has been taken out of use on Up Main 4 aspect signal No.C49 and this signal has been re-plated C496R and has become the Up Main Distant.

The Cudworth South Junction Up Main Distant, on the post of the Cudworth North Junction Up Main Home signal, has been retained as the Cudworth Station Up Main Distant Signal 1710 yards before reaching the Cudworth Station Up Main Home to Up Goods/Up Main signal gantry. A.W.S. has been provided. The notice board at former Cudworth North Junction worded:— "32 S.L.U." has been transferred to the left of the new Down Main 235 yards from the new connection to Redfearn National Glass.

Automatic Warning System on Down Goods Line

An A.W.S. inductor has been provided before reaching each of the following:—

DG173 3aspect colour light
C12 (former DG174)

The "COMMENCEMENT OF GAP" sign (provided on the Up Main after passing Royston Junction Up Main Home signal) and the "TERMINATION OF GAP" sign provided on the Up Main before reaching Cudworth Station colour light signal C496R (former C49), have been abolished.

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

. Sheffield (Between Attercliffe Road Station and Nunnery Main Line Junction)—

Up Main line signal No. S.156 has been repositioned 148 yards further from Nunnery Main Line Junction.

(24)

. Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The 35 m.p.h. Permanent Speed Restriction on the Down Fast line between 47½ m.p. and 47m. 38ch. has been removed.

(24)

. Between Swinderby Road Level Crossing and Eagle Barnsdale Level Crossing—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the Down line between 24m. 54ch. and 29m. 49ch. (Hykeham) has been extended to commence at 23¾ m.p.

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the Up line between 30m. 19ch. (Doddington Road L.C.) and 25¼ m.p. has been extended to terminate at 24m. 31ch. (South Searle L.C.).

(24)

Western Region:—

. Severn Tunnel Junction—

The Up main goods loop and associated facing and trailing connections in the Up Main line, together with signal N.155, have been recovered.

The position light signal and position 1 junction indicator on signal N.153 (up main) has been recovered. The position 5 junction indicator on signal N.181 (up tunnel) has been recovered and the position 4 junction indicator on this signal now applies to movements to the up main line.

The facing connection in the Down main line to the down goods loop has been relaid with trap point connection provided in the down goods loop. The down spur and position light signal J.2 have been recovered.

The down spur and associated position light signal J.2 have been recovered. The down main line to down goods loop connection has been relaid to provide a trap point in the down goods loop. The relaid connection is operated by electro-hydraulic clamp locks. A "limit of Shunt" lamp has been provided on the down goods loop, at the trap point, applicable to movements from position light signals J.27, J.35 and J.37 (down goods loop, No.1 down through line and No.2 down through line respectively.)

A new route has been provided at ground position light signal J.5 (down relief) reading to ground position light signal J.9 (down main).

(24)

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED
LINES BR.29987 DATED 3 MAY 1975

NEUTRAL SECTIONS—LONDON MIDLAND REGION

Page 189—EUSTON—LIVERPOOL AND MANCHESTER

Insert	Armitage	G/121/15	121 + 2640 (20—5—84)
Delete	Rugeley	G/123/27	123 + 5030 (27—5—84 (fast lines)) (3—6—84 (slow lines)) (OD.15/Pad. 31/28) (19—5—84)

30 Through connections to up main and

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

boia

25

WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 16 JUNE

to

FRIDAY, 22 JUNE 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. 'B' TO SELHURST		
Sunday, 17 June		
457 Balham and Selhurst	Down & up Brighton fast and Reversible fast spur BLOCKED	00 05 to 07 00. Track maintenance, 4m 78ch and 9m 35ch. Trains to travel over slow lines.
Wednesday, 20 to Friday, 22 June		
458 Balham and Selhurst	Down & up Brighton/Victoria fast and Reversible fast spur BLOCKED	00 05 to 05 15. Track maintenance, 4m 78ch and 9m 35ch. Trains to travel over Brighton/Victoria slow lines.
BALHAM TO SELHURST (via Norwood)		
Saturday, 16 June		
459 Norwood Jn. and Norwood Fork Jn.	Down & up London Bridge fast BLOCKED	00 05 to 20 00. Track renewals. 8m 59ch and 8m 78ch. Trains to travel over London Bridge slow lines.
Sunday, 17 June		
460 Norwood Jn. and Norwood Fork Jn.	Down London Bridge slow/down Wallington and down platform loop/down London Bridge slow BLOCKED	00 20 to 20 00. Track renewals and station reconstruction. 8m 50ch and 8m 79ch. Down trains to travel over down London Bridge fast line.
Tuesday, 19 to Friday, 22 June		
461 Norwood Jn. and Norwood Fork Jn.	Down London Bridge fast, Down London Bridge slow and down platform loop BLOCKED	00 30 to 04 20. Track maintenance and station reconstruction. 8m 50ch and 8m 79ch. Down traffic cannot pass.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 17 June—Beeston North Junction—

The facing connection from the down goods to the down main line together with the slip connection to the up main line will be secured out of use, pending removal.

(OD.14/82/323)

(28)

Eastern Region:—

Monday, 18 June—Between Hykeham and Lincoln West—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the down line between 23¼ m.p. and Hykeham (29m. 49ch.) will be extended to terminate at 30m. 50ch. (Between Doddington Road L.C. and Boultham Crossing).

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the up line between Doddington Road L.C. (30m. 19ch.) and South Scarle L.C. (24m. 31ch.) will be extended to commence at Lincoln West (32m. 22ch.) (See Section D).

(28)

Southern Region:—

Sunday, 17 June—Norwood Junction—

A facing crossover will be laid in from the down London Bridge slow line to the down London Bridge fast line 60 yards country side of platforms 4 and 5 and will be secured out of use pending commissioning.

The associated permanent speed restrictions are shown in Periodical Operating Notice 23.

(28)

SECTION C

62

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Trent East Junction—

The revised permanent speed restrictions applicable to the new layout have been introduced. For details see Section 'D' of this notice.

(OD.14/83/166) (27)

Whitacre Junction—

Signal SY.308 on the down slow line approaching Whitacre Junction has been renewed in the same position as a straight post signal, 12 feet in height.

(OD.14/—) (26)

Trent East Jn.—

A new connection from the up fast line has been brought into use.

The route indicator on signal TT.229 has been taken away.

(OD.14/83/166) (26)

Eastern Region:—

Between Nunnery Main Line Junction and Woodburn Junction—

The catch points in the Up Worksop at 159m. 23ch. (708 yards before reaching WJ63 signal), have been removed and plain line installed.

(New Item) (28)

Royston Junction—

The connection from the Monckton Coking & Chemical Company Siding is now redundant, the points spiked Normal pending removal and the associated ground position light signals dispensed with.

The Up Main (formerly Up Goods) semaphore starting signal R73 has been abolished.

(27)

Between Peterborough and Werrington Jn.—

The 115 m.p.h. Permanent Speed Restriction on the Down and Up Fast lines between 76m. 31ch. and 79 m.p. have been shortened at the North end to apply on the Down and Up Fast lines between 76m. 31ch. (Peterborough Station) and 78m. 10ch. (New England Ladder Crossing). (See Section 'D').

(27)

SECTION C

63

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Wrawby Junction

The up Gainsborough 2nd home signal and associated up Barnetby East slow distant, reading to the up slow have been repositioned further from the running line at a reduced height.

(New Item) (26)

* * * South Kirkby Colliery

Altered Signals (for movements out of the Colliery)

"B" line position — light signal L650/652R, situated on the right-hand (cess) side of "B" line, has been replaced L650R. A 3-way stencil route indicator has been provided to repeat the indications of "B" line position — light signal L650 as follows:—

Indication

L	L656 (Up Main)
B	M28 (Up Branch)
L	L652 (Marshalling Loop)

New position — light signals have been provided as follows:—

- (1) L652R — elevated position light 6ft. above rail level applicable to and on the right-hand (cess) side of the Marshalling Loop.

This signal acts as repeating signal, 377 yds. before reaching and on the Bunker side of L652 position light signal to which it applies.

- (2) New "A" line position light signal No. L648T, situated between A and B lines opposite L650R signal (277 yds. before reaching and on the bunker side of L648 position light signal). A 3-way stencil route indicator has been provided to repeat the indications of "A" line position — light signal L648 as follows:—

Indication

L	L656 (Up Main)
B	M28 (Up Branch)
L	L652 (Marshalling Loop)

Alterations to Notice Boards (for movements into the colliery).

The Notice Boards on "B" line worded "Propelled trains locomotive stop" etc. and "Propelled 34 wagon trains" etc., have been replaced by new notice boards worded "PROPELLED TRAINS STOP", (applicable to movements towards the Bunker) as follows:—

- (a) Marshalling Loop

On the left of the Marshalling Loop, 415 yds on the Bunker side of L652 position light signal.

- (b) B Line

On the left of "B" line (adjacent to the Bunker Control Room) 373 yds on the bunker side of L650 position — light signal.

- (c) A Line

On the right-hand (cess) side of A line, 353 yds. on the Bunker side of L648 signal. An adjacent telephone to Leeds Signal Box has been provided adjacent to this Notice Board.

(25)

SECTION C

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

Eastern Region:—continued

* * Between Cudworth Station and Royston Junction—

The Down Main line between Cudworth Station and Royston Junction has become redundant. All signals appertaining thereto have been abolished. The Down Goods line has been reinstated and has become the new Down Main.

Between Stairfoot and Cudworth Station—

The Up and Down Branch lines have become redundant.

Cudworth Station—

The Up Through Siding and Nos. 1 & 2 Sidings have become redundant and all associated signals abolished. Cudworth South Junction and Cudworth North Junction signalboxes, together with all signals worked therefrom (with the exception of the Cudworth South Junction Up Main Distant signal for which see below), have been abolished. All points have been secured out of use in the normal position pending removal.

The Absolute Block Regulations now apply between Cudworth Station and Royston Junction.

Permanent Way Alterations

Cudworth North Junction—

A new trailing connection (with trap protection) has been provided in the new Down Main leading to Redfearn National Glass Private Siding, situated at the site of the former Cudworth North Junction signalbox. This is operated by the new Monk Bretton 2 lever ground frame released from Cudworth Station signalbox. Telephone communication has been provided between the Ground Frame and the signalbox.

A notice board worded "STOP AWAIT INSTRUCTIONS" has been provided at the outlet from National Glass line.

Cudworth Station—

The Junction points leading to and from the Down and Up Stairfoot Branch lines have been secured out of use in the normal position pending removal.

The facing points in the Down Main leading to former Down Goods have been secured out of use in the reverse position for through running to new Down Main.

The trailing points in the Up Main at the opposite end of the connection from the new Up Main (former Up Goods) have been secured out of use in the reverse position.

The trailing connection — Up Goods/Up Sidings has been secured out of use for straight through running along Up Goods.

Royston Junction —

The trailing connection leading from former Down Main to Down Midland Main line has been secured out of use in the normal position pending removal.

SECTION C

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

Eastern Region—continued

* * Between Cudworth Station and Royston Junction—continued

Signalling Alterations

Cudworth Station—

The following signals have been abolished:—

Former Up Main Home (with colour light Distant below) and Up Main Home to Up Branch on the same bracket.
 Former Up Main Distant (below Cudworth South Junction Home signal).
 Former Up Goods Inner and Outer Distant signals.
 Former Up Goods Home to Stairfoot Branch.
 Down Goods Home with Cudworth South Junction Distant below.

Altered Signals (Cudworth Station)—

The 3-way stencil route indicator has been abolished from Cudworth Station Up Goods shunting signal and this signal now applies (without route indication) towards Down Goods only.

Down Goods 3-aspect automatic signal DG174 has been re-plated C12 and has been converted to a controlled signal.

The Red aspect has been taken out of use on Up Main 4 aspect signal No.C49 and this signal has been re-plated C496R and has become the Up Main Distant.

The Cudworth South Junction Up Main Distant, on the post of the Cudworth North Junction Up Main Home signal, has been retained as the Cudworth Station Up Main Distant Signal 1710 yards before reaching the Cudworth Station Up Main Home to Up Goods/Up Main signal gantry. A.W.S. has been provided. The notice board at former Cudworth North Junction worded:— "32 S.L.U." has been transferred to the left of the new Down Main 235 yards from the new connection to Redfearn National Glass.

Automatic Warning System on Down Goods Line

An A.W.S. inductor has been provided before reaching each of the following:—

DG173 3aspect colour light
 C12 (former DG174)

The "COMMENCEMENT OF GAP" sign (provided on the Up Main after passing Royston Junction Up Main Home signal) and the "TERMINATION OF GAP" sign provided on the Up Main before reaching Cudworth Station colour light signal C496R (former C49), have been abolished.

(25)

Western Region:—

Between Westerleigh Jn. and Yate

Signal B.147 (up line) and associated signal post telephone at 120m. 63ch. has been removed.

(New Item) (27)

SECTION D

ROUTE AVAILABILITY—MK III COACHING STOCK

Paragraph 6— "Alternative Diversions to the Main Route"

Item 15 — Delete Note 1

Amend Note 2 to read 1.

(O15/407/MK III)

(9-8-84)

LEICESTER STATION

In connection with diversions due to engineering work between 22 00 Saturday and 16 00 Sunday, the following will apply if required to avoid congestion in the station area.

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

(P13/5) (16-6-84 to 28-10-84)

PARTING OF AIR PIPES

Problems are still occurring with air pipes parting and the attention of staff is drawn to the item appearing in MED No. 23—page 307.

(O15/407/26/32)

(16-6-84)

CREWE

D. J. MAIDMENT

13, June 1984

Regional Operations Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

26

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 23 JUNE

to

FRIDAY, 29 JUNE 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Eastern Region:—

Sunday, 24 June—Three Horse Shoes—

Down line automatic signal THS 763 will be replaced as a controlled signal THS 30. (29)

Sunday, 24 June—Between Honington and Ancaster—Sudbrook Level Crossing at 113m. 72ch.—

The level crossing will be converted to an Automatic Open (A.O.C.R.) Level Crossing Remotely monitored from Ancaster signal box. Telephone communication will be provided.

"WHISTLE" boards will be provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossing on each line applicable to movements towards the crossing in the wrong direction.

Speed restriction signs in the form of a Black St. Andrews Cross/Speed restriction sign will be provided 477 yards from the crossing on each wrong direction approach.

Ancaster—

A new 2-lever ground frame released from Ancaster signalbox, will be provided to operate the up main/up siding connection.

The up main starting signal will be repositioned 340 yards nearer to the signal box. (29)

Southern Region:—

Sunday, 24 June—Selhurst Depot—

Controlled barriers will be installed to protect the road crossing over the "IN and OUT" electric lines 315 yards from Selhurst station.

Control will be from the adjacent Crossing Keepers hut. Elevated position light shunt signals will be installed on each approach to the crossing, on the left hand side of the line concerned.

(R/SB.43/55/31) (29)

Sunday, 24 June—Norwood Junction—

The existing facing crossover country end of platforms 6 and 5 leading from the down platform loop to the down London Bridge slow line will be repositioned 62 yards nearer to Norwood Junction station.

A new facing crossover (lefthand turnout) will be laid in 170 yards country end of platforms 5 and 6 to complete the down London Bridge slow line.

Signal applications for T 19 and position light(s) will be as follows:—

Signal No.	Aspect	Indication	Application
T19	Main	Nil Position 1 Position 4	Down Wallington Down London Bridge Slow Down London Bridge Fast
	Position Light	T X A D	Through Road Up London Bridge Slow L.O.S. Fork Arrival Road Selhurst Depot
1018	Position Light	XS XL XR	Down London Bridge Slow Down Platform Loop Reception Siding

The associated permanent speed restrictions are shown in PON 23.

(R/SB 43/55/31) (29)

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

Beeston North Junction—

The facing connection from the down goods to the down main line together with the slip connection to the up main line have been secured out of use, pending removal.

The facing connection from the up goods to the up main line has been secured out of use, pending removal.

The position 4 junction route indicator on signal TT.329 (up goods) has been taken away and the signal now only applies to movements proceeding on the up goods line.

(OD.14/82/323) (28)

Gerrards Cross—

The facing connection from the up main line to the up platform line together with the station end of the facing connection from the down platform line to the down main line have been replaced by plain line.

(OD.14/81/93) (New Item) (28)

Trent East Junction—

The revised permanent speed restrictions applicable to the new layout have been introduced. For details see Section 'D' of this notice.

(OD.14/83/166) (27)

. **Whitacre Junction—**

Signal SY.308 on the down slow line approaching Whitacre Junction has been renewed in the same position as a straight post signal, 12 feet in height.

(OD.14/—) (26)

. **Trent East Junction—**

A new connection from the up fast line has been brought into use.

The route indicator on signal TT.229 has been taken away.

(OD.14/83/166) (26)

Eastern Region:—

Between Hykeham and Lincoln West—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the down line between 23¼ m.p. and Hykeham (29m. 49ch.) has been extended to terminate at 30m. 50ch. (Between Doddington Road L.C.) and Boutham Crossing.

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the up line between Doddington Road L.C. (30m. 19ch.) and South Scarle L.C. (24m. 31ch.) has been extended to commence at Lincoln West (32m. 22ch.). (See Section D).

(28)

Between Nunnery Main Line Junction and Woodburn Junction—

The catch points in the Up Werksop at 159m. 01ch. (340 yards before reaching S4/206 signal), have been removed and plain line installed.

(Amended item) (28)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Royston Junction—

The connection from the Monckton Coking & Chemical Company Siding is now redundant, the points spiked Normal pending removal and the associated ground position light signals dispensed with.

The Up Main (formerly Up Goods) semaphore starting signal R73 has been abolished.

(27)

Between Peterborough and Werrington Junction—

The 115 m.p.h. Permanent Speed Restriction on the Down and Up Fast lines between 76m. 31ch. and 79 m.p. has been shortened at the North end to apply on the Down and Up Fast lines between 76m. 31ch. (Peterborough Station) and 78m. 10ch. (New England Ladder Crossing). (See Section 'D').

(27)

*** Wrawby Junction—

The up Gainsborough 2nd home signal and associated up Barnetby East slow distant, reading to the up slow have been repositioned further from the running line at a reduced height.

(26)

Western Region:—

Between Westerleigh Junction and Yate—

Signal B.147 (up line) and associated signal post telephone at 120m. 63ch. has been removed.

(27)

Southern Region:—

Norwood Junction—

A facing crossover has been laid in from the down London Bridge slow line to the down London Bridge fast line 60 yards country side of platforms 4 and 5 and has been secured out of use pending commissioning.

The associated permanent speed restrictions are shown in Periodical Operating Notice 23.

(28)

GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED
LINES BR.29987 DATED 3 MAY 1975

NEUTRAL SECTIONS—LONDON MIDLAND REGION

Page 189—EUSTON—LIVERPOOL AND MANCHESTER

Insert	Armitage	G/121/15	121 + 2640 (20—5—84)
Delete	Rugeley	G/123/27	123 + 5030 (27—5—84 (fast lines)) (3—6—84 (slow lines)) (OD.15/Pad. 31/28) (19—5—84)

WORKING MANUAL FOR RAIL STAFF BR.30054
PART 6 WHITE PAGES PREPARATION AND WORKING OF FREIGHT TRAINS

The re-issue of the White Pages dated May 1984 has pages B3/4, C11 and K1/2 dated May, 1982. All staff issued with a copy of the White Pages of the Working Manual please amend these dates to be May 1984 as shown in the index.

(04/15/771/6) (16—6—84)

BR.33076/4 ISSUE 1 ONE MAN ONLY OPERATION OF FULLY FITTED
TRAINS NOT CONVEYING PASSENGERS—WORKING INSTRUCTIONS

This publication is now withdrawn, the Instructions previously contained in Part 'A' are now within the Rule Book or other relevant publications whilst those in Part 'B' will be transferred to the particular Regional Sectional Appendix as necessary.

(T8/10/3) (23—6—84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

27

WEEKLY OPERATING NOTICE containing

Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 30 JUNE

to

FRIDAY, 6 JULY 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood)—continued		
Saturday/Sunday, 30 June/1 July		
384 Norwood Jn. and Norwood Fork Jn./ Gloucester Road Jn.	Down London Bridge slow/ Wallington, Down platform loop/London Bridge slow BLOCKED Reception siding/through road	00 30 (Sat) to 22 00 (Sun). Track renewal, 8½ and 9¼ m.p. Down trains to travel over down London Bridge fast.
Sunday, 1 July		
385 Norwood Jn. and Norwood Fork Jn.	Down London Bridge fast BLOCKED	00 30 to 07 00. Track renewal, 8½ and 9 m.p.
Tuesday, 3 to Friday, 6 July		
386 Norwood Jn.	Up London Bridge slow BLOCKED	00 20 to 05 00. Track maintenance, 9 and 8½ m.p. Up trains to travel over up London Bridge fast.
387 Norwood Jn. and Norwood Fork Jn./ Gloucester Road Jn.	Down London Bridge slow/ Wallington, down platform loop/London Bridge slow BLOCKED Reception road/ through road	00 30 to 05 00. Track maintenance and track renewal, 8½ and 9¼ m.p. Down trains to travel over down London Bridge fast.
388 Norwood Fork Jn./ Selhurst and West Croydon	Down & up Wallington, Down & up Selhurst spurs BLOCKED	00 25 to 05 00. Track maintenance, 9¼ and 10¼ m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Saturday, 30 June—Between Blackwell East Jn. and New Hucknall Tip—

The section of line between Blackwell East Jn. (exclusive) and New Hucknall Tip will be taken out of use, pending removal.

(OD.14/81/17)

(30)

Sunday, 1 July—Beeston North Junction—

The facing connection from the up goods to the up main line will be secured out of use pending removal.

(OD.14/82/323)

(30)

Eastern Region:—

Sunday, 1 July—Between March West Junction and Whittlesea—

The following level crossings will be converted to Automatic Half-Barriers:—

Three Horse Shoes No.2 level crossing at 90m. 42ch.

Three Horse Shoes No.3 level crossing at 91 m.p.

Burnt House Drove level crossing at 91m. 22ch.

These will work automatically when approached in the wrong direction.

Three Horse Shoes No.1 automatic half barriers (90m. 2ch.) will be altered so as to work automatically when approached in the wrong direction.

Telephone communication will be provided between the crossings and Three Horse Shoes signalbox.

Signalling Alterations—

The Three Horse Shoes Up Distant; Up Home and Up Starting signals will be abolished.

A new Up Main 3-aspect colour light signal (capable of displaying RED or GREEN aspects only at this stage) plated TH2, will be provided 654 yards before reaching Three Horse Shoes signalbox (280 yards before reaching Burnt House Drove level crossing).

The Whittlesea Up Intermediate Block Home signal will be altered to display RED or YELLOW aspects.

Combined St. Andrews cross/speed restriction signs X 20 will be provided applying to wrong direction movements as follows.

On the **Up Main** line, 480 yards from Three Horse Shoes No.1 applicable to movements towards the crossing in the **Down** (wrong direction of travel), and on the **Down Main** line 480 yards from Three Horse Shoes No.1 level crossing, applicable to movements towards the level crossing in the wrong (**Up** direction) of travel.

On the **Up Main** line, 362 yards from Three Horse Shoes No.2 level crossing applicable to movements towards the level crossing in the wrong (**Down** direction) of travel.

On the **Down Main** line, 364 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the crossing in the wrong (**Up** direction) of travel.

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 1 July—Between March West Junction and Whittlesea—continued

On the **Up Main** line, 470 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (**Down**) direction of travel.

On the **Down Main** line, 430 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (**Up**) direction of travel.

On the **Up Main** line, 430 yards before reaching Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (**Down**) direction of travel.

On the **Down Main** line, 362 yards from Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (**Up**) direction of travel.

(30)

Western Region:—

Sunday, 1 July—Paddington—

From 07 30 in connection with the provision of friction buffers platforms 3 and 4 will be shortened by approximately 35 yards.

(30)

Sunday, 1 July—Gloucester (Westbury Crossing)—

Signal G.111 (up main) will be repositioned 55 yards towards Newport.

Signal DM.122 will be repositioned 55 yards towards Gloucester.

The associated AWS indicators will be repositioned accordingly.

(30)

DETAILS OF WORK ALREADY CARRIED OUT

Beeston North Junction—

The facing connection from the down goods to the down main line together with the slip connection to the up main line have been secured out of use, pending removal.

The facing connection from the up goods to the up main line has been secured out of use, pending removal.

The position 4 junction route indicator on signal TT.329 (up goods) has been taken away and the signal now only applies to movements proceeding on the up goods line.

(OD.14/82/323)

(28)

. Trent East Junction—

The revised permanent speed restrictions applicable to the new layout have been introduced.

For details see Section 'D' of this notice.

(OD.14/83/166)

(27)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Three Horse Shoes—

Down line automatic signal THS 763 has been replaced as a controlled signal THS 30.

(29)

Between Honington and Ancaster—Sudbrooke Level Crossing at 113m. 72ch.—

The level crossing has been converted to an Automatic Open (A.O.C.R.) Level Crossing remotely monitored from Ancaster signal box. Telephone communication has been provided.

"WHISTLE" boards have been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossing on each line applicable to movements towards the crossing in the wrong direction.

Speed restriction signs in the form of a Black St. Andrews Cross/Speed restriction sign **X 25** have been provided 477 yards from the crossing on each wrong direction approach.

Ancaster—

A new 2-lever ground frame released from Ancaster signalbox, has been provided to operate the up main/up siding connection.

The up main starting signal has been repositioned 340 yards nearer to the signal box.

(29)

Between Hykeham and Lincoln West—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the down line between 23½ m.p. and Hykeham (29m. 49ch.) has been extended to terminate at 30m. 50ch. (Between Doddington Road L.C. and Boultham Crossing.)

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains on the up line between Doddington Road L.C. (30m. 19ch.) and South Scarle L.C. (24m. 31ch.) has been extended to commence at Lincoln West (32m. 22ch.). (See Section D).

(28)

Between Nunnery Main Line Junction and Woodburn Junction—

The catch points in the Up Worksop at 159m. 01ch. (340 yards before reaching S4/206 signal), have been removed and plain line installed.

(28)

. Royston Junction—

The connection from the Monckton Coking & Chemical Company Siding is now redundant, the points spiked Normal pending removal and the associated ground position light signals dispensed with.

The Up Main (formerly Up Goods) semaphore starting signal R73 has been abolished.

(27)

SECTION C

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

Eastern Region:—continued

. Between Peterborough and Werrington Junction—

The 115 m.p.h. Permanent Speed Restriction on the Down and Up Fast lines between 76m. 31ch. and 79 m.p. has been shortened at the North end to apply on the Down and Up Fast lines between 76m. 31ch. (Peterborough Station) and 78m. 10ch. (New England Ladder Crossing). (See Section D).

(27)

Western Region:—

Paddington—

In connection with the provision of friction buffers platforms 1 and 2 have been shortened by approximately 35 yards.

(New Item) (29)

. Between Westerleigh Junction and Yate—

Signal B.147 (up line) and associated signal post telephone at 120m. 63ch. has been removed.

(27)

Southern Region:—

Selhurst Depot—

Controlled barriers have been installed to protect the road crossing over the "IN and OUT" electric lines 315 yards from Selhurst station as shown on the diagram below.

Control is from the adjacent Crossing Keepers hut. Elevated position light shunt signals have been installed on each approach to the crossing, on the left hand side of the line concerned.

(R/SB.43/55/31)

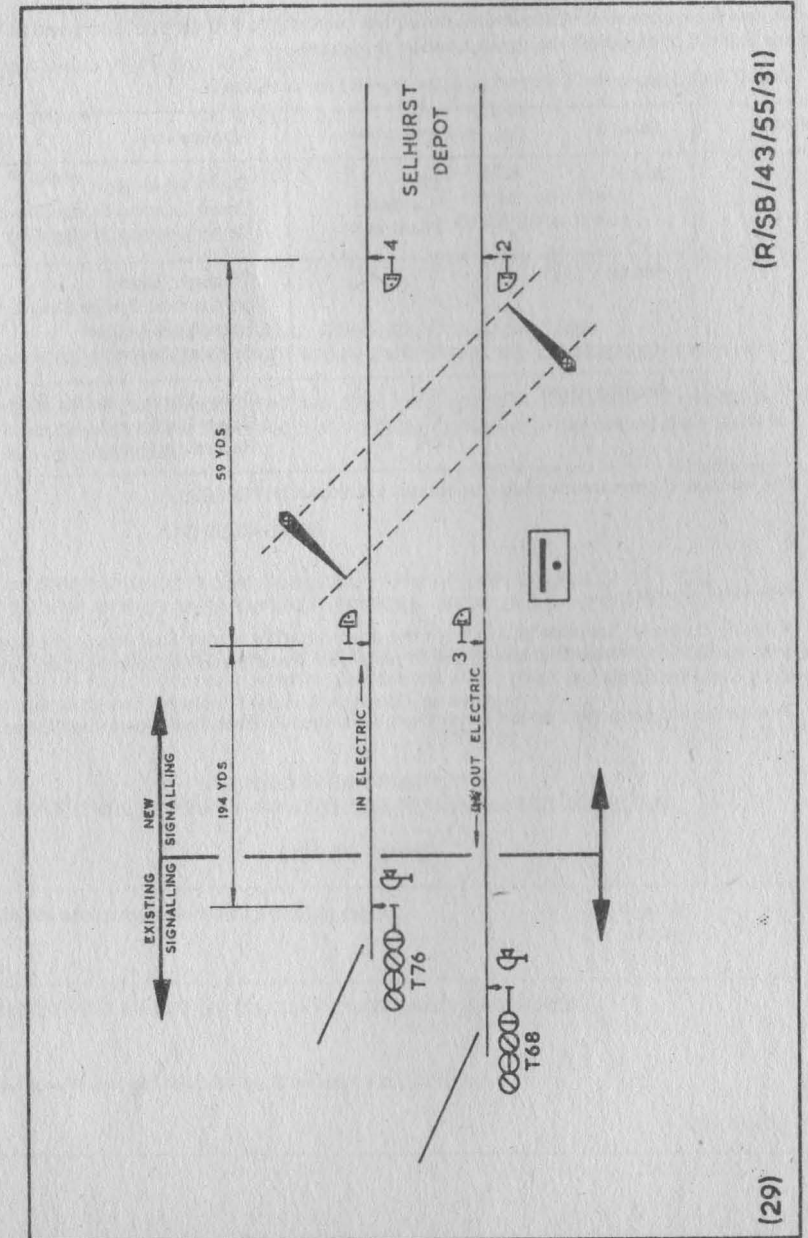
(29)

SECTION C

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

Southern Region:—continued

Selhurst Depot—continued



BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

28

WEEKLY OPERATING NOTICE containing

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

SATURDAY, 7 JULY

to

FRIDAY, 13 JULY 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood)—continued		
Sunday, 8 July		
413 Norwood Jn.	Down platform loop and up London Bridge slow BLOCKED	00 05 to 06 45. Platform work, 8½ and 8¾ m.p. Down trains to travel over down London Bridge fast or down London Bridge slow. Up trains to travel over up London Bridge fast.
Tuesday, 10 to Friday, 13 July		
414 Norwood Jn.	Up London Bridge slow BLOCKED	00 20 to 05 00. Platform work, 8¾ and 8½ m.p. Up trains to travel over up London Bridge fast.
Thursday, 12 and Friday, 13 July		
415 Norwood Jn.	Down platform loop BLOCKED	00 20 to 05 00. Platform work, 8½ and 8¾ m.p. Down trains to travel over down London Bridge slow or down London Bridge fast.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 8 July—Beeston North Junction—

A new facing crossover between the down and up main lines together with a new facing connection from the down goods to the down main line will be provided approximately 150 yards on the Nottingham side of Beeston No.3 frame.

The stencil 'SDG' indicator working in conjunction with the position light signal on signal TT.329 (up goods) will be taken away and the indicator will henceforth only display an indication 'G' for movements proceeding on the up goods line.

Signal TT.331 (up main) will no longer apply to movements to the down sidings.

(OD.14/82/323)

(31)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—

Saturday, 7 to Monday, 9 July—Between Darnall West and Orgreaves Colliery—

The up goods from Darnall West to Orgreaves Colliery will be secured out of use pending removal.

The down and up main lines will be renamed down and up Worksop respectively.

Orgreaves Colliery—

The goods line and sidings will be taken out of use pending removal. All associated goods line signals and shunting signals will be abolished.

Darnall West—

The trap points in the connection — down Worksop to Locomotive Sidings will be removed.

Signalling Alterations—

The position 4 Junction Indicator will be removed from the Up branch home signal DW68, and the signal will apply without route indication — Up branch to Up Worksop.

The position 1 Junction Indicator — (applying towards former Up goods) will be removed from the Up Worksop home signal DW47.

The Up goods starting signal DW61 will be abolished.

The Up goods position — light signal No.13 will be repositioned on the Up Worksop at the Sheffield end of Darnall Station. A 3-way stencil route indicator will be provided and the following indications will apply:—

Indication	Application
S	Locomotive Sidings
W	Down Worksop
B	Down Branch

The shunting signal applying — down Worksop to up goods or to up Worksop will be replaced by position-light signal No.16 which will apply down Worksop to up Worksop.

The shunting signal applying Locomotive Spur to Locomotive Sidings will be replaced by position light signal No.1.

The shunting signal (two miniature arms and an elevated disc) applying Locomotive Sidings to Up Goods, Up Worksop or Locomotive Spur will be replaced by an elevated position-light signal No.2/28. A 2-way stencil indicator will be provided and the following indications will apply:—

Indication	Application
W	Up Worksop
S	Locomotive Spur

(3109/14851/19) (31)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:— continued

Tuesday, 10 July—Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The $\frac{20}{40}$ Temporary Speed Restriction on the Down Slow line between 46m. 43ch. and 47m. 10ch. will become a 40 m.p.h. Permanent Speed Restriction.

(31)

Western Region:—

From 22 30 Saturday, 7 July to 16 00 Sunday, 8 July or until completion—Didcot—

Signals R.176 and R.276, situated at the Swindon end of the down relief (No.3) and up relief (No.4) platforms will be repositioned approximately 20 yards towards Reading.

The associated AWS inductors will be repositioned accordingly.

(31)

DETAILS OF WORK ALREADY CARRIED OUT

Luton—Vauxhall Motors Sidings—

The Vauxhall Motors Sidings G.F. and the set back position light ground signal WH.571 on the up slow line have been taken out of use pending removal.

The catch points in the up slow line adjacent to the sidings connection have been converted to Spring Operation.

(OD.14/84/169) (New Item) (30)

Loughborough Goods Yard—

The spring operated points leading to the former Goods Shed Siding have been replaced by Hand Operated points.

The former Goods Shed Siding has been shortened to 149 yards and the Goods Shed demolished.

(OD.14/—) (New Item) (30)

Between Blackwell East Jn. and New Hucknall Tip—

The section of line between Blackwell East Jn. (exclusive) and New Hucknall Tip has been taken out of use, pending removal.

(OD.14/81/323) (30)

Beeston North Junction—

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

(OD.14/82/323) (30)

** Beeston North Junction—

The facing connection from the down goods to the down main line together with the slip connection to the up main line have been secured out of use, pending removal.

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

The position 4 junction route indicator on signal TT.329 (up goods) has been taken away and the signal now only applies to movements proceeding on the up goods line.

(OD.14/82/323) (28)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:— continued

Three Horse Shoes—

Down line automatic signal THS 763 has been replated as a controlled signal THS 30.

(29)

Between Honington and Ancaster—Sudbrooke Level Crossing at 113m. 72ch.—

The level crossing has been converted to an Automatic Open (A.O.C.R.) Level Crossing — remotely monitored from Ancaster signal box. Telephone communication has been provided.

“WHISTLE” boards have been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossing on each line applicable to movements towards the crossing in the wrong direction.

Speed restriction signs in the form of a Black St. Andrews Cross/Speed restriction sign have been provided 477 yards from the crossing on each wrong direction approach.

X 25

Ancaster—

A new 2-lever ground frame released from Ancaster signalbox, has been provided to operate the up main/up siding connection.

The up main starting signal has been repositioned 340 yards nearer to the signal box.

(29)

* * * Between Hykeham and Lincoln West—

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains only on the down line between 23¾ m.p. and Hykeham (29m. 49ch.) has been extended to terminate at 30m. 50ch. (Between Doddington Road L.C. and Boultham Crossing.)

The 70 m.p.h. Maximum Permissible Speed for Class 253/254 trains on the up line between Doddington Road L.C. (30m. 19ch.) and South Scarle L.C. (24m. 31ch.) has been extended to commence at Lincoln West (32m. 22ch.). (See Section D).

(28)

* * * Between Nunnery Main Line Junction and Woodburn Junction—

The catch points in the Up Worksop at 159m. 01ch. (340 yards before reaching S4/206 signal), have been removed and plain line installed.

(28)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Paddington—

In connection with the provision of friction buffers platforms 3 and 4 have been shortened by approximately 35 yards.

(30)

Gloucester (Westbury Crossing)—

Signal G.111 (up main) has been repositioned 55 yards towards Newport.

Signal DM.122 has been repositioned 55 yards towards Gloucester.

The associated AWS indicators have been repositioned accordingly.

(30)

Paddington—

In connection with the provision of friction buffers platforms 1 and 2 have been shortened by approximately 35 yards.

(29)

Southern Region:—

Selhurst Depot—

Controlled barriers have been installed to protect the road crossing over the “IN and OUT” electric lines 315 yards from Selhurst Station as shown on the following diagram.

Control is from the adjacent Crossing Keepers hut. Elevated position light shunt signals have been installed on each approach to the crossing, on the left hand side of the line concerned.

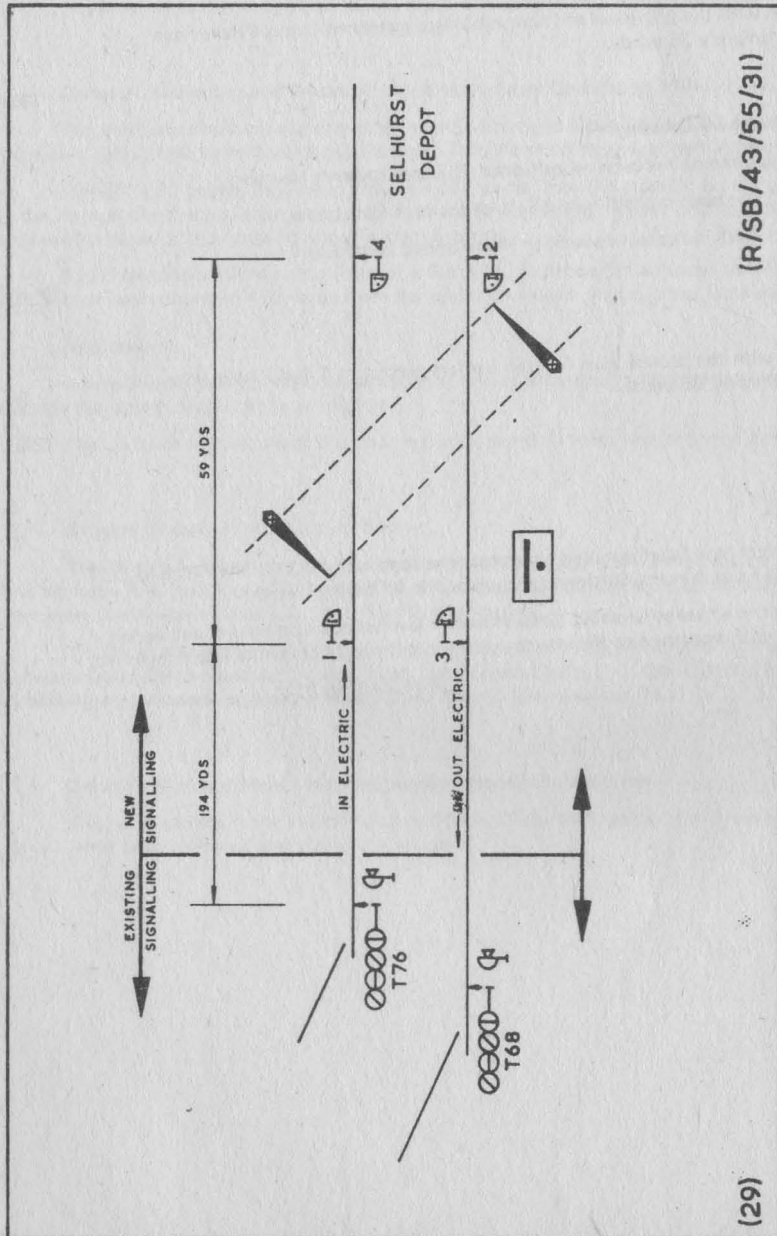
(R/SB.43/55/31)

(29)

SECTION C

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

Southern Region:—continued
 Selhurst Depot—continued



SECTION C

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

Southern Region:—continued

Norwood Junction—

The existing facing crossover country end of platforms 6 and 5 leading from the down platform loop to the down London Bridge slow line has been repositioned 62 yards nearer to Norwood Junction station.

A new facing crossover (lefthand turnout) has been laid in 170 yards country end of platforms 5 and 6 to complete the down London Bridge slow line.

Signal applications for T 19 and position light (s) are as follows:—

Signal No.	Aspect	Indication	Application
T 19	Main	Nil Position 1 Position 4	Down Wallington Down London Bridge Slow Down London Bridge Fast
	Position Light	T X A D	Through Road Up London Bridge Slow L.O.S. Fork Arrival Road Selhurst Depot
1018	Position Light	XS XL XR	Down London Bridge Slow Down Platform Loop Reception Siding

The associated permanent speed restrictions are shown in PON 23.

(R/SB 43/55/31)

(29)

** Norwood Junction—

A facing crossover has been laid in from the down London Bridge slow line to the down London Bridge fast line 60 yards country side of platforms 4 and 5 and has been secured out of use pending commissioning.

The associated permanent speed restrictions are shown in Periodical Operating Notice 23.

(28)

602.

(PRIVATE and not for publication)

B.R. 31146/1

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

29

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY 14 JULY

to

FRIDAY 20 JULY 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Monday, 13 July—Between Greaves Siding S.F. and Fosse Road G.F.—

The 80 m.p.h. P.S.R. which applies on the down line from 100m. 38ch. to 101½ m.p. together with the 75 m.p.h. P.S.R. which applies on the up line from 102½ m.p. to 100m. 55ch. will be removed.

(OD.14/84/178) (32)

Monday, 16 July—Between Spondon and Derby—

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

(OD.14/84/177) (32)

Monday, 16 July—Between Spondon and Draycott—

The 60 m.p.h. P.S.R. which applies on the up line from 124m. 12ch. to 123m. 46ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applies on the up line from 123m. 46ch. to 123m. 40ch. will be removed.

(OD.14/82/29) (32)

Tuesday, 17 July—Derby St. Marys—

The existing Middle Siding will become the Down Reception line and the existing Down Reception line will become a siding. The "Stop & Await Instructions" board at the north end of the existing Down Reception line will be repositioned accordingly.

(OD.14/77/13) (32)

Eastern Region:—

Sunday, 15 July—Between Victoria Park and Channelsea—

The following signals will be abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home,	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN I.B. Distant
Victoria Park	DN I.B. Home	to Dalston

The following new colour light signals will be brought into use.

VP510	3-aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
VP29	Down starting to Dalston to Show Red or Green, located 420 yards beyond Victoria Park Signal box.

(32)

From 08 00 Saturday, 14 July—Blackhorse Road and Walthamstow Queens Road—

The catchpoints situated in the down line at 8m. 18ch. will be secured out of use pending removal.

(32)

From 08 00 Saturday, 14 July—Leyton Midland Road and Leytonstone High Road —

The catch points situated in the down line at 9m. 41ch. will be secured out of use pending removal.

(32)

Signalling and Permanent Way Alterations—continued

Western Region:—

From 10 00 Monday, 16 July—Ealing Broadway—

The 30 m.p.h. permanent speed restriction over the up relief line from 6m. 10ch. to 5m. 45ch., will be shortened in length and will apply from 5m. 65ch. to 5m. 45ch. (See Section D).

(32)

DETAILS OF WORK ALREADY CARRIED OUT

Beeston North Junction—

A new facing crossover between the down and up main lines together with a new facing connection from the down goods to the down main line has been provided approximately 150 yards on the Nottingham side of Beeston No.3 frame.

The stencil 'SDG' indicator working in conjunction with the position light signal on signal TT.329 (up goods) has been taken away and the indicator will henceforth only display an indication 'G' for movements proceeding on the up goods line.

Signal TT.331 (up main) no longer applies to movements to the down sidings.

(OD.14/82/323) (31)

Luton—Vauxhall Motors Sidings—

The Vauxhall Motors Sidings G.F. and the set back position light ground signal WH.571 on the up slow line have been taken out of use pending removal.

The catch points in the up slow line adjacent to the sidings connection have been converted to Spring Operation.

(OD.14/84/169) (30)

Loughborough Goods Yard—

The spring operated points leading to the former Goods Shed Siding have been replaced by Hand Operated points.

The former Goods Shed Siding has been shortened to 149 yards and the Goods Shed demolished.

(OD.14/—) (30)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Blackwell East Jn. and New Hucknall Tip—

The section of line between Blackwell East Jn. (exclusive) and New Hucknall Tip has been taken out of use pending removal.

(OD.14/81/323) (30)

Beeston North Junction—

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

(OD.14/82/323) (30)

Eastern Region:—

Between Darnall West and Orgreaves Colliery—

The up goods from Darnall West to Orgreaves Colliery has been secured out of use pending removal.

The down and up main lines have been renamed down and up Worksop respectively.

Orgreaves Colliery—

The goods line and sidings have been taken out of use pending removal. All associated goods line signals and shunting signals have been abolished.

Darnall West—

The trap points in the connection — down Worksop to Locomotive Sidings have been removed.

Signalling Alterations—

The position 4 Junction Indicator has been removed from the Up branch home signal DW68, and the signal now applies without route indication — Up branch to Up Worksop.

The position 1 Junction Indicator — (applying towards former Up goods) has been removed from the Up Worksop home signal DW47.

The Up goods starting signal DW61 has been abolished.

The Up goods position — light signal No.13 has been repositioned on the Up Worksop at the Sheffield end of Darnall Station. A 3-way stencil route indicator has been provided and the following indications apply:—

Indication	Application
S	Locomotive Sidings
W	Down Worksop
B	Down Branch

The shunting signal applying — Down Worksop to Up goods or to Up Worksop has been replaced by position-light signal No.16 which applies down Worksop to Up Worksop.

The shunting signal applying Locomotive Spur to Locomotive Sidings has been replaced by position light signal No.1.

The shunting signal (two miniature arms and an elevated disc) applying Locomotive Sidings to Up Goods, Up Worksop or Locomotive Spur has been replaced by an elevated position-light signal No.2/28. A 2-way stencil indicator has been provided and the following indications apply:—

Indication	Application
W	Up Worksop
S	Locomotive Spur

(3109/14851/19) (31)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The $\frac{20}{40}$ Temporary Speed Restriction on the Down Slow line between 46m. 43ch. and 47m. 10ch. has become a 40 m.p.h. Permanent Speed Restriction.

(31)

. Three Horse Shoes—

Down line automatic signal THS 763 has been replaced as a controlled signal THS 30.

(29)

. Between Honington and Ancaster—Sudbrooke Level Crossing at 113m. 72ch.—

The level crossing has been converted to an Automatic Open (A.O.C.R.) Level Crossing remotely monitored from Ancaster signal box. Telephone communication has been provided.

"WHISTLE" boards have been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossing on each line applicable to movements towards the crossing in the wrong direction.

Speed restriction signs in the form of a Black St. Andrews Cross/Speed restriction sign X 25 have been provided 477 yards from the crossing on each wrong direction approach.

Ancaster—

A new 2-lever ground frame released from Ancaster signalbox, has been provided to operate the up main/up siding connection.

The up main starting signal has been repositioned 340 yards nearer to the signal box.

(29)

Western Region:—

Didcot—

The down relief (No.3) platform has been shortened by approximately 130 yards at the Swindon end.

(New Item) (31)

Didcot—

The up relief (No.4) platform has been temporarily shortened by approximately 45 yards at the Swindon end.

(New Item) (31)

Didcot—

Signals R.176 and R.276, situated at the Swindon end of the down relief (No.3) and up relief (No.4) platforms have been repositioned approximately 20 yards towards Reading.

The associated AWS inductors have been repositioned accordingly.

(31)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

Paddington—

In connection with the provision of friction buffers platforms 3 and 4 have been shortened by approximately 35 yards.

(30)

Gloucester (Westbury Crossing)—

Signal G.111 (up main) has been repositioned 55 yards towards Newport.

Signal DM.122 has been repositioned 55 yards towards Gloucester.

The associated AWS indicators have been repositioned accordingly.

(30)

* * * Paddington—

In connection with the provision of friction buffers platforms 1 and 2 have been shortened by approximately 35 yards.

(29)

Southern Region:—

* * * Selhurst Depot—

Controlled barriers have been installed to protect the road crossing over the "IN and OUT" electric lines 315 yards from Selhurst Station as shown on the following diagram.

Control is from the adjacent Crossing Keepers hut. Elevated position light shunt signals have been installed on each approach to the crossing, on the left hand side of the line concerned.

(R/SB.43/55/31)

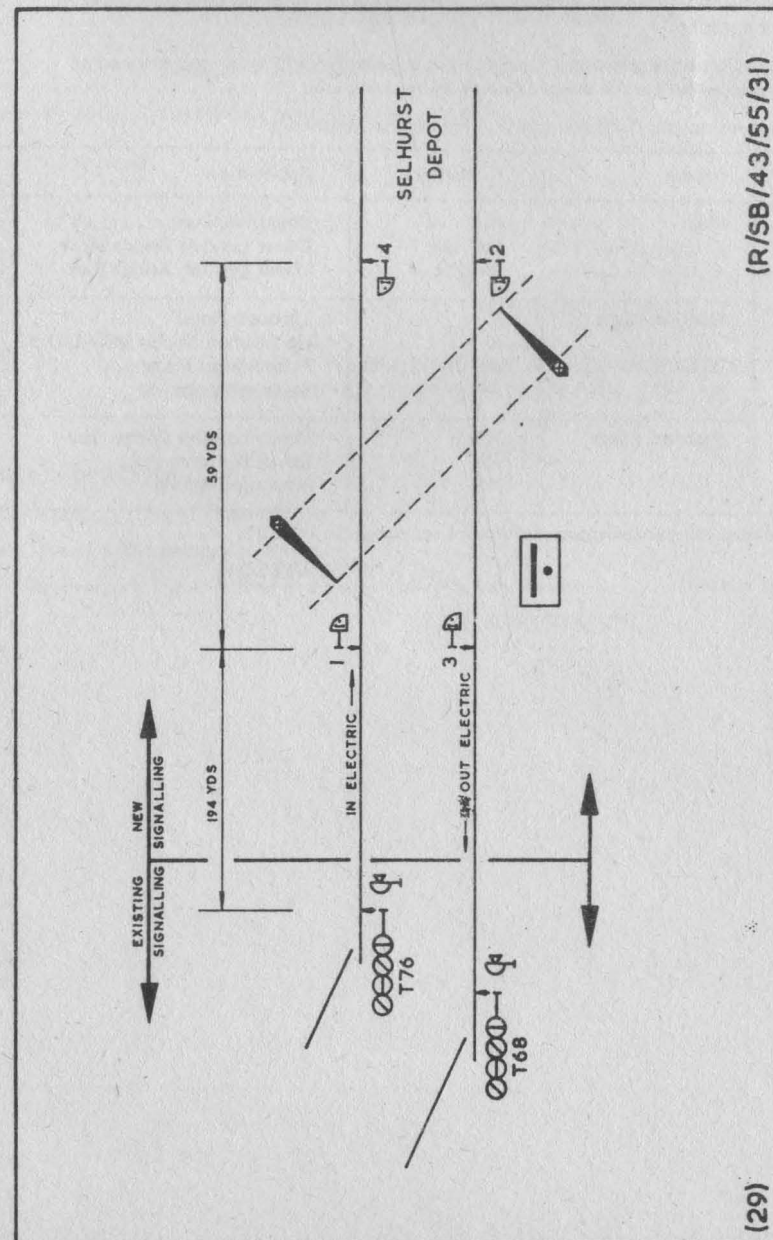
(29)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:—continued

* * * Selhurst Depot—continued



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:—continued

* * Norwood Junction—

The existing facing crossover country end of platforms 6 and 5 leading from the down platform loop to the down London Bridge slow line has been repositioned 62 yards nearer to Norwood Junction station.

A new facing crossover (lefthand turnout) has been laid in 170 yards country end of platforms 5 and 6 to complete the down London Bridge slow line.

Signal applications for T 19 and position light (s) are as follows:—

Signal No.	Aspect	Indication	Application
T 19	Main	Nil Position 1 Position 4	Down Wallington Down London Bridge Slow Down London Bridge Fast
	Position Light	T X A D	Through Road Up London Bridge Slow L.O.S. Fork Arrival Road Selhurst Depot
1018	Position Light	XS XL XR	Down London Bridge Slow Down Platform Loop Reception Siding

The associated permanent speed restrictions are shown in PON 23.

(R/SB 43/55/31)

(29)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED
LINES BR.29987 DATED 3 MAY 1975

NEUTRAL SECTIONS—LONDON MIDLAND REGION

Page 189—EUSTON—LIVERPOOL AND MANCHESTER

Insert	Armitage	G/121/15	121 + 2640 (20-5-84)
Delete	Rugeley	G/123/27	123 + 5030 (27-5-84 (fast lines)) (3-6-84 (slow lines)) (OD.15/Pad. 31/28) (19-5-84)

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

PART 1

SECTION 2—TRACTION

Page 2.9—Hauling of "dead" locomotives

Amend Clause 1.5 2nd paragraph to read:—

"However, one "dead" diesel or electric main line locomotive " then as printed.

(OD.15/64/421)

(14-7-84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

30

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 21 JULY

to

FRIDAY, 27 JULY 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. 'B' TO SELHURST		
Sunday, 22 July		
354 Clapham Jn. and Balham	Down & up Brighton fast and up Brighton slow BLOCKED	00 45 to 05 45. Track maintenance, 2½ and 4¾ m.p. Down trains to travel over down Brighton slow. Up traffic cannot pass.
Thursday, 26 and Friday, 27 July		
355 Balham and Thornton Heath	Down & up Brighton slow, down & up slow spurs, down & up Streatham spurs BLOCKED	00 05 to 04 35. Track maintenance, 4m. 78ch. and 8m. 9ch. Trains to travel over Brighton fast lines.
BALHAM TO SELHURST (via Norwood)		
Saturday, 21 July		
356 Norwood Jn.	Down platform loop BLOCKED	00 20 to 05 00. Station work, 8m. 50ch. and 8¾ m.p. Down trains to use alternative down platforms.
Sunday, 22 July		
357 Norwood Jn.	Down platform loop BLOCKED	00 20 to 06 00. Station work, 8m. 50ch. and 8¾ m.p. Down trains to use alternative down platforms.
Tuesday, 24 to Friday, 27 July		
358 Norwood Jn.	Down platform loop BLOCKED	00 20 to 05 00. Station work, 8m. 50ch. and 8¾ m.p. Down trains to use alternative down platforms.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Monday, 23 July—Dorridge—

Dorridge goods yard will be abolished. The ground frame and all associated connections will be secured out of use, pending removal.

(OD.14/—)

(33)

Thursday, 26 July—Between Leagrave and Flitwick

Repeating signals WH. R. 307 at Leagrave, WH. R. 317 at Harlington and WH. R. 325 at Flitwick will be taken out of use until further notice.

(OD14/GEN/237)

(33)

Eastern Region:—

Sunday, 22 July—Between South Tottenham Station Junction and Leytonstone High Road—

The following catch-points in the down line will be secured out of use pending removal and replacement by plain line:—

Between South Tottenham Station Junction and Walthamstow—

In the down main at 8m. 8ch.

Between Leyton Midland Road and Leytonstone High Road —

In the down main at 9m. 41ch. (683 yards before reaching Leytonstone Home signal).

(33)

Western Region:—

From 22 40 Saturday, 21 July to 18 15 Sunday, 22 July, or until completion—Hayes & Harlington—

A new trailing crossover, spiked, clipped and padlocked out of use, will be provided between the down and up relief lines at approximately 11m. 2ch. (West end of station).

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region—continued

From 22 30 Saturday, 21 July to 04 30 Monday, 23 July, or until completion—Didcot—

In connection with the remodelling of Chester line Junction, the existing double junction in the down and up relief lines between 53m. 13ch. and 53m. 17ch. and the two fixed diamond crossings in the down and up Oxford lines will be recovered.

A new facing crossover between the down and up relief lines at approximately 53m. 13ch., clipped out of use, and a new trailing connection in the up relief line at approximately 53m. 14ch., with temporary connection to the up Oxford line, will be provided.

The following signal routes will be disconnected until further notice.

Signal R.111 (Up Oxford)	—	All routes
R.113 (Up Relief)	—	All routes
R.174 (Down Relief)	—	To Nos. 3, 4 and 5 Platforms
R.176 (Down Relief)	—	All routes
R.276 (Up Relief)	—	All routes
(Down direction)		
R.278 (No.5 Platform)	—	All routes
(Down direction)		

Position light signals R.430, R.432, R.441, R.443, R.445 — All routes and R.447

All trains proceeding via the down Oxford line will be routed via the up relief (No.4 Platform) line or No.5 platform line and the existing trailing crossover between the down and up Oxford lines.

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

Southern Region:—

Saturday, 21 July—Norwood Junction—

Norwood Fork Arrival Road signal T10 will be moved 42 yards towards East Croydon and will apply as hitherto.

(R/SB 43/55/31)

(33)

Saturday, 21 July—Norwood Down Yard—

C, D and E Sections will be abolished together with 27 chains of Slate Road.

(R/SB 43/55/31)

(33)

Sunday, 22 July—Clapham Junction—

The signal post telephone at signal VC610 (up Brighton slow line country side of the station) will be replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signalman from the open driving cab window without the driver having to alight from his train.

The white diamond sign superimposed by a 'T' will remain but the white flashing light in the sign will not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signalman. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signalman to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signalman, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signalman answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button.

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this trial installation.

(I.306)

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Greaves Siding S.F. and Fosse Road G.F.—

The 80 m.p.h. P.S.R. which applied on the down line from 100m. 38ch. to 101½ m.p. together with the 75 m.p.h. P.S.R. which applied on the up line from 102½ m.p. to 100m. 55ch. has been removed.

(OD.14/84/178) (32)

Between Spondon and Derby—

The 65 m.p.h. P.S.R. which applied on the down line from 126m. 25ch. to 126½ m.p. has been removed.

(OD.14/84/177) (32)

Between Spondon and Draycott—

The 60 m.p.h. P.S.R. which applied on the up line from 124m. 12ch. to 123m. 46ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applied on the up line from 123m. 46ch. to 123m. 40ch. has been removed.

(OD.14/82/29) (32)

Derby St. Marys—

The existing Middle Siding has become the Down Reception line and the Down Reception line has become a siding. The "Stop & Await Instructions" board at the north end of the existing Down Reception line has been repositioned accordingly.

(OD.14/77/13) (32)

Beeston North Junction—

A new facing crossover between the down and up main lines together with a new facing connection from the down goods to the down main line has been provided approximately 150 yards on the Nottingham side of Beeston No. 3 frame.

The stencil 'SDG' indicator working in conjunction with the position light signal on signal TT.329 (up goods) has been taken away and the indicator will henceforth only display an indication 'G' for movements proceeding on the up goods line.

Signal TT.331 (up main) no longer applies to movements to the down sidings.

(OD.14/82/323) (31)

. Luton—Vauxhall Motors Sidings—

The Vauxhall Motors Sidings G.F. and the set back position light ground signal WH.571 on the up slow line have been taken out of use pending removal.

The catch points in the up slow line adjacent to the sidings connection have been converted to Spring Operation.

(OD.14/84/169) (30)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

. Loughborough Goods Yard—

The spring operated points leading to the former Goods Shed Siding have been replaced by Hand Operated points.

The former Goods Shed Siding has been shortened to 149 yards and the Goods Shed demolished.

(OD.14/—) (30)

. Between Blackwell East Jn. and New Hucknall Tip—

The section of line between Blackwell East Jn. (exclusive) and New Hucknall Tip has been taken out of use pending removal.

(OD.14/81/323) (30)

. Beeston North Junction—

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

(OD.14/82/323) (30)

Eastern Region:—

Between Victoria Park and Channelsea—

The following signals have been abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN I.B. Distant
Victoria Park	DN I.B. Home	to Dalston

The following new colour light signals have been brought into use.

VP510	3-aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
VP29	Down starting to Dalston to Show Red or Green, located 420 yards beyond Victoria Park Signal box.

Blackhorse Road and Walthamstow Queens Road—

The catchpoints situated in the down line at 8m. 18ch. have been secured out of use pending removal.

(32)

Leyton Midland Road and Leytonstone High Road—

The catch points situated in the down line at 9m. 41ch. have been secured out of use pending removal.

(32)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Darnall West and Orgreaves Colliery—

The up goods from Darnall West to Orgreaves Colliery has been secured out of use pending removal.

The down and up main lines have been renamed down and up Worksop respectively.

Orgreaves Colliery—

The goods line and sidings have been taken out of use pending removal. All associated goods line signals and shunting signals have been abolished.

Darnall West—

The trap points in the connection — down Worksop to Locomotive Sidings have been removed.

Signalling Alterations—

The position 4 Junction Indicator has been removed from the Up branch home signal DW68, and the signal now applies without route indication — Up branch to Up Worksop.

The position 1 Junction Indicator — (applying towards former Up goods) has been removed from the Up Worksop home signal DW47.

The Up goods starting signal DW61 has been abolished.

The Up goods position — light signal No.13 has been repositioned on the Up Worksop at the Sheffield end of Darnall Station. A 3-way stencil route indicator has been provided and the following indications apply:—

Indication	Application
S	Locomotive Sidings
W	Down Worksop
B	Down Branch

The shunting signal applying — Down Worksop to Up goods or to Up Worksop has been replaced by position-light signal No.16 which applies down Worksop to Up Worksop.

The shunting signal applying Locomotive Spur to Locomotive Sidings has been replaced by position light signal No.1.

The shunting signal (two miniature arms and an elevated disc) applying Locomotive Sidings to Up Goods, Up Worksop or Locomotive Spur has been replaced by an elevated position-light signal No.2/28. A 2-way stencil indicator has been provided and the following indications apply:—

Indication	Application
W	Up Worksop
S	Locomotive Spur

(3109/14851/19) (31)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The $\frac{20}{40}$ Temporary Speed Restriction on the Down Slow line between 46m. 43ch. and 47m. 10ch. has become a 40 m.p.h. Permanent Speed Restriction.

(31)

Western Region:—

Ealing Broadway—

The 30 m.p.h. permanent speed restriction over the up relief line from 6m. 10ch. to 5m. 45ch., has been shortened in length and now applies from 5m. 65ch. to 5m. 45ch. (See Section D).

(32)

Didcot—

The down relief (No.3) platform has been shortened by approximately 130 yards at the Swindon end.

(31)

Didcot—

The up relief (No.4) platform has been temporarily shortened by approximately 45 yards at the Swindon end.

(31)

Didcot—

Signals R.176 and R.276, situated at the Swindon end of the down relief (No.3) and up relief (No.4) platforms have been repositioned approximately 20 yards towards Reading.

The associated AWS inductors have been repositioned accordingly.

(31)

Paddington—

In connection with the provision of friction buffers platforms 3 and 4 have been shortened by approximately 35 yards.

(30)

Gloucester (Westbury Crossing)—

Signal G.111 (up main) has been repositioned 55 yards towards Newport.

Signal DM.122 has been repositioned 55 yards towards Gloucester.

The associated AWS indicators have been repositioned accordingly.

(30)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

31

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 28 JULY

to

FRIDAY, 3 AUGUST 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 29 July—Between Tyseley South Jn. and Spring Road

The catch points in the down line at Om. 07ch. (433 yards before reaching signal SY. 161) will be replaced by plain line.

(OD14/81/36) (34)

Sunday, 29 July—East Langton

East Langton box will be taken out of use together with all associated signalling.

East Langton down I.B. home signal, also acting as Kibworth down distant signal will have the red aspect removed and henceforth act as Kibworth down distant signal only.

(OD14/84/20) (34)

Sunday, 29 July—Grindleford—

The up main starting signal will be renewed as a semaphore signal 445 yards from the signalbox at a height of 16 feet, and 8 feet from the running edge of the rail.

(34)

Eastern Region:—

Sunday, 29 July—Between Barkston East Junction and Ancaster—

Honington signal box together with all points and signals worked therefrom will be abolished.

The Block section will then be between Barkston East Junction and Ancaster

Level Crossings

Hough Lane Level Crossing at 111m. 8ch. and Frinckley Lane Level Crossing at 111m. 52ch.

These level crossings will be converted to Automatic Open (A.O.C.R.) level crossings remotely monitored in Ancaster Signal box.

A "WHISTLE" board will be provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossings on each rail approach in the wrong direction of travel.

Hough Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 will be provided 538 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Frinckley Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 will be provided 489 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Signalling and Permanent Way Alterations—continued

Eastern Region—continued

Sunday, 29 July—Between Barkeston East Junction and Ancaster—continued Honington—

The Level Crossing will be converted to automatic half-barriers. (telephone communication will be provided between the Crossing and Ancaster Signal box).

A combined St. Andrews Cross/Speed Restriction Sign X 25 applicable to movements towards the Crossing in the wrong direction of travel will be provided:—

- (a) On the Down Main (Sudbrook Lane side of the crossing), 500 yards from the crossing in the wrong (Up) direction of approach.
- (b) On the Up Main (immediately on the Honington side of Frinckley Lane Level Crossing) 370 yards from Honington automatic half barriers, applicable to the wrong (Down) direction of travel.

(34)

Flashing Yellow Aspects at High Speed Junctions—

The table below shows the provision of Flashing Double or Flashing Single Yellow aspects which the signals will also be also capable of displaying (Rule Book Section C3.1.1 (b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
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(Sunday, 29 July—Hambleton South Junction)

Down main Y943	Y945	Y947 cleared with Junction Indicator Position 1 for the route to down Hambleton South Curve.
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(Sunday, 5 August—Colton North Junction and Colton South Junction)

Down Normanton Y757	Y763	Y769 cleared with Junction Indicator position 1 for the route to down Leeds at Colton North Junction
Up Leeds Y770	Y764	Y758 cleared with Junction Indicator position 1 for the route to up Normanton at Colton South Junction
Down Normanton Y743	Y747	Y757 cleared with Junction Indicator Position 1 for the route to down Leeds at Colton South Junction

(34)

Wednesday, 1 August—Holbeck Loco Depot—

All Two Way Hand Lever Points from Holbeck Outlet to the Washer Road will be changed to Hand Spring Point Levers. This will make a route from Outlet to Washer Road.

(34)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—

From 22 30 Saturday, 28 July to 04 30 Monday, 30 July, or until completion—Didcot—

In connection with the remodelling of Chester Line Junction, Didcot Relief ground frame and associated connection from Provender Sidings to the Up Relief line will be recovered. The trailing crossover between the Down and Up Relief lines at 53m. 21ch. will be recovered.

A new trailing connection will be provided in the Up Relief line at 53m. 17ch. to the new Down Oxford line, which has been laid in approximately 10 yards west of the existing alignment. The existing Down Oxford line will be slewed into the new Down Oxford line at 53m. 28ch.

A new facing connection will be provided in the new Down Oxford line at approximately 53m. 26ch. connection to the realigned Provender Sidings.

To permit the Up Relief line to be slewed, signal R.113 will be renewed and repositioned approximately 6 feet on the cess side of the existing signal.

In addition to previous signal disconnections, position light signal R.431 (at Foxhall Junction) reading to the Down Relief line will be disconnected.

New position light signals R.441, R.442 and R.445 will be provided in connection with the new siding connection and will be disconnected.

(34)

DETAILS OF WORK ALREADY CARRIED OUT

Derby Atlas Works Sidings—

The Atlas Works Siding has been extended by 60 yards.

The length of the Siding between the Trap Points and the buffer stop is now 184 yards.

(OD.14/—) (New Item) (33)

Dorridge—

Dorridge goods yard has been abolished. The ground frame and all associated connections have been secured out of use, pending removal.

(OD.14/—) (33)

Between Legrave and Flitwick

Repeating signals WH. R. 307 at Legrave, WH. R. 317 at Harlington and WH. R. 325 at Flitwick have been taken out of use until further notice.

(OD14/GEN/237) (33)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Greaves Sidings S.F. and Fosse Road G.F.—

The 80 m.p.h. P.S.R. which applied on the down line from 100m. 38ch. to 101½ m.p. together with the 75 m.p.h. P.S.R. which applied on the up line from 102½ m.p. to 100m. 55ch. has been removed.

(OD.14/84/178) (32)

Between Spondon and Derby—

The 65 m.p.h. P.S.R. which applied on the down line from 126m. 25ch. to 126½ m.p. has been removed.

(OD.14/84/177) (32)

Between Spondon and Draycott—

The 60 m.p.h. P.S.R. which applied on the up line from 124m. 12ch. to 123m. 46ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applied on the up line from 123m. 46ch. to 123m. 40ch. has been removed.

(OD.14/82/29) (32)

Derby St. Marys—

The existing Middle Siding has become the Down Reception line and the Down Reception line has become a siding. The " Stop & Await Instructions " board at the north end of the existing Down Reception line has been repositioned accordingly.

(OD.14/77/13) (32)

. Beeston North Junction—

A new facing crossover between the down and up main lines together with a new facing connection from the down goods to the down main line has been provided approximately 150 yards on the Nottingham side of Beeston No. 3 frame.

The stencil 'SDG' indicator working in conjunction with the position light signal on signal TT.329 (up goods) has been taken away and the indicator will henceforth only display an indication 'G' for movements proceeding on the up goods line.

Signal TT.331 (up main) no longer applies to movements to the down sidings.

(OD.14/82/323) (31)

SECTION C

60

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Between South Tottenham Station Junction and Leytonstone High Road—

The following catch-points in the down line have been secured out of use pending removal and replacement by plain line:—

Between South Tottenham Station Junction and Walthamstow—

In the down main at 8m. 8ch.

Between Leyton Midland Road and Leytonstone High Road—

In the down main at 9m. 41ch. (683 yards before reaching Leytonstone Home signal).

(33)

Between Victoria Park and Channelsea—

The following signals have been abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN I.B. Distant
Victoria Park	DN I.B. Home	to Dalston

The following new colour light signals have been brought into use

VP510	3-aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
VP29	Down starting to Dalston to show Red or Green, located 420 yards beyond Victoria Park Signal box.

Blackhorse Road and Walthamstow Queens Road—

The catchpoints situated in the down line at 8m. 18ch. have been secured out of use pending removal.

(32)

Leyton Midland Road and Leytonstone High Road—

The catch points situated in the down line at 9m. 41ch. have been secured out of use pending removal.

(32)

* * * Between Darnall West and Orgreaves Colliery—

The up goods from Darnall West to Orgreaves Colliery has been secured out of use pending removal.

The down and up main lines have been renamed down and up Worksop respectively.

Orgreaves Colliery—

The goods line and sidings have been taken out of use pending removal. All associated goods line signals and shunting signals have been abolished.

Darnall West—

The trap points in the connection — down Worksop to Locomotive Sidings have been removed.

SECTION C

61

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried out—continued

Eastern Region:—continued

* * * Between Darnall West and Orgreaves Colliery—continued

Signalling Alterations—

The position 4 Junction Indicator has been removed from the Up branch home signal DW68, and the signal now applies without route indication — Up branch to Up Worksop.

The position 1 Junction Indicator — (applying towards former Up goods) has been removed from the Up Worksop home signal DW47.

The Up goods starting signal DW61 has been abolished.

The Up goods position — light No. 13 has been repositioned on the Up Worksop at the Sheffield end of Darnall Station. A 3-way stencil route indicator has been provided and the following indications apply:—

Indication	Application
S	Locomotive Sidings
W	Down Worksop
B	Down Branch

The shunting signal applying — Down Worksop to Up goods or to Up Worksop has been replaced by position-light signal No. 16 which applies down Worksop to Up Worksop.

The shunting signal applying Locomotive Spur to Locomotive Sidings has been replaced by position light signal No. 1

The shunting signal (two miniature arms and an elevated disc) applying Locomotive Sidings to Up Goods, Up Worksop or Locomotive Spur has been replaced by an elevated position-light signal No. 2/28. A 2-way stencil indicator has been provided and the following indications apply:—

Indication	Application
W	Up Worksop
S	Locomotive Spur

(3109/14851/19)

(31)

* * * Between Horbury Jn. and Wakefield Kirkgate West Jn.—

The $\frac{20}{40}$ Temporary Speed Restriction on the Down Slow line between 46m. 43ch. and 47m. 10ch. has become a 40 m.p.h. Permanent Speed Restriction.

Western Region:—

Paddington—

In connection with the provision of friction type buffer stops, platforms 5 and 6 have been shortened by approx. 35 yards.

(New Item) (33)

Hayes & Harlington—

A new trailing crossover, spiked, clipped and padlocked out of use, has been provided between the down and up relief lines at approximately 11m. 2ch. (West end of station).

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region—continued

Didcot—

In connection with the remodelling of Chester line Junction, the double junction in the down and up relief lines between 53m. 13ch. and 53m. 17ch. and the two fixed diamond crossings in the down and up Oxford lines have been recovered.

A new facing crossover between the down and up relief lines at approximately 53m. 13ch., clipped out of use, and a new trailing connection in the up relief line at approximately 53m. 14ch., with temporary connection to the up Oxford line, have been provided.

The following signal routes have been disconnected until further notice.

Signal R. 111 (Up Oxford)	—	All routes
R. 113 (Up Relief)	—	All routes
R. 174 (Down Relief)	—	To nos. 3, 4 and 5 Platforms
R. 176 (Down Relief)	—	All routes
R. 276 (Up Relief)	—	All routes
(Down direction)		
R. 278 (No. 5 Platform)	—	All routes
(Down direction)		

Position light signals R.430, R.432, R.441, R.443, R.445 — All routes and R.447

All trains proceeding via the down Oxford line will be routed via the up relief (No. 4 Platform) line or No. 5 platform line and the existing trailing crossover between the down and up Oxford lines.

(33)

Ealing Broadway—

The 30 m.p.h. permanent speed restriction over the up relief line from 6m. 10ch. to 5m. 45ch., has been shortened in length and now applies from 5m. 65ch. to 5m. 45ch. (see Section D).

(32)

*** Didcot—

The down relief (No. 3) platform has been shortened by approximately 130 yards at the Swindon end.

(31)

*** Didcot—

The up relief (No. 4) platform has been temporarily shortened by approximately 45 yards at the Swindon end.

(31)

*** Didcot—

Signals R.176 and R.276, situated at the Swindon end of the down relief (No. 3) and up relief (No. 4) platforms have been repositioned approximately 20 yards towards Reading.

The associated AWS inductors have been repositioned accordingly.

(31)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region—

Norwood Junction—

Norwood Fork Arrival Road signal T10 has been moved 42 yards towards East Croydon.

(R/SB 43/55/31)

(33)

Norwood Down Yard—

C, D and E Sections have been abolished together with 27 chains of Slate Road.

(R/SB 43/55/31)

(33)

Clapham Junction—

The signal post telephone at signal VC610 (up Brighton slow line country side of the station) has been replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signalman from the open driving cab window without the driver having to alight from his train.

The white diamond sign superimposed by a 'T' remains but the white flashing light in the sign does not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signalman. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signalman to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signalman, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signalman answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this trial installation.

(1.306)

(33)

BRITISH RAILWAYS



LONDON MIDLAND REGION

ME

602

32

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 4 AUGUST

to

FRIDAY, 10 AUGUST 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 5 August—Toton Up Yard

All the double-sided hump speed signals and the application indicators on Arrival Lines 1-5 and 7-11 and the Engine Run-round line will be taken away.

The hump shunting signals in the vicinity of the Hump Room will be taken away and the points worked from the Hump Room will be converted to hand operation.

The Brake Slip line will be taken out of use and the connection to the Up Engine Release line will be secured for movements to the Up Engine Release line.

A new 'Stop & Await Instructions' board will be provided on the Hump Avoiding line on the Stapleford side of the Hump.

New 'Stop & Await Instructions' boards will be provided at the Hump end of the Arrival lines.

The King and Queen points worked from the Control Tower together with all points on Fan 4 (sidings 29-37) will be converted to hand operation.

New 'Stop & Await Instructions' boards, facing the Fans, will be provided at the North end of Fans 3 and 4 adjacent to the existing retarders.

(OD.14/83/83)

(35)

Signalling and Permanent Way Alterations—continued

Eastern Region

Monday, 6 August—Between Hexthorpe Jn. and St. James Jn.—

The 20 m.p.h. Permanent Speed Restriction through the up main and up goods connection at Hexthorpe Jn. will be increased to a 40 m.p.h. Permanent Speed Restriction.

The 20 m.p.h. Permanent Speed Restriction on the up goods line between 21m. 15ch. and 21m. 50ch. will be removed. (See Section D).

(35)

Flashing Yellow Aspects at High Speed Junctions—

The table below shows the provision of Flashing Double or Flashing Single Yellow aspects which the signals will also be capable of displaying (Rule Book Section C3.1.1 (b)). on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
(Sunday, 29 July—Hambleton South Junction)		
Down main Y943	Y945	Y947 cleared with Junction Indicator Position 1 for the route to down Hambleton South Curve.
(Sunday, 5 August—Colton North Junction and Colton South Junction)		
Down Normanton Y757	Y763	Y769 cleared with Junction Indicator position 1 for the route to down Leeds at Colton North Junction
Up Leeds Y770	Y764	Y758 cleared with Junction Indicator position 1 for the route to up Normanton at Colton South Junction
Down Normanton Y743	Y747	Y757 cleared with Junction Indicator Position 1 for the route to down Leeds at Colton South Junction

(35)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—

From 22 30 Saturday, 4 August to 16 00 Friday, 10 August, or until completion—Didcot—Chester Line Junction—

A new layout and new signalling will be brought into use as shown in heavy type on the following diagram. The new down and up Oxford lines from the junction with the relief lines to 53m. 28ch. are repositioned approximately 10 yards to the west of the former Oxford lines.

Signal R.176 (down relief) will be provided with a new position light signal and stencil type route indication 'S' for the Tip Siding.

Signals R.276 (up relief—down direction) and R.278 (No.5 platform—down direction) will be provided with new stencil type route indication 'S' for the Tip Siding.

All new connections will be operated by means of electro hydraulic clamp locks. The exit connections from the up sidings will remain operated by point machines.

NOTE:— The permanent speed restrictions through the junction have been revised and attention is drawn to Section D of this Notice.

(35)

From 08 00 Monday, 6 August until further notice—Heyford—

In connection with the raising of the platform height and construction of a temporary platform, the up platform will be shortened by approximately 44 yards at the London end. A temporary stop board will be provided.

(35)

Southern Region:—

Sunday, 5 August—Selhurst—

No.1 Yard Road will be laid in between the Gullet and No.2 Yard Road.

A position light ground shunt signal No.3 will be installed on No.1 Yard Road 177 yards London side of Norwood Yard ground frame 'B' and will apply to movements into Norwood Yard.

No.2 position light ground shunt signal in Norwood Yard with stencil route indicator 'Y' will now also apply to No.1 Yard Road.

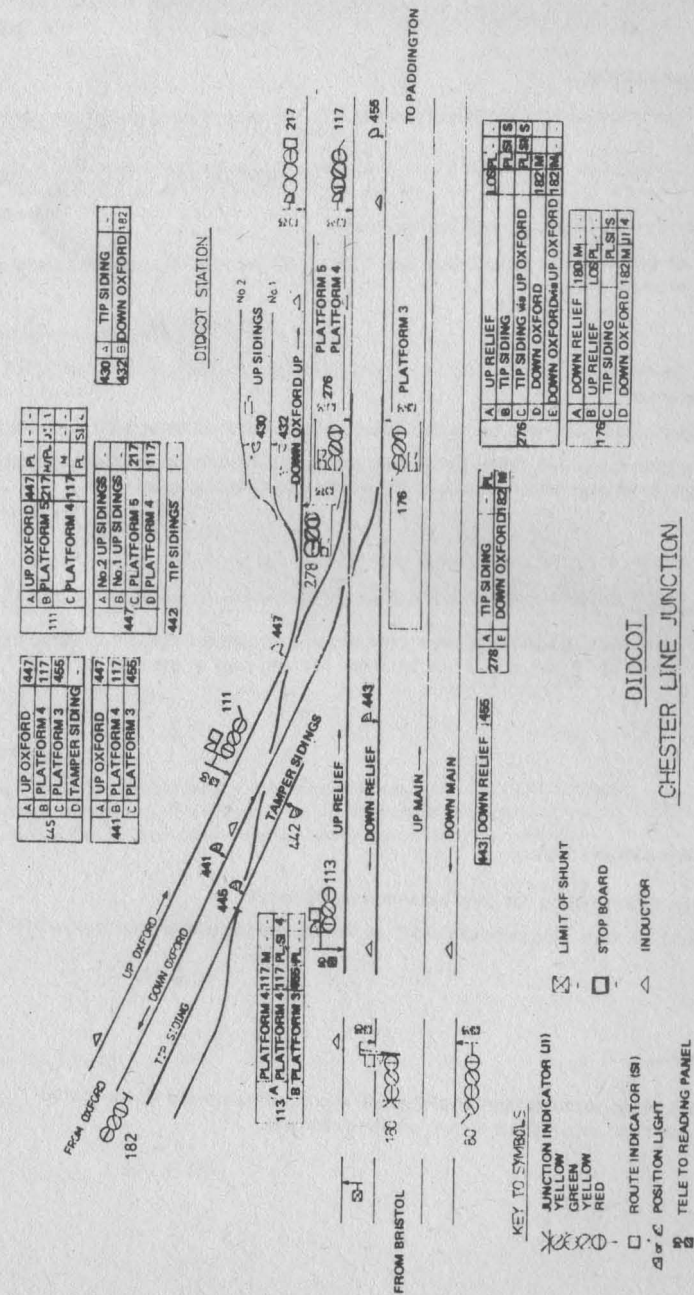
(35)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—continued

From 22 30 Saturday, 4 August to 16 00 Friday, 10 August, or until completion—Didcot—Chester Line Junction—



SECTION C

60

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Nottingham—Clifton Top Siding—

Between Lenton South Junction and Mansfield Junction, Nottingham Clifton Top Siding has been shortened to a length of 206 yards from the connection to the Ministry of Defence (R.O.F.) siding.

(O.D.14/—) (New Item) (34)

Westhouses M.P.D.—

The former trackwork of the Westhouses M.P.D. has been clipped out of use pending recovery.

(O.D.14/—) (New Item) (34)

Between Tyseley South Jn. and Spring Road—

The catch points in the down line at 0m. 07ch. (433 yards before reaching signal SY.161) have been replaced by plain line.

(O.D.14/81/36) (34)

East Langton

East Langton box has been taken out of use together with all associated signalling.

East Langton down 1.B. home signal, also acting as Kibworth down distant signal has had the red aspect removed and now acts as Kibworth down distant signal only.

(O.D.14/84/20) (34)

Grindleford—

The up main starting signal has been renewed as a semaphore signal 445 yards from the signalbox at a height of 16 feet, and 8 feet from the running edge of the rail.

(34)

Derby Atlas Works Sidings—

The Atlas Works Siding has been extended by 60 yards.

The length of the Siding between the Trap Points and the buffer stop is now 184 yards.

(O.D.14/—1) (33)

Dorridge—

Dorridge goods yard has been abolished. The ground frame and all associated connections have been secured out of use, pending removal.

(O.D.14/—) (33)

SECTION C

61

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Leagrave and Flitwick

Repeating signals WH.R. 307 at Leagrave, WH.R. 317 at Harlington and WH.R. 325 at Flitwick have been taken out of use until further notice.

(O.D.14/GEN/237) (33)

* * * Between Greaves Sidings S.F. and Fosse Road G.F.—

The 80 m.p.h. P.S.R. which applied on the down line from 100m. 38ch. to 101½m.p. together with the 75m.p.h. P.S.R. which applied on the up line from 102½m.p. to 100m. 55ch. has been removed.

(O.D.14/84/178) (32)

* * * Between Spondon and Derby—

The 65m.p.h. P.S.R. which applied on the down line from 126m. 25ch. to 126½m.p. has been removed.

(O.D.14/84/177) (32)

* * * Between Spondon and Draycott—

The 60m.p.h. P.S.R. which applied on the up line from 124m. 12ch. to 123m. 46ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applied on the up line from 123m. 46ch. to 123m. 40ch. has been removed.

(O.D.14/82/29) (32)

* * * Derby St. Marys—

The existing Middle Siding has become the Down Reception line and the Down Reception line has become a siding. The "Stop & Await Instructions" board at the north end of the existing Down Reception line has been repositioned accordingly.

(O.D.14/77/13) (32)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—

Between Barkston East Junction and Ancaster—

Honington signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Barkston East Junction and Ancaster

Level Crossings

Hough Lane Level Crossing at 111m.8ch. and Frinckley Lane Level Crossing at 111m. 52ch.

These level crossings have been converted to Automatic Open (A.O.C.R.) level crossings remotely monitored in Ancaster Signal Box.

A "WHISTLE" board has been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossings on each rail approach in the wrong direction of travel.

Hough Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 has been provided 538 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Frinckley Lane Level Crossing—

A combined St. Andrews Cross/Speed Restrictions Sign X 25 has been provided 489 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Honington—

The level crossing has been converted to automatic half-barriers. (telephone communication is provided between the Crossing and Ancaster Signal Box).

A combined St. Andrews Cross/Speed Restriction Sign X 25 applicable to movements towards the Crossing in the wrong direction of travel has been provided:—

- (a) On the Down Main (Sudbrook Lane side of the crossing), 500 yards from the crossing in the wrong (Up) direction of approach.
- (b) On the Up Main (immediately on the Honington side of Frinckley Lane Level Crossing) 370 yards from Honington automatic half barriers, applicable to the wrong (Down) direction of travel.

Holbeck Loco Depot—

All Two Way Hand Lever Points from Holbeck Outlet to the Washer Road have been changed to Hand Spring Point Levers. This makes a route from Outlet to Washer Road.

(34)

(34)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region :—continued

Between South Tottenham Station Junction and Leytonstone High Road—

The following catch-points in the down line have been secured out of use pending removal and replacement by plain line:—

Between South Tottenham Station Junction and Walthamstow—

In the down main at 8m. 8ch.

Between Leyton Midland Road and Leytonstone High Road—

In the down main at 9m. 41ch. (683 yards before reaching Leytonstone Home signal).

(33)

Between Victoria Park and Channelsea—

The following signals have been abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN.I.B. Distant
Victoria Park	DN.I.B. Home	to Dalston

The following new colour light signals have been brought into use

VP510	3—aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
VP29	Down starting to Dalston to show Red or Green, located 420 yards beyond Victoria Park Signal box.

(33)

. Blackhorse Road and Walthamstow Queens Road—

The catchpoints situated in the down line at 8m. 18ch. have been secured out of use pending removal.

(32)

. Leyton Midland Road and Leytonstone High Road—

The catch points situated in the down line at 9m. 41ch. have been secured out of use pending removal.

(32)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Didcot—

In connection with the remodelling of Chester Line Junction, Didcot Relief ground frame and associated connection from Provender Sidings to the Up Relief line has been recovered. The trailing crossover between the Down and Up Relief lines at 53m. 21ch. has been recovered.

A new trailing connection has been provided in the Up Relief line at 53m. 17ch. to the new Down Oxford line, which has been laid in approximately 10 yards west of the existing alignment. The existing Down Oxford line has been slewed into the new Down Oxford line at 53m. 28ch.

A new facing connection has been provided in the new Down Oxford line at approximately 53m. 26ch. connection to the realigned Provender Sidings.

To permit the Up Relief line to be slewed, signal R.113 has been renewed and repositioned approximately 6 feet on the cess side of the existing signal.

In addition to previous signal disconnections, position light signal R.431 (at Foxhall Junction) reading to the Down Relief line has been disconnected.

New position light signals R.441, R.442 and R.445 has been provided in connection with the new siding connection and are disconnected.

(34)

Paddington—

In connection with the provision of friction type buffer stops, platforms 5 and 6 have been shortened by approx. 35 yards.

(33)

Hayes & Harlington—

A new trailing crossover, spiked, clipped and padlocked out of use, has been provided between the down and up relief lines at approximately 11m. 2ch. (West end of station).

(33)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region—continued

Didcot—

In connection with the remodelling of Chester Line Junction, the double junction in the down and up relief lines between 53m. 13ch. and 53m. 17ch. and the two fixed diamond crossings in the down and up Oxford lines have been recovered.

A new facing crossover between the down and up relief lines at approximately 53m. 13ch., clipped out of use, and a new trailing connection in the up relief line at approximately 53m. 14ch. with temporary connection to the Oxford line, have been provided.

The following signal routes have been disconnected until further notice.

Signal R. 111 (Up Oxford)	-	All routes
R. 113 (Up Relief)	-	All routes
R. 174 (Down Relief)	-	To nos. 3,4 and 5 Platforms
R. 176 (Down Relief)	-	All routes
R. 276 (Up Relief)	-	All routes
(Down direction)	-	
R. 278 (No. 5 Platform)	-	All routes
(Down direction)	-	

Position light signals R.430, R.432, R.441, R.443, R.445— All routes and R.447

All trains proceeding via the down Oxford line will be routed via the up relief (No. 4 Platform) line or No. 5 platform line and the existing trailing crossover between the down and up Oxford lines.

(33)

* * * Ealing Broadway—

The 30 m.p.h. permanent speed restriction over the up relief line from 6m. 10ch. to 5m. 45ch., has been shortened in length and now applies from 5m. 65ch. to 5m. 45ch. (see Section D).

(32)

SECTION C

66

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:-

Norwood Junction—

Norwood Fork Arrival Road signal T10 has been moved 42 yards towards East Croydon.

(R/SB 43/55/31) (33)

Norwood Down Yard—

C, D and E Sections have been abolished together with 27 chains of Slate Road.

(R/SB 43/55/31) (33)

Clapham Junction—

The signal post telephone at signal VC610 (up Brighton slow line country side of the station) has been replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signaller from the open driving cab window without the driver having to alight from his train.

The white diamonded sign superimposed by a 'T' remains but the white flashing light in the sign does not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signaller. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signaller to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signaller, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signaller answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button.

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this trial installation.

(1.306) (33)

SECTION D

67

GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

SIGNALMENS GENERAL INSTRUCTIONS (B.R. 30062)

Instruction 31 Colour light signals (other than Track Circuit Block)

Amend Clause 31.2 to :-

If the Signaller becomes aware, or has reason to believe, that the main filament of a lamp has failed and that the signal is working with the secondary filament, normal working may continue. The S. & T. Technician must be informed immediately of the failure, but if he is not on duty he must be so informed when next taking duty.

Delete Clauses 31.4.1.2 and 31.4.1.3 and substitute :-

31.4.1.2.

When the indicator shows that the main power supply has failed but the standby supply is operative, the provisions of clause 31.2 (second sentence) must be applied, except that if more than 10 hours will elapse before the Technician takes duty, he must be sent for as soon as possible.

31.4.1.3

If both the main and standby indicators show failed, the S. & T. Technician must be sent for

ENDIX INSTRUCT
WHEN WORKING C
SECTION D—oo

Permal	Th				
	Ap dir	Ap dir	Ap dir	Ap dir	Ap dir
Down	25	X25	X25	X25	X25
Up	25	X25	X25	X25	X25
m.p.h.					

Look TODAY-

or

TOMORROW

may never come

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

33

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 11 AUGUST

to

FRIDAY, 17 AUGUST 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 12 August—Hall Green

Hall Green Signalbox will be abolished and Track Circuit Block working introduced on the down and up main lines between Saltley box (Tyseley South Jn.) and Shirley box.

The existing Hall Green down starting signal, up home signal and up home repeating signals, together with the shunting signals applying to movements through the former trailing crossover, opposite the box, will be taken away.

Signals HG. 5 (up main starting) and HG. 28 (down main home) will be converted to automatic working and replated accordingly. The signals will become Saltley signals and re-numbered SY. 368 and SY. 367 respectively. The signal post telephones will be connected to Saltley box.

The existing 2—aspect up distant signal (HG. 1) will become a Saltley signal and re-numbered SY. 366 R. The signal will be 1078 yards before reaching signal SY. 366 (see below).

A new 3—aspect automatic signal (SY. 366) will be provided on the up main line approximately 230 yards before reaching Hall Green Station. A.W.S. track equipment and a telephone to Saltley box will be provided at the signal.

A new 3—aspect automatic signal (SY. 365) will be provided on the down main line approximately 800 yards before reaching Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box will be provided at the signal.

A new 3—aspect automatic signal (SY. 363) will be provided on the down main line approximately 230 yards after passing Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box will be provided at the signal.

Shirley

The existing down distant and home 1 semaphore signals will be taken away and a new 3—aspect controlled signal (SH. 30) provided, 543 yards before reaching Shirley box. The new signal will be situated 700 yards before reaching the down home 2 semaphore signal. A.W.S. track equipment and a telephone to Shirley box will be provided at signal SJ. 30.

(OD14/81/36) (36)

Sunday, 12 August—Hams Hall C.E.G.B. Sidings

The arrival line will be taken out of use.

The 'Stop & Await Instructions' board on the 'Arrival & Departure' line will be taken away and a new 'Stop & Telephone' board provided on the 'Arrival & Departure' line immediately before reaching the first set of hand points at the entrance to the C.E.G.B. sidings.

The handpoints leading from the 'Arrival & Departure' line to the Shunt Line will be secured for movements along the 'Arrival & Departure' line.

Coleshill

The facing connection from the up slow line to the arrival and departure line will be secured out of use.

Signal SY.512 controlling movements from the up siding will be recovered.

(OD14/84/58) (36)

Signalling and Permanent Way Alterations—continued

Monday, 13 August—Between Knighton South Junction and Burton Leicester Junction.

The maximum permissible speed between Knighton South Junction and Burton Leicester Junction will become 45 m.p.h. for all trains, including passenger trains.

Between Desford Colliery Sidings and Moria West Junction.

The 20 m.p.h. P.S.R. which applies on the down line from 108m. 30ch. to 115m. 30ch. will apply from 109 m.p. to 115m. 30ch.

Between Swannington L.C. and Gresley Tunnel.

The 20 m.p.h. P.S.R. which applies on the down line from 119¼ m.p. to 121m. 45ch. will apply from 119¼ m.p. to 121m. 20ch.

Between Gresley Tunnel and Swannington L.C.

The 20 m.p.h. P.S.R. which applies on the up line from 121m. 45ch. to 118 m.p. will apply from 121m. 20ch. to 118 m.p.

(OD14/82/190) (36)

Monday, 13 August—Between Moira West Junction and Swannington L.C.

The 10 m.p.h. P.S.R. which applies on the up line from 116m. 22ch. to 116m. 20ch. will become a 20 m.p.h. P.S.R. applying from 116m. 22ch. to 116m. 16ch.

Between Moria West Junction and Desford Colliery Sidings.

The 20 m.p.h. P.S.R. which applies on the up line from 114¼ m.p. to 108m. 30ch. will apply from 114 m.p. to 109 m.p.

(OD14/82/190) (36)

Monday, 13 August—Between St. Pancras and Chesterfield (via Derby)

Vairious alterations to maximum permissible speeds and permanent speed restrictions on this route will take effect and full details are included on the Sectional Appendix amendments in Section D of this Notice.

(OD14/Gen. 201) (36)

Monday, 13 August—Between Draycott G.F. and Spondon L.C. S.F.

The 60 m.p.h. P.S.R. which applies on the down line from 122m. 75ch. to 123m. 40ch. together with the ²⁰/₅₀ m.p.h. P.S.R. which applies on the down line from 123m. 40ch. to 134m. 46ch. will be removed.

(OD.14/82/29) (36)

Eastern Region

Monday, 13 August—Between Treeton Junction and Beighton Junction

The 55 m.p.h. permanent speed restriction on the Up line between 157m. 15ch. and 156m. 55ch. will be removed. (See Section D).

(36)

Western Region

From 08 00 Thursday, 2 August—Didcot

Signal R.111 on the Up Oxford line which has already been disconnected will be removed. A new red aspect will be provided at the same location at ground level.

(36)

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Toton Up Yard

All the double-sided hump speed signals and the application indicators on Arrival Lines 1-5 and 7-11 and the Engine Run-round line have been taken away.

The hump shunting signals in the vicinity of the Hump Room have been taken away and the points worked from the Hump Room have been converted to hand operation.

The Brake Slip line has been taken out of use and the connection to the Up Engine Release line has been secured for movements to the Up Engine Release line.

A new 'Stop & Await Instructions' board has been provided on the Hump Avoiding line on the Stapleford side of the Hump.

New 'Stop & Await Instructions' boards have been provided at the Hump end of the Arrival lines.

The King and Queen points worked from the Control Tower together with all points on Fan 4 (sidings 29-37) have been converted to hand operation.

New 'Stop & Await Instruction' boards, facing the Fans, have been provided at the North end of Fans 3 and 4 adjacent to the existing retarders.

(OD14/83/83) (35)

Nottingham—Clifton Top Siding—

Between Lenton South Junction and Mansfield Junction, Nottingham Clifton Top Sidings has been shortened to a length of 206 yards from the connection to the Ministry of Defence (R.O.F.) Siding.

(OD14/-) (34)

Westhouses M.P.D.—

The former trackwork of the Westhouses M.P.D. has been clipped out of use pending recovery.

(OD14/-) (34)

Between Tyseley South Jn. and Spring Road—

The catch points in the down line at 0m. 07ch. (433 yards before reaching signal SY. 161), have been replaced by plain line.

(OD14/81/36) (34)

East Langton

East Langton box has been taken out of use together with all associated signalling.

East Langton down 1.B. home signal, also acting as Kibworth down distant signal has had the red aspect removed and now acts as Kibworth down distant signal only.

(OD14/84/20) (34)

Grindleford—

The up main starting signal has been renewed as a semaphore signal 445 yards from the signalbox at a height of 16 feet, and 8 feet from the running edge of the rail.

(34)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * Derby Atlas Works Sidings—

The Atlas Works Siding has been extended by 60 yards.

The length of the Siding between the Trap Points and the buffer stop is now 184 Yards.

(OD14/-) (33)

* * Dorridge—

Dorridge goods yard has been abolished. The ground frame and all associated connections have been secured out of use, pending removal.

(OD14/-) (33)

* * Between Leagrave and Flitwick

Repeating signals WH.R. 307 at Leagrave, W.H.R. 317 at Harlington and WH. R. 325 at Flitwick have been taken out of use until further notice.

(OD14/GEN/237) (33)

Eastern Region

Between Hexthorpe Jn. and St. James Jn.—

The 20 m.p.h. Permanent Speed Restriction through the up main and up goods connection at Hexthorpe Jn. has been increased to a 40 m.p.h. Permanent Speed Restriction.

The 20 m.p.h. Permanent Speed Restriction on the up goods line between 21m. 15ch. and 21m. 50ch. has been removed. (See Section D).

(35)

Flashing Yellow Aspects at High Speed Junctions—

The table below shows the provision of Flashing Double or Flashing Single Yellow aspects which the signals are also capable of displaying (Rule Book Section C3. 1.1 (b) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
(Hambleton South Junction)		
Down main Y943	Y945	Y947 cleared with junction indicator Position 1 for the route to down Hambleton South Curve.
(Colton North Junction and Colton South Junction)		
Down Normanton Y757	Y763	Y769 cleared with Junction Indicator position 1 for the route to down Leeds at Colton North Junction.
Up Leeds Y770	Y764	Y758 cleared with Junction indicator position 1 for the route to up Normanton at Colton South Junction.

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Flashing Yellow Aspects at High Speed Junctions—continued

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
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(Colton North Junction and Colton South Junction)—continued

Down Normanton Y743	Y747	Y757 cleared with Junction Indicator Position 1 for the route to down Leeds at Colton South Junction
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(35)

Between Barkston East Junction and Ancaster—

Honington signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Barkston East Junction and Ancaster

Level Crossings

Hough Lane Level Crossing at 111m.8ch. and Frinckley Lane Level Crossing at 111m. 52ch.

These level crossings have been converted to Automatic Open (A.O.C.R.) level crossings remotely monitored in Ancaster Signal Box.

A " WHISTLE " board has been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossings on each rail approach in the wrong direction of travel.

Hough Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 has been provided 538 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Frinckley Lane Level Crossing—

A combined St. Andrews Cross/Speed Restrictions Sign X 25 has been provided 489 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Honington—

The level crossing has been converted to automatic half-barriers. (telephone communication is provided between the Crossing and Ancaster Signal Box).

A combined St. Andrews Cross/Speed Restriction Sign X25 applicable to movements towards the Crossing in the wrong direction of travel has been provided :—

- On the Down Main (Sudbrook Lane side of the crossing), 500 yards from the crossing in the wrong (Up) direction of approach.
- On the Up Main (immediately on the Honington side of Frinckley Lane Level Crossing) 370 yards from Honington automatic half barriers, applicable to the wrong (Down) direction of travel.

(34)

Holbeck Loco Depot—

All Two Way Hand Lever Points from Holbeck Outlet to the Washer Road have been changed to Hand Spring Point Levers. This makes a route from Outlet to Washer Road.

(34)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region —continued

* * Between South Tottenham Station Junction and Leytonstone High Road—

The following catch-points in the down line have been secured out of use pending removal and replacement by plain line:—

* * Between South Tottenham Station Junction and Walthamstow—

In the down main at 8m. 8ch.

Between Leyton Midland Road and Leytonstone High Road—

In the down main at 9m. 41ch. (683 yards before reaching Leytonstone Home signal).

(33)

* * Between Victoria Park and Channelsea—

The following signals have been abolished.

Up Starting	S153	Lea Junction to Victoria Park
Victoria Park	Up Home	Lea Junction to Victoria Park
Victoria Park	DN Starting and	DN.I.B. Distant
Victoria Park	DN.I.B. Home	to Dalston

The following new colour light signals have been brought into use

VP510	3—aspect Up Automatic, Lea Junction to Victoria Park, located 350 yards before reaching Victoria Park Signal box.
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VP29	Down starting to Dalston to show Red or Green, located 420 yards beyond Victoria Park Signal box.
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(33)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Between Westerleigh Jn. and Gate—

Signal B.147 (up line) and associated signal post telephone has been brought back into use.

(New Item) (35)

Didcot—Chester Line Junction—

A new layout and new signalling have been brought into use as shown in heavy type on the following diagram. The new down and up Oxford lines from the junction with the relief lines to 53m. 28ch. are repositioned approximately 10 yards to the west of the former Oxford lines.

Signal R.176 (down relief) has been provided with a new position light signal and stencil type route indication 'S' for the Tip Siding.

Signals R.276 (up relief—down direction) and R.278 (No. 5 platform—down direction) has been provided with new stencil type route indication 'S' for the Tip Siding.

All new connections have been operated by means of electro hydraulic clamp locks. The exit connection from the up sidings remain operated by point machines.

NOTE:— The permanent speed restrictions through the junction have been revised and attention is drawn to Section D of this Notice.

(35)

Heyford—

In connection with the raising of the platform height and construction of a temporary platform, the up platform has been shortened by approximately 44 yards at the London end. A temporary stop board has been provided.

(35)

Didcot—

In connection with the remodelling of Chester Line Junction, Didcot Relief ground frame and associated connection from Provender Sidings to the Up Relief line has been recovered. The trailing crossover between the Down and Up Relief lines at 53m. 21ch. has been recovered.

A new trailing connection has been provided in the Up Relief line at 53m. 17ch. to the new Down Oxford line, which has been laid in approximately 10 yards west of the existing alignment. The existing Down Oxford line has been slewed into the new Down Oxford line at 53m. 28ch.

A new facing connection has been provided in the new Down Oxford line at approximately 53m. 26ch. connection to the realigned Provender Sidings.

To permit the Up Relief line to be slewed, signal R.113 has been renewed and repositioned approximately 6 feet on the cess side of the existing signal.

In addition to previous signal disconnections, position light signal R.431 (at Foxhall Junction) reading to the Down Relief line has been disconnected.

New position light signals R.441, R.442 and R.445 has been provided in connection with the new siding connection and are disconnected.

(34)

* * * Paddington—

In connection with the provision of friction type buffer stops, platforms 5 and 6 have been shortened by approx. 35 yards.

(33)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region—continued

* * * Hayes & Harlington—

A new trailing crossover, spiked, clipped and padlocked out of use, has been provided between the down and up relief lines at approximately 11m. 2ch. (West end of station).

(33)

* * * Didcot—

In connection with the remodelling of Chester Line Junction, the double junction in the down and up relief lines between 53m. 13ch. and 53m. 17ch. and the two fixed diamond crossings in the down and up Oxford lines have been recovered.

A new facing crossover between the down and up relief lines at approximately 53m. 13ch., clipped out of use, and a new trailing connection in the up relief line at approximately 53m. 14ch. with temporary connection to the Oxford line, have been provided.

The following signal routes have been disconnected until further notice.

Signal R. 111 (Up Oxford)	-	All routes
R. 113 (Up Relief)	-	All routes
R. 174 (Down Relief)	-	To nos. 3,4 and 5 Platforms
R. 176 (Down Relief)	-	All routes
R. 276 (Up Relief)	-	All routes
(Down direction)		
R. 278 (No. 5 Platform)	-	All routes
(Down direction)		

Position light signals R.430, R.432, R.441, R.443, R.445— All routes and R.447

All trains proceeding via the down Oxford line will be routed via the up relief (No. 4 Platform) line or No. 5 platform line and the existing trailing crossover between the down and up Oxford lines.

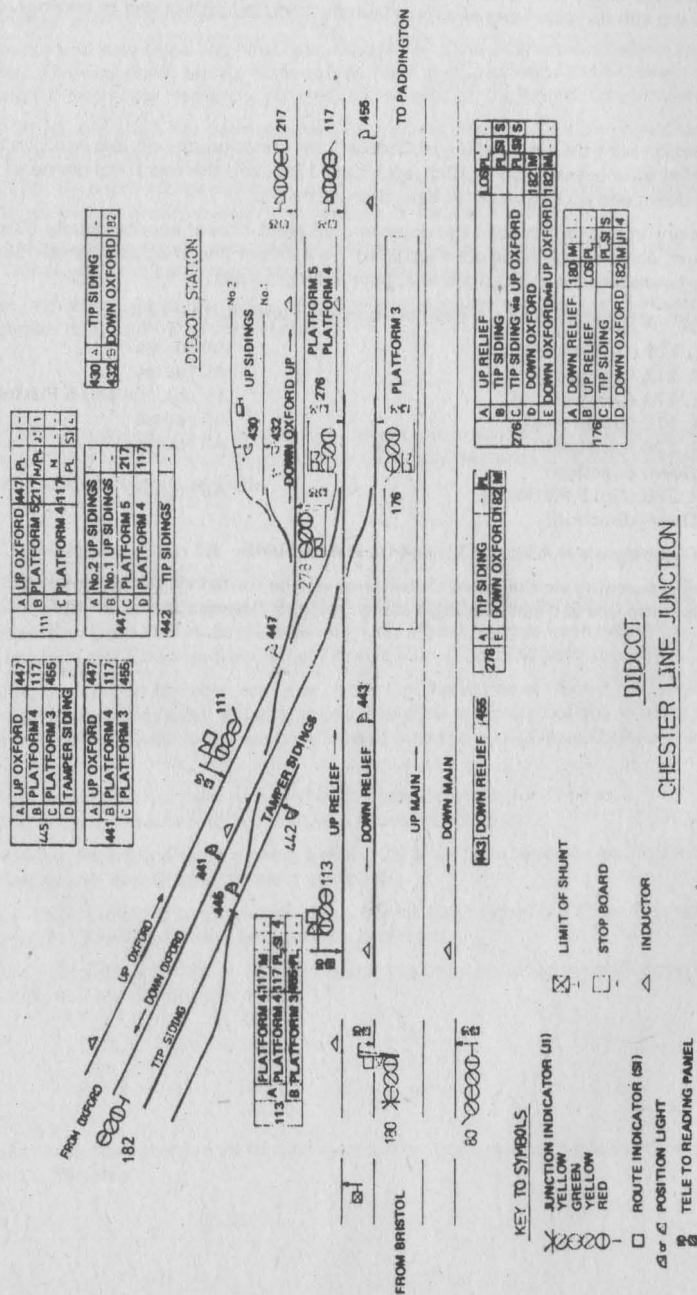
(33)

SECTION C

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

Western Region:—continued

Didcot—Chester Line Junction—



SECTION C

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

Southern Region:-

••• Norwood Junction—

Norwood Fork Arrival Road signal T10 has been moved 42 yards towards East Croydon.

(R/SB 43/55/31) (33)

••• Norwood Down Yard—

C, D and E Sections have been abolished together with 27 chains of Slate Road.

(R/SB 43/55/31) (33)

••• Clapham Junction—

The signal post telephone at signal VC610 (up brighton slow line country side of the station) has been replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signalman from the open driving cab window without the driver having to alight from his train.

The white diamonded sign superimposed by a 'T' remains but the white flashing light in the sign does not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signalman. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signalman to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signalman, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signalman answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button.

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this trial installation.

(1.306) (33)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region —continued

Selhurst—

No. 1 Yard Road has been laid in between the Gullet and No. 2 Yard Road.

A position light ground shunt signal No. 3 has been installed on No. 1 Yard Road 177 yards London side of Norwood Yard ground frame 'B' and applies to movements into Norwood Yard.

No. 2 position light ground shunt signal in Norwood Yard with stencil route indicator 'Y' also applies to No. 1 Yard Road.

(35)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

SIGNALMENS GENERAL INSTRUCTIONS (B.R. 30062)

Instruction 31 Colour light signals (other than Track Circuit Block)

Amend Clause 31.2 to :—

If the Signalman becomes aware, or has reason to believe, that the main filament of a lamp has failed and that the signal is working with the secondary filament, normal working may continue. The S. & T. Technician must be informed immediately of the failure, but if he is not on duty he must be so informed when next taking duty.

Delete Clauses 31.4.1.2 and 31.4.1.3 and substitute :—

31.4.1.2.

When the indicator shows that the main power supply has failed but the standby supply is operative, the provisions of clause 31.2 (second sentence) must be applied, except that if more than 10 hours will elapse before the Technician takes duty, he must be sent for as soon as possible.

31.4.1.3

If both the main and standby indicators show failed, the S. & T. Technician must be sent for.

31.4.1.4

The Signalman must record in the train register the times of failure and restoration.

(OD.15/69/3) (4-8-84)

**INSTRUCTIONS AFFECTING LMR STAFF WHEN WORKING OVER THE
WESTERN REGION AND BETWEEN READING, SOUTHCOLE JN. AND
EASTLEIGH (SOUTHERN REGION) DATED JULY, 1974 BR.30025—continued**

GENERAL INSTRUCTIONS

Page 56—Add—

LONDON TRANSPORT ELECTRIFIED LINES

The London Transport Executive's D.C. electrified lines are adjacent to Western Region lines between the following points:—

Paddington (Platform 14) and Westbourne Park
Acton West and Ealing Broadway
North Acton and Northolt Junction East

Staff must regard these electrified lines as being alive continuously.

Staff must at all times keep clear of the conductor and running rails and avoid touching them with tools, wires or metal equipment.

Cranes or other mechanical equipment must not be allowed to foul any of these lines without prior agreement being reached with the L.T.E.

If the permanent way is flooded to such an extent that the water has reached the conductor rails, staff must be careful not to come in contact with the water until they have ascertained that the current has been switched off.

In the event of fire or arcing, water must not be applied to an electric wire or conductor rail until after the current has been switched off.

Switching off current in emergency. Staff who become aware of:—

- (i) an incident on B.R. lines affecting L.T.E. lines
- (ii) an incident on L.T.E. lines affecting B.R. lines

must, unless L.T. staff are immediately available, contact the B.R. Signaller by the most expeditious means and request him to contact the L.T.E. to arrange for the current to be switched off.

The person contacting the Signaller must give his name and grade and the precise location and details of the incident. He must also wait until an assurance is given that the current has been switched off.

(4-8-84)

LOCAL INSTRUCTIONS

PADDINGTON TO FOXHALL JUNCTION

Page 66—DIDCOT—Add

No's.4 and 5 Platform lines—terminating Up and Down trains

Drivers of trains entering an unoccupied platform line must be prepared to bring their trains to a stand at the red handsignal exhibited by a handsignalman.

A second train is permitted to enter the same platform, from the opposite direction, in clear weather only, in accordance with Rule Book, Section H, Clause 3.6.

The Driver of a train which has been brought to a stand in the platform must make no further movement unless authorised to do so by the person in charge of the platform, or the appropriate platform starting signal has been cleared for the train to proceed.

(4-8-84)

CREWE

8, August 1984

D.J. MAIDMENT

Regional Operations Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

34

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 18 AUGUST.

to

FRIDAY, 24 AUGUST 1984

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.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 19 August—Derby Station

Double sided "OFF" indicators will be provided approximately 130 yards on the approach to each of the following signals to which they apply.

SOUTH END

DY. 441	—	Platform 1
DY. 442	—	Platform 2
DY. 443	—	Platform 3
DY. 444	—	Platform 4
DY. 446	—	Platform 6

NORTH END

DY. 451	—	Platform 1
DY. 452	—	Platform 2
DY. 453	—	Platform 3
DY. 454	—	Platform 4
DY. 456	—	Platform 6

(OD14/82/334)

(37)

Sunday, 19 August—Netherfield Lane L.C.

The combined speed restriction/whistle board, situated 110 yards on the Gedling Colliery side of the crossing, will be taken away.

A new Stop Board and supplementary notice worded "Telephone Signalman. Wait for White Light and Whistle before proceeding", will be provided below the Driver's flashing white light at the crossing in the up direction.

A telephone to Netherfield Junction signal box will be provided at the notice board.

(OD14/80/45)

(37)

Monday, 20 August—Between Arley Tunnel and Whitacre Junction

The 20 m.p.h. P.S.R. which applies on the down line from 2½ m.p. to 1½ m.p. will be withdrawn and a new 30 m.p.h. P.S.R. introduced from 2m. 05ch. to 1m. 50ch.

The 20 m.p.h. P.S.R. which applies on the up line from 1¾ to 2¼ m.p. will be withdrawn and a new 40 m.p.h. P.S.R. introduced from 1m. 50ch. to 2m. 95ch.

(OD14/79/75)

(37)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region**Sunday, 19 August—Immingham Reception Sidings—**

The trailing connection leading from the Down Main Line to Reception Sidings will be secured out of use pending removal.

The associated shunting signals will be abolished.

(37)

Western Region**Heyford—**

In connection with the raising of the platform height and the provision of temporary platforms the following work has/will be carried out :—

Until 16 00 hours, Sunday, 19 August—

The Up Platform has been shortened by 44 yards at the London end.

Temporary stop board is provided.

From 16 00 hours, Sunday, 19 August, Until further notice—

The Up Platform will be shortened by 55 yards at the Aynho Jn end and a temporary platform erected, 33 yards in length. 10 yards of the platform at the London end will run out of use.

Temporary stop board is provided.

From 08 00 hours, Monday, 20 August, Until further notice—

The Down Platform will be shortened by approximately 60 yards at the London end.

(37)

From 00 01 hours, Sunday, 19 August to 12 00 hours, Monday, 20 August, or until completion—Westbury Level Crossing (Gloucester)—

The remaining level crossing equipment (gates removed on 15 July) will be recovered and an automatic open crossing, remotely monitored (AOCR) provided.

Amber and flashing red road lights will illuminate and an audible device will sound on the approach of rail traffic. An indicator will be provided on each side of the crossing which will flash to indicate when a second train is approaching the crossing. A telephone will be provided on each side of the crossing communicating directly to the monitoring point, Gloucester signal box.

Whistle boards will be provided approximately 257 yards on the approaches to the crossing.

Automatic signal DM.122 will become a controlled signal and re-numbered G.110. (See Section D).

(37)

From 00 01 hours, Sunday, 19 August—Westbury Level Crossing (Gloucester)—

New 75 m.p.h. permanent speed restrictions will apply on the Down line from 122m. 6ch. to 124m. 65ch. and on the Up line from 124m. 65ch. to 121m. 70ch. (See Section D).

(37)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Leicester London Road Junction and Leicester North—

A permanent speed restriction of 15 m.p.h. applies over platforms 1 and 4 throughout.
(OD.14/Gen. 201) (New item) (36)

Hall Green

Hall Green Signal box has been abolished and Track Circuit Block working introduced on the down and up main lines between Saltley box (Tyseley South Jn.) and Shirley box.

Hall Green down starting signal, up home signal and up home repeating signals, together with the shunting signals applying to movements through the former trailing crossover, opposite the box, have been taken away.

Signals HG. 5 (up main starting) and HG. 28 (down main home) have been converted to automatic working and replated accordingly. The signals have become Saltley signals and re-numbered SY. 368 and SY. 367 respectively. The signal post telephones have been connected to Saltley box.

The existing 2—aspect up distant signal (HG. 1) has become a Saltley signal and re-numbered SY. 366 R. The signal will be 1078 yards before reaching signal SY. 366 (see below).

A new 3—aspect automatic signal (SY. 366) has been provided on the up main line approximately 230 yards before reaching Hall Green Station. A.W.S. track equipment and a telephone to Saltley box has been provided at the signal.

A new 3—aspect automatic signal (SY. 365) has been provided on the down main line approximately 800 yards before reaching Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box has been provided at the signal.

A new 3—aspect automatic signal (SY. 363) has been provided on the down main line approximately 230 yards after passing Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box has been provided at the signal. (36)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Shirley

The existing down distant and home 1 semaphore signals have been taken away and a new 3—aspect controlled signal (SH. 30) provided, 543 yards before reaching Shirley box. The new signal is situated 700 yards before reaching the down home 2 semaphore signal. A.W.S. track equipment and a telephone to Shirley box have been provided at signal SJ. 30.

(OD14/81/36) (36)

Hams Hall C.E.G.B. Sidings

The arrival Line has been taken out of use.

The 'Stop & Await Instructions' board on the 'Arrival & Departure' line has been taken away and a new 'Stop & Telephone' board provided on the 'Arrival & Departure' line immediately before reaching the first set of hand points at the entrance to the C.E.G.B. sidings.

The handpoints leading from the 'Arrival & Departure' line to the Shunt Line have been secured for movements along the 'Arrival & Departure' line.

Coleshill

The facing connection from the up slow line to the arrival and departure line has been secured out of use.

Signal SY. 512 controlling movements from the up siding has been recovered.

(OD14/84/58) (36)

Between Knighton South Junction and Burton Leicester Junction.

The maximum permissible speed Between Knighton South Junction and Burton Leicester Junction has become 45 m.p.h. for all trains, including passenger trains.

Between Desford Colliery Sidings and Moria West Junction.

The 20 m.p.h. P.S.R. which applied on the down line from 108m. 30ch. to 115m. 30ch. now applies from 109 m.p. to 115m. 30ch.

Between Swannington L.C. and Gresley Tunnel.

The 20 m.p.h. P.S.R. which applied on the down line from 119½ m.p. to 121m. 45ch. now applies from 119½ m.p. to 121m. 20ch.

Between Gresley Tunnel and Swannington L.C.

The 20 m.p.h. P.S.R. which applied on the up line from 121m. 45ch. to 118 m.p. now applies from 121m. 20ch. to 118 m.p.

(OD14/82/190) (36)

SECTION C

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

Between Moira West Junction and Swannington L.C.

The 10 m.p.h. P.S.R. which applied on the up line from 116m. 22ch. to 116m. 20ch. has become a 20 m.p.h. P.S.R. applying from 116m. 22ch. to 116m. 16ch.

Between Moria West Junction and Desford Colliery Sidings.

The 20 m.p.h. P.S.R. Which applied on the up line from 114¼ m.p. to 108m. 30ch. now applies from 114 m.p. to 109 m.p.

(OD14/82/190) (36)

Between St. Pancras and Chesterfield (via Derby)

Vairious alterations to maximum permissible speeds and permanent speed restrictions on this route have taken effect and full details are included on the Sectional Appendix amendments in Section D of this Notice.

(OD14/GEN.201) (36)

Between Draycott G.F. and Spondon L.C.S.F.

The 60 m.p.h. P.S.R. which applied on the down line from 122m. 75ch. to 123m. 40ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applied on the down line from 123m. 40ch. to 123m. 46ch. has been removed.

(OD14/82/29) (36)

Eastern Region

Between Treeton Junction and Beighton Junction

The 55 m.p.h. permanent speed restriction on the up line between 157m. 15ch. and 156m. 55ch. has been removed. (See Section D).

(36)

Western Region

Didcot

Signal R. 111 on the Up Oxford line which was disconnected has been removed. A new red aspect has been provided at the same location at ground level.

(36)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Toton Up Yard

All the double-sided hump speed signals and the application indicators on Arrival Lines 1-5 and 7-11 and the Engine Run-round line have been taken away.

The hump shunting signals in the vicinity of the Hump Room have been taken away and the points worked from the Hump Room have been converted to hand operation.

The Brake Slip line has been taken out of use and the connection to the Up Engine Release line has been secured for movements to the Up Engine Release line.

A new 'Stop & Await Instructions' board has been provided on the Hump Avoiding line on the Stapleford side of the Hump.

New 'Stop & Await Instructions' boards have been provided at the Hump end of the Arrival lines.

The King and Queen points worked from the Control Tower together with all points on Fan 4 (sidings 29-37) have been converted to hand operation.

New 'Stop & Await Instruction' boards, facing the Fans, have been provided at the North end of Fans 3 and 4 adjacent to the existing retarders.

(OD14/83/83) (35)

* * Nottingham—Clifton Top Siding—

Between Lenton South Junction and Mansfield Junction, Nottingham Clifton Top Sidings has been shortened to a length of 206 yards from the connection to the Ministry of Defence (R.O.F.) Siding.

(OD14/—) (34)

* * Westhouses M.P.D.—

The former trackwork of the Westhouses M.P.D. has been clipped out of use pending recovery.

(OD14/—) (34)

* * Between Tyseley South Jn. and Spring Road—

The catch points in the down line at 0m. 07ch. (433 yards before reaching signal SY. 161), have been replaced by plain line.

(OD14/81/36) (34)

* * East Langton

East Langton box has been taken out of use together with all associated signalling.

East Langton down 1.B. home signal, also acting as Kibworth down distant signal has had the red aspect removed and now acts as Kibworth down distant signal only.

(OD14/84/20) (34)

* * Grindleford—

The up main starting signal has been renewed as a semaphore signal 445 yards from the signalbox at a height of 16 feet, and 8 feet from the running edge of the rail.

(34)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region

Between Hexthorpe Jn. and St. James Jn.—

The 20 m.p.h. Permanent Speed Restriction through the up main and up goods connection at Hexthorpe Jn. has been increased to a 40 m.p.h. Permanent Speed Restriction.

The 20 m.p.h. Permanent Speed Restriction on the up goods line between 21m. 15ch. and 21m. 50ch. has been removed. (See Section D).

(35)

Flashing Yellow Aspects at High Speed Junctions—

The table below shows the provision of Flashing Double or Flashing Single Yellow aspects which the signals are also capable of displaying (Rule Book Section C3. 1.1 (b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
(Hambleton South Junction)		
Down main Y943	Y945	Y947 cleared with junction indicator Position 1 for the route to down Hambleton South Curve.
(Colton North Junction and Colton South Junction)		
Down Normanton Y757	Y763	Y769 cleared with Junction Indicator position 1 for the route to down Leeds at Colton North Junction.
Up Leeds Y770	Y764	Y768 cleared with Junction indicator position 1 for the route to up Normanton at Colton South Junction.
Down Normanton Y743	Y747	Y757 cleared with Junction Indicator Position 1 for the route to down Leeds at Colton South Junction

(35)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

* * * Between Barkston East Junction and Ancaster—

Honington signal box together with all points and signals worked therefrom has been abolished.

The Block section is now between Barkston East Junction and Ancaster

Level Crossings

Hough Lane Level Crossing at 111m. 8ch. and Frinckley Lane Level Crossing at 111m. 52ch.

These level crossings have been converted to Automatic Open (A.O.C.R.) level crossings remotely monitored in Ancaster Signal Box.

A " WHISTLE " board has been provided 171 yards from the crossing on each rail approach in the normal direction of travel, and 86 yards from the crossings on each rail approach in the wrong direction of travel.

Hough Lane Level Crossing—

A combined St. Andrews Cross/Speed Restriction Sign X 25 has been provided 538 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Frinckley Lane Level Crossing—

A combined St. Andrews Cross/Speed Restrictions Sign X 25 has been provided 489 yards from the crossing, applicable to each rail approach in the wrong direction of travel.

Honington—

The level crossing has been converted to automatic half-barriers. (telephone communication is provided between the Crossing and Ancaster Signal Box).

A combined St. Andrews Cross/Speed Restriction Sign X25 applicable to movements towards the Crossing in the wrong direction of travel has been provided :—

- On the Down Main (Sudbrook Lane side of the crossing), 500 yards from the crossing in the wrong (Up) direction of approach.
- On the Up Main (immediately on the Honington side of Frinckley Lane Level Crossing) 370 yards from Honington automatic half barriers, applicable to the wrong (Down) direction of travel.

(34)

* * * Holbeck Loco Depot—

All Two Way Hand Lever Points from Holbeck Outlet to the Washer Road have been changed to Hand Spring Point Levers. This makes a route from Outlet to Washer Road.

(34)

SECTION C

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

Western Region:—

Between Westerleigh Jn. and Gate—

Signal B.147 (up line) and associated signal post telephone has been brought back into use.
 (New Item) (35)

Didcot—Chester Line Junction—

A new layout and new signalling have been brought into use as shown in heavy type on the following diagram. The new down and up Oxford lines from the junction with the relief lines to 53m. 28ch. are repositioned approximately 10 yards to the west of the former Oxford lines.

Signal R.176 (down relief) has been provided with a new position light signal and stencil type route indication 'S' for the Tip Siding.

Signals R.276 (up relief—down direction) and R.278 (No. 5 platform—down direction) has been provided with new stencil type route indication 'S' for the Tip Siding.

All new connections have been operated by means of electro hydraulic clamp locks. The exit connection from the up sidings remain operated by point machines.

NOTE:— The permanent speed restrictions through the junction have been revised and attention is drawn to Section D of this Notice.

(35)

Heyford—

In connection with the raising of the platform height and construction of a temporary platform, the up platform has been shortened by approximately 44 yards at the London end. A temporary stop board has been provided.

(35)

Didcot—

In connection with the remodelling of Chester Line Junction, Didcot Relief ground frame and associated connection from Provender Sidings to the Up Relief line has been recovered. The trailing crossover between the Down and Up Relief lines at 53m. 21ch. has been recovered.

A new trailing connection has been provided in the Up Relief line at 53m. 17ch. to the new Down Oxford line, which has been laid in approximately 10 yards west of the existing alignment. The existing Down Oxford line has been slewed into the new Down Oxford line at 53m. 28ch.

A new facing connection has been provided in the new Down Oxford line at approximately 53m. 26ch. connection to the realigned Provender Sidings.

To permit the Up Relief line to be slewed, signal R.113 has been renewed and repositioned approximately 6 feet on the cess side of the existing signal.

In addition to previous signal disconnections, position light signal R.431 (at Foxhall Junction) reading to the Down Relief line has been disconnected.

New position light signals R.441, R.442 and R.445 has been provided in connection with the new siding connection and are disconnected.

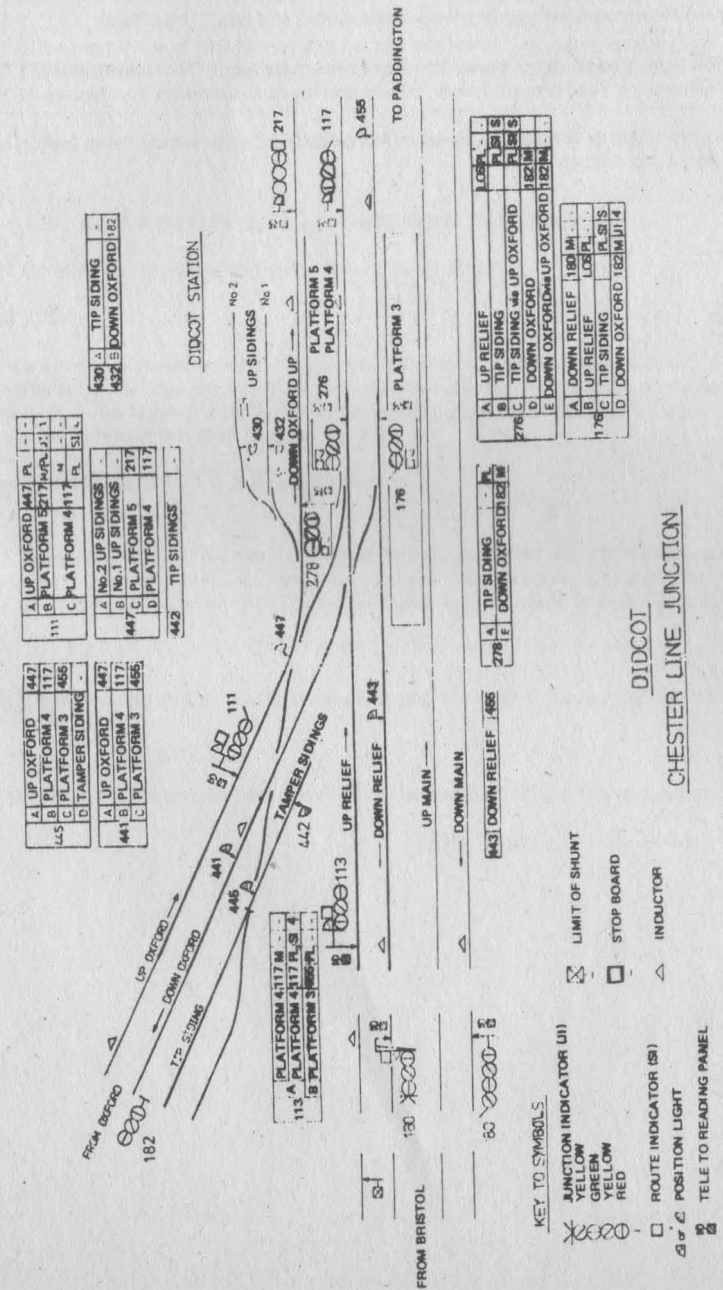
(34)

SECTION C

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

Western Region:—continued

Didcot—Chester Line Junction



SECTION C

70

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region —continued

Selhurst—

No. 1 Yard Road has been laid in between the Gullet and No. 2 Yard Road.

A position light ground shunt signal No. 3 has been installed on No. 1 Yard Road 177 yards London side of Norwood Yard ground frame 'B' and applies to movements into Norwood Yard.

No. 2 position light ground shunt signal in Norwood Yard with stencil route indicator 'Y' also applies to No. 1 Yard Road.

(35)

SECTION D

71

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

**

The next issue of this Notice will cover a period of two weeks combining Nos. 35 and 36, Saturday, 25 August to Friday, 7 September, 1984.

SIGNALMENS GENERAL INSTRUCTIONS (B.R. 30062)

Instruction 31 Colour light signals (other than Track Circuit Block)

Amend Clause 31.2 to :—

If the Signalman becomes aware, or has reason to believe, that the main filament of a lamp has failed and that the signal is working with the secondary filament, normal working may continue. The S. & T. Technician must be informed immediately of the failure, but if he is not on duty he must be so informed when next taking duty.

Delete Clauses 31.4.1.2 and 31.4.1.3 and substitute :—

31.4.1.2.

When the indicator shows that the main power supply has failed but the standby supply is operative, the provisions of clause 31.2 (second sentence) must be applied, except that if more than 10 hours will elapse before the Technician takes duty, he must be sent for as soon as possible.

31.4.1.3

If both the main and standby indicators show failed, the S. & T. Technician must be sent for.

31.4.1.4

The Signalman must record in the train register the times of failure and restoration.

(OD.15/69/3)

(4-8-84)

SECTION D

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN WORKING OVER THE WESTERN REGION AND BETWEEN SOUTHCOTE JN. AND EASTLEIGH (SOUTHERN REGION), DATED JULY, 1974, BR.30025—continued

Special Supplement shown pages 167 to 187 MED 32—continued

GLOUCESTER TO CARDIFF

Page 183—Add—

WESTBURY LEVEL CROSSING (A.O.C.R.)

With reference to Clause 5 of the instructions for 'Automatic Open Crossing, Remotely Monitored' in the General Appendix, the following additional instruction (x) applies:—

An Engineer's self-propelled on-track machine, Engineer's Rail Motor which is not shown in Section 4 as being relied upon to operate track circuits, or a Rail Bus requires to pass through the Section. The Crossing Keeper must have taken over local control before the rail movement is authorised. (19-8-84)

MISCELLANEOUS INSTRUCTIONS

CLAPHAM JUNCTION—TELEPHONE AT SIGNAL VC.610

The signal post telephone at signal VC.610 (Up Brighton slow line country side of the station) has been replaced by a loudspeaking telephone which enables a conversation in normal speaking voice to be carried out with the signalman from the open driving cab window without the driver having to alight from his train.

The white diamond sign superimposed by a 'T' remains but the white flashing light in the sign does not operate.

Trains should be stopped no more than 5 yards on the approach side of the telephone, which does not bear a black and white striped sign.

On arrival at the signal the driver should wait until the white light on the telephone instrument flashes, and he is then in direct communication with the signalman. Clause 3.2.1 of Section K of the Rule Book is amended accordingly.

The flashing white light will extinguish after 15 seconds but conversation may be continued up to a maximum of 2 minutes, when communication will cease. If the conversation is not completed in that period, it will be necessary for the signalman to re-activate the telephone. The white light will again flash and conversation may continue for a further 2 minutes. This process would be repeated for longer conversations.

Whilst in normal circumstances the driver should remain in his driving cab when speaking to the signalman, the telephone can also be used at ground level. Calls can be initiated by pressing and releasing the green 'Call' button on the instrument, following which a ringing tone will be heard until the signalman answers. Calls are terminated by pressing the red button. The maximum of 2 minutes also applies and the call can be continued by further operation of the green 'Call' button.

Drivers are invited to submit comments to R.O.M. Waterloo (through their Area Manager) on this train installation. (18-8-84)(39)

Miscellaneous Instructions—continued

OPERATING PUBLICATIONS

The undermentioned publications are in the course of distribution from the Printers, BUT WILL NOT OPERATE until Saturday, 6 October 1984. The publications should be made available to staff concerned as soon as supplies are received:—

1. Regulations for Train signalling on single lines by the Electric Token Block System (BR 30062/3) (including an explanatory leaflet).
2. Regulations for Train Signalling on Single Lines by the Tokenless Block System (BR 30062/4) (including an explanatory leaflet).
3. Alterations and Additions to Signalmen's General Instructions issue No. 3 (BR 30062/11).
4. Alterations and Additions to the General Appendix — issue No. 5 (BR 29944/32).
5. Alterations and Additions to the Rule Book — issue No. 11 (BR 87109/36).
6. Revised instructions to be observed in connection with the working of Royal Trains (BR 86153/3).
7. Supplement No. 3 to Working Instructions for AC electrified lines (BR 29987/13).

The re-issue of the Single Lines Electric Token and Tokenless Block Regulations will only be issued to those members of the staff directly concerned. Any member of the staff employed in these functions who has not received a copy of the appropriate Signalling Regulation by 25 August 1984, must immediately advise his supervisor.

Any member of the staff who is in possession of the current issue of the Signalmen's General Instructions, the General Appendix, Rule Book, 'Working of Royal Trains' Instructions or AC Electrified Lines Instructions, who does not receive a copy of the appropriate publication listed above by 15, September 1984, must immediately advise his supervisor.

(OD15/61)

(18.8.84)

(37)

CREWE

15, August 1984

D.J. MAIDMENT

Regional Operations Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION 

ME

602

35/36

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 25 AUGUST,

to

FRIDAY, 7 SEPTEMBER 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. 'B' TO SELHURST		
Wednesday, 29 to Friday, 31 August		
549 Balham and Streatham Jn.	Down & up Brighton fast and reversible fast spur BLOCKED	00 30 to 05 30. Track maintenance, 4m. 78ch. and 6m. 35ch. Trains to travel over Brighton slow lines.
Saturday, 1 September		
550 Balham and Streatham Jn.	Down & up Brighton fast and reversible fast spur BLOCKED	00 30 to 05 30. Track maintenance, 4m. 78ch. and 6m. 35ch. Trains to travel over Brighton slow lines.
BRIXTON TO STREATHAM COMMON		
Saturday/Monday, 1/3 September		
551 Herne Hill and Tulse Hill	Down & up Holborn, up platform loop (Herne Hill) BLOCKED	20 00 (Sat) to 04 00 (Mon). Track renewal, track maintenance and signalling work, 3m. 70ch./4m. 10ch. and 4m. 65ch.
Tuesday, 4 to Friday, 7 September		
552 Herne Hill and Tulse Hill	Down Holborn BLOCKED Up Holborn Between trains	00 05 to 05 00. } Track maintenance, and unloading ballast. 00 05 to 05 00. }

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues.

Sunday, 26 August—Denby North

The siding on the Kilburn side of the connection from the single line adjacent to Denby North Crossing will be taken out of use.

The double slip connection to the N.C.B sidings will be reduced to a single lead.

(OD.14/—) (39)

Sunday, 2 September—Park Lane Jn.

Signal SY.262 situated on the "up & down" Castle Bromwich curve (down direction) will be re-positioned 167 yards nearer Park Lane Jn.

(OD.14/82/144) (39)

Sunday, 2 September—Between Brookhay L.C. and Lichfield T.V. Jn.

The catch points in the up main line at 18m 60ch (781 yards before reaching the home signal) will be replaced by plain line.

(OD.14/GEN/117) (39)

Sunday, 2 September—Hatton North Jn.—Lapworth—

The catchpoints in the up main line at mileage 113m. 72ch. will be recovered and replaced by plain line.

(OD.14/GEN/117) (39)

Sunday, 2 September—Lapworth—Dorridge—

The catchpoints in the down main line at mileage 117m. 38ch. will be recovered and replaced by plain line.

(OD.14/GEN/117) (39)

Monday, 3 September—Cricklewood Brent Curve Jn.

The back 5 Engineers sidings will be abolished, and the connections thereto from Nos.1 & 2 shunting necks will be secured out of use pending removal.

(OD.14/73/410) (39)

SECTION C

Signalling and Permanent Way Alterations—continued.

Eastern Region:—

Saturday, 25 to Tuesday, 28 August—Between Immingham Reception Sidings and Humber Road Junction—

The permanent way between Immingham Reception Sidings and Humber Road JUNCTION will be remodelled. The down and up main lines will pass through a newly formed (TCB) Single line between these locations.

Reference should be made to the Diagram for the new layout and signalling controlled from Immingham Reception Sidings Signal box.

Signalling Alterations

A new two-tier shunting signal will be provided to control the exit from the Reception Sidings applying (top disc) to down main and (lower disc) to shunt spur.

The route indications on down main setback position light signal No.212 will be altered as follows:—

Indication	Application
X	N.C.B. Departure/Cripple Sdg.
S	Storage Siding
R	Reception Siding
M	Up main

The following new colour light signals will be provided

Sig.	Line	Aspect	Route Indication	Application
1R203	N.C.B. Departure	Main	—	Down main
1R207	Down main	Main Position light	X	Down main Up main "LIMIT OF SHUNT"
85 (position light)	Up main		S R M	Storage Siding Reception Siding Up main

A new notice board worded "NO MOVEMENTS BEYOND THIS POINT" will be provided at the Hopper end of the N.C.B. Departure.

Tuesday, 28 August—Between Doncaster, Bridge Jn. and St. James Jn.—

The Maximum Permissible Speed on the single line between Bridge Jn. and St. James Jn. together with the Permanent Speed Restrictions to the single line at Bridge Jn. and St. James Jn. will be increased to 20 m.p.h. (See Section D).

(38)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Tuesday, 28 August—Between South Yorkshire Jn. and St. James Jn.—

The 15 m.p.h. Permanent Speed Restriction to the Sheffield line at South Yorkshire Jn. together with the 15 m.p.h. Permanent Speed Restriction over the passenger and goods lines between 22m. 58ch. (South Yorkshire Jn.) and 22m. 35ch. (St. James Jn.) will be increased to 25 m.p.h. Permanent Speed Restrictions. (See Section D).

(38)

Tuesday, 28 August—Between Doncaster, Bridge Jn. and St. James Jn.—

The Maximum Permissible Speed on the single line between Bridge Jn. and St. James Jn. together with the Permanent Speed Restrictions to the single line at Bridge Jn. and St. James Jn. will be increased to 20 m.p.h. (See Section D).

(38)

Sunday, 2 September—Woodlesford Station, Footpath Level Crossing (at 190 m.p. (Across the down and up Midland main lines)).

Miniature warning lights will be brought into use at Woodlesford Station (pedestrian only) level crossing.

A notice board worded "TRAINS STOP HERE" will be provided at the south end of the up platform.

(38)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Arley Tunnel and Whitacre Junction

The 20 m.p.h. P.S.R. which applied on the down line from 2½ m.p. to 1½ m.p. has been withdrawn and a new 30 m.p.h. P.S.R. introduced from 2m. 05ch. to 1m. 50ch.

The 20 m.p.h. P.S.R. which applied on the up line from 1¾ to 2¼ m.p. has been withdrawn and a new 40 m.p.h. P.S.R. introduced from 1m. 50ch. to 2m. 05ch.

(OD.14/79/75) (Amended Item) (37)

** Between Leicester London Road Junction and Leicester North—

A permanent speed restriction of 15 m.p.h. applies over platforms 1 and 4 throughout.

(OD.14/Gen.201) (36)

** Hall Green

Hall Green Signal box has been abolished and Track Circuit Block working introduced on the down and up main lines between Saltley box (Tyseley South Jn.) and Shirley box.

Hall Green down starting signal, up home signal and up home repeating signals, together with the shunting signals applying to movements through the former trailing crossover, opposite the box, have been taken away.

Signals HG. 5 (up main starting) and HG. 28 (down main home) have been converted to automatic working and replated accordingly. The signals have become Saltley signals and re-numbered SY. 368 and SY. 367 respectively. The signal post telephones have been connected to Saltley box.

The existing 2-aspect up distant signal (HG. 1) has become a Saltley signal and re-numbered SY. 366 R. The signal will be 1078 yards before reaching signal SY. 366 (see below).

A new 3-aspect automatic signal (SY. 366) has been provided on the up main line approximately 230 yards before reaching Hall Green Station. A.W.S. track equipment and a telephone to Saltley box has been provided at the signal.

A new 3-aspect automatic signal (SY. 365) has been provided on the down main line approximately 800 yards before reaching Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box has been provided at the signal.

A new 3-aspect automatic signal (SY. 363) has been provided on the down main line approximately 230 yards after passing Yardley Wood Station. A.W.S. track equipment and a telephone to Saltley box has been provided at the signal.

(36)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

** Shirley

The existing down distant and home 1 semaphore signals have been taken away and a new 3-aspect controlled signal (SH. 30) provided, 543 yards before reaching Shirley box. The new signal is situated 700 yards before reaching the down home 2 semaphore signal. A.W.S. track equipment and a telephone to Shirley box have been provided at signal SJ. 30.

(OD14/81/36) (36)

** Hams Hall C.E.G.B. Sidings

The arrival Line has been taken out of use.

The 'Stop & Await Instructions' board on the 'Arrival & Departure' line has been taken away and a new 'Stop & Telephone' board provided on the 'Arrival & Departure' line immediately before reaching the first set of hand points at the entrance to the C.E.G.B. sidings.

The handpoints leading from the 'Arrival & Departure' line to the Shunt Line have been secured for movements along the 'Arrival & Departure' line.

Coleshill

The facing connection from the up slow line to the arrival and departure line has been secured out of use.

Signal SY. 512 controlling movements from the up siding has been recovered.

(OD14/84/58) (36)

** Between Knighton South Junction and Burton Leicester Junction.

The maximum permissible speed Between Knighton South Junction and Burton Leicester Junction has become 45 m.p.h. for all trains, including passenger trains.

Between Desford Colliery Sidings and Moria West Junction.

The 20 m.p.h. P.S.R. which applied on the down line from 108m. 30ch. to 115m. 30ch. now applies from 109 m.p. to 115m. 30ch.

Between Swannington L.C. and Gresley Tunnel.

The 20 m.p.h. P.S.R. which applied on the down line from 119¼ m.p. to 121m. 45ch. now applies from 119¼ m.p. to 121m. 20ch.

Between Gresley Tunnel and Swannington L.C.

The 20 m.p.h. P.S.R. which applied on the up line from 121m. 45ch. to 118 m.p. now applies from 121m. 20ch. to 118 m.p.

(OD14/82/190) (36)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

. Between Moira West Junction and Swannington L.C.

The 10 m.p.h. P.S.R. which applied on the up line from 116m. 22ch. to 116m. 20ch. has become a 20 m.p.h. P.S.R. applying from 116m. 22ch. to 116m. 16ch.

Between Moira West Junction and Desford Colliery Sidings.

The 20 m.p.h. P.S.R. which applied on the up line from 114½ m.p.h to 108m. 30ch. now applies from 114½ m.p.h to 109 m.p.

(OD.14/82/190) (Amended item) (36)

. Between St. Pancras and Chesterfield (via Derby)

Various alterations to maximum permissible speeds and permanent speed restrictions on this route have taken effect and full details are included on the Sectional Appendix amendments in Section D of this Notice.

(OD.14/GEN.201) (36)

. Between Draycott G.F. and Spendon L.C.S.F.

The 60 m.p.h. P.S.R. which applied on the down line from 123m. 75ch. to 123m. 40ch. together with the $\frac{20}{50}$ m.p.h. P.S.R. which applied on the down line from 123m. 40ch. to 123m. 46ch. has been removed.

(OD.14/82/29) (36)

. Toton Up Yard

All the double-sided hump speed signals and the application indicators on Arrival Lines 1-5 and 7-11 and the Engine Run-round line have been taken away.

The hump shunting signals in the vicinity of the Hump Room have been taken away and the points worked from the Hump Room have been converted to hand operation.

The Brake Slip line has been taken out of use and the connection to the Up Engine Release line has been secured for movements to the Up Engine Release line.

A new 'Stop & Await Instructions' board has been provided on the Hump Avoiding line on the Stapleford side of the Hump.

New 'Stop & Await Instructions' boards have been provided at the Hump end of the Arrival lines.

The King and Queen points worked from the Control Tower together with all points on Fan 4 (sidings 29-37) have been converted to hand operation.

New 'Stop & Await Instruction' boards, facing the Fans, have been provided at the North end of Fans 3 and 4 adjacent to the existing retarders.

(OD14/83/83) (35)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Holbeck Loco Depot—

All two-way hand lever points from Holbeck outlet to the Washer Road (with the exception of the first pair on the "INOVER" Road which will remain 2-way spring points) have been changed to hand-spring point levers.

This has made a route from Outlet to Washer Road.

(New Item) (38)

Immingham Reception Sidings—

The trailing connection leading from the down main line to reception sidings has been secured out of use pending removal.

The associated shunting signals have been abolished.

The main to main trailing connection at Humber Road Junction will be replaced by plain line pending future resignalling

(Amended item) (37)

. Between Treeton Junction and Beighton Junction

The 55 m.p.h. permanent speed restriction on the up line between 157m. 15ch. and 156m. 55ch. has been removed. (See Section D).

(36)

. Between Hexthorpe Jn. and St. James Jn.—

The 20 m.p.h. Permanent Speed Restriction through the up main and up goods connection at Hexthorpe Jn. has been increased to a 40 m.p.h. Permanent Speed Restriction.

The 20 m.p.h. Permanent Speed Restriction on the up goods line between 21m. 15ch. and 21m. 50ch. has been removed. (See Section D).

(35)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

. Flashing Yellow Aspects at High Speed Junctions—

The table below shows the provision of Flashing Double or Flashing Single Yellow aspects which the signals are also capable of displaying (Rule Book Section C3. 1.1 (b)) on the immediate approach to a signal which has been cleared for a diverging route.

Flashing Double Yellow	Flashing Single Yellow	Condition prevailing at Junction
(Hambleton South Junction)		
Down main Y943	Y945	Y947 cleared with junction indicator Position 1 for the route to down Hambleton South Curve.
(Colton North Junction and Colton South Junction)		
Down Normanton Y757	Y763	Y769 cleared with Junction Indicator position 1 for the route to down Leeds at Colton North Junction.
Up Leeds Y770	Y764	Y758 cleared with Junction indicator position 1 for the route to up Normanton at Colton South Junction.
Down Normanton Y743	Y747	Y757 cleared with Junction Indicator Position 1 for the route to down Leeds at Colton South Junction

(35)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Heyford

In connection with the raising of the platform height and the provision of temporary platforms the following work has been carried out:—

The Up Platform has been shortened by 55 yards at the Aynho Jn. end and a temporary platform erected, 33 yards in length.

Temporary stop board is provided.

The Down Platform has been shortened by approximately 60 yards at the London end.

(37)

Westbury Level Crossing (Gloucester)—

The remaining level crossing equipment (gates removed on 15 July) has been recovered and an automatic open crossing, remotely monitored (AOCR) provided.

Amber and flashing red road lights will illuminate and an audible device will sound on the approach of rail traffic. An indicator has been provided on each side of the crossing which will flash to indicate when a second train is approaching the crossing. A telephone has been provided on each side of the crossing communicating directly to the monitoring point, Gloucester signal box.

Whistle boards have been provided approximately 258 yards on the approaches to the crossing.

Automatic signal DM.122 has become a controlled signal and re-numbered G.110. (See Section D).

(37)

Westbury Level Crossing (Gloucester)—

New 75 m.p.h. permanent speed restrictions apply on the Down Line from 122m. 6ch. to 124m. 65ch. and on the Up Line from 124m. 65ch. to 121m. 70ch. (See Section D).

(37)

. Between Westerleigh Jn. and Gate—

Signal B.147 (up line) and associated signal post telephone has been brought back into use.

(35)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region—continued

. Didcot—Chester Line Junction—

A new layout and new signalling have been brought into use as shown in heavy type on the following diagram. The new down and up Oxford lines from the junction with the relief lines to 53m. 28ch. are repositioned approximately 10 yards to the west of the former Oxford lines.

Signal R.176 (down relief) has been provided with a new position light signal and stencil type route indication 'S' for the Tip Siding.

Signals R.276 (up relief—down direction) and R.278 (No. 5 platform—down direction) has been provided with new stencil type route indication 'S' for the Tip Siding.

All new connections have been operated by means of electro hydraulic clamp locks. The exit connection from the up sidings remain operated by point machines.

NOTE:— The permanent speed restrictions through the junction have been revised and attention is drawn to Section D of this Notice.

(35)

. Heyford—

In connection with the raising of the platform height and construction of a temporary platform, the up platform has been shortened by approximately 44 yards at the London end. A temporary stop board has been provided.

(35)

Southern Region

. Selhurst—

No. 1 Yard Road has been laid in between the Gullet and No. 2 Yard Road.

A position light ground shunt signal No. 3 has been installed on No. 1 Yard Road 177 yards London side of Norwood Yard ground frame 'B' and applies to movements into Norwood Yard.

No. 2 position light ground shunt signal in Norwood Yard with stencil route indicator 'Y' also applies to No. 1 Yard Road.

(35)

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

SIGNALMENS GENERAL INSTRUCTIONS (B.R. 30062)

Instruction 31 Colour light signals (other than Track Circuit Block)

Amend Clause 31.2 to :—

If the Signaller becomes aware, or has reason to believe, that the main filament of a lamp has failed and that the signal is working with the secondary filament, normal working may continue. The S. & T. Technician must be informed immediately of the failure, but if he is not on duty he must be so informed when next taking duty.

Delete Clauses 31.4.1.2 and 31.4.1.3 and substitute :—

31.4.1.2.

When the indicator shows that the main power supply has failed but the standby supply is operative, the provisions of clause 31.2 (second sentence) must be applied, except that if more than 10 hours will elapse before the Technician takes duty, he must be sent for as soon as possible.

31.4.1.3

If both the main and standby indicators show failed, the S. & T. Technician must be sent for.

31.4.1.4

The Signaller must record in the train register the times of failure and restoration.

(OD.15/69/3) (4-8-84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

37

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 8 SEPTEMBER

to

FRIDAY, 14 SEPTEMBER 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 9 September—Finedon Road

The "calling-on" arm situated on the down goods home signal, 130 yards on the Bedford side of the signal box will be taken away.

(OD14/GEN/184) (40)

Sunday, 9 September—Kibworth

The "calling-on" arm situated on the down main to down goods home signal will be taken away.

(OD14/GEN/184) (40)

Sunday, 9 September—Wigston South Jn.

The "calling-on" arm situated on the Up main to up goods home signal will be taken away.

(OD14/GEN/84) (40)

Monday, 10 September—Between Radcliffe & Bingham L.C.

The catch points in the up line at mileage 122m. 73ch. (650 yards before reaching signal U.123, will be replaced by plain line.

(OD.14/GEN/117) (40)

Signalling and Permanent Way Alterations—continued

Eastern Region:—

Sunday, 9 September—Boston and Spilsby Road Level Crossing No.38

Boston and Spilsby Road Level Crossing, situated at 116m. 24ch. will become an automatic open (AOCR) level crossing remotely monitored in Bellwater Junction signalbox.

Combined speed restriction/St. Andrews Cross signs **X 30** will be provided 719 yards from the crossing applicable to each rail approach in the wrong direction.

"WHISTLE BOARDS" will be provided 103 yards from the crossing applicable to each rail approach in the wrong direction and 230 yards from the crossing before reaching the crossing for down right direction moves and 205 yards before reaching the crossing for up right direction moves.

Associated Signalling

The up home signal at Eastville Gate (Numbered EV.24) will be re-sited 215 yards further from the crossing.

(40)

Holmathorpe—

The first exit position light signal No.1305 in Trowers Siding will be abolished.

(R640/16) (40)

Western Region:—

Sunday, 9 September—Cardiff East

A new position 1 junction indicator will be provided on signal C127 (up relief line) and will remain out of use until further notice.

(40)

Monday, 10 September—Between Wolvercot Jn. and Tackley

The "whistle" boards on the down and up lines associated with Yarnton Lane and Sandy Lane L.C.'s will be removed.

(40)

DETAILS OF WORK ALREADY CARRIED OUT

St. Pancras

Cambridge St. Depot Siding line and the Diesel Depot sidings have been taken out of use, pending removal.

The stencil 'SDG' indicator beneath the main aspects of signal WH.217 ('up & down' slow—down direction) has been taken away and the stencil indicator beneath the main aspects of signal WH.204 ('up & down' slow—up direction) has been converted from a 4-way indicator to a 3-way indicator.

The stencil 'SDG' indicator on position light shunting signal WH.544 has been taken away and the signal will henceforth only apply to movements to the 'up & down' Carriage loop or 'up & down' slow line.

(OD.14/84/8) (New Item) (39)

Between Kilby Bridge and Wistow

The catch points situated in the up main line at 92m. 60ch. have been replaced by plain line.

(OD.14/GEN/117) (New Item) (39)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Denby North

The siding on the Kilburn side of the connection from the single line adjacent to Denby North Crossing has been taken out of use.

The double slip connection to the N.C.B. sidings has been reduced to a single lead.

(OD.14/—) (39)

Park Lane Jn.

Signal SY.262 situated on the "up & down" Castle Bromwich curve (down direction) has been re-positioned 167 yards nearer Park Lane Jn.

(OD.14/82/144) (39)

Between Brookhay L.C. and Lichfield T.V. Jn.

The catch points in the up main line at 18m. 60ch. (781 yards before reaching the home signal) have been replaced by plain line.

(OD.14/GEN/117) (39)

Lapworth—Dorridge

The catchpoints in the down main line at mileage 117m. 38ch. have been recovered and replaced by plain line.

(OD.14/GEN/117) (39)

Cricklewood Brent Curve Jn.

The back 5 Engineers sidings have been abolished, and the connections thereto from Nos. 1 & 2 shunting necks have been secured out of use pending removal.

(OD.14/73/410) (39)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Knighton South Jn.—Leicester Jn.—

The catch points situated in the up line at mileage 125m. 55ch., 714 yards in rear of signal DY.129 between Drakelow East Jn. and Drakelow West Jn. have been taken away and replaced by plain line.

(OD.14/GEN/117) (38)

Between Moira West Junction and Desford Colliery Sidings—

The 20 m.p.h. P.S.R. which applies on the up line from 114¼ m.p. to 108m. 30ch. shown to apply from 114 m.p. to 109 m.p. will now apply from 114¼ m.p. to 109 m.p.

(OD.14/82/190) (38)

* * Derby Station

Double sided "OFF" indicators have been provided approximately 130 yards on the approach to each of the following signals to which they apply.

SOUTH END

DY.441	—	Platform 1
DY.442	—	Platform 2
DY.443	—	Platform 3
DY.444	—	Platform 4
DY.446	—	Platform 6

NORTH END

DY.451	—	Platform 1
DY.452	—	Platform 2
DY.453	—	Platform 3
DY.454	—	Platform 4
DY.456	—	Platform 6

(OD.14/82/334) (37)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

** Between Arley Tunnel and Whitacre Junction

The 20 m.p.h. P.S.R. which applied on the down line from 2½ m.p. to 1½ m.p. has been withdrawn and a new 30 m.p.h. P.S.R. introduced from 2m. 05ch. to 1m. 50ch.

The 20 m.p.h. P.S.R. which applied on the up line from 1¾ to 2¼ m.p. has been withdrawn and a new 40 m.p.h. P.S.R. introduced from 1m. 50ch. to 2m. 05ch.

(OD.14/79/75)

(37)

Eastern Region:—

Between Immingham Reception sidings and Humber Road Junction—

The permanent way between Immingham Reception Sidings and Humber Road JUNCTION has been remodelled. The down and up main lines now pass through a newly formed (TCB) single line between these locations.

Reference should be made to the Diagram for the new layout and signalling controlled from Immingham Reception Sidings Signal box.

Signalling Alterations

A new two-tier shunting signal has been provided to control the exit from the Reception Sidings applying (top disc) to down main and (lower Disc) to shunt spur.

The route indications on down main setback position light signal No. 212 have been altered as follows:—

Indication	Application
X	N.C.B. Departure/Cripple Sdg.
S	Storage Siding
R	Reception Siding
M	Up main

The following new colour light signals have been provided

Sig.	Line	Aspect	Route Indication	Application
1R203	N.C.B. Departure	Main	—	Down main
1R207	Down main	Main Position light	X	Down main Up main "LIMIT OF SHUNT"
85 (position light)	Up main		S R M	Storage Siding Reception Siding Up main

A new notice board worded " NO MOVEMENTS BEYOND THIS POINT " has been provided at the Hopper end of the N.C.B. Departure.

(38)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Between Doncaster, Bridge Jn. and St. James Jn.—

The Maximum Permissible Speed on the single line between Bridge Jn. and St. James Jn. together with the Permanent Speed Restrictions to the single line at Bridge Jn. and St. James Jn. has been increased to 20 m.p.h. (See Section D).

(38)

Between South Yorkshire Jn. and St. James Jn.—

The 15 m.p.h. Permanent Speed Restriction to the Sheffield line at South Yorkshire Jn. together with the 15 m.p.h. Permanent Speed Restriction over the passenger and goods lines between 22m. 58ch. (South Yorkshire Jn.) and 22m. 35ch. (St. James Jn.) have been increased to 25 m.p.h. Permanent Speed Restrictions. (See Section D).

(38)

Between Doncaster, Bridge Jn. and St. James Jn.—

The Maximum Permissible Speed on the single line between Bridge Jn. and St. James Jn. together with the Permanent Speed Restrictions to the single line at Bridge Jn. and St. James Jn. have been increased to 20 m.p.h. (See Section D).

(38)

Woodlesford Station, Footpath Level Crossing (at 190 m.p. (Across the down and up Midland main lines).

Miniature warning lights have been brought into use at Woodlesford Station (pedestrian only) level crossing.

A notice board worded " TRAINS STOP HERE " has been provided at the south end of the up platform.

(38)

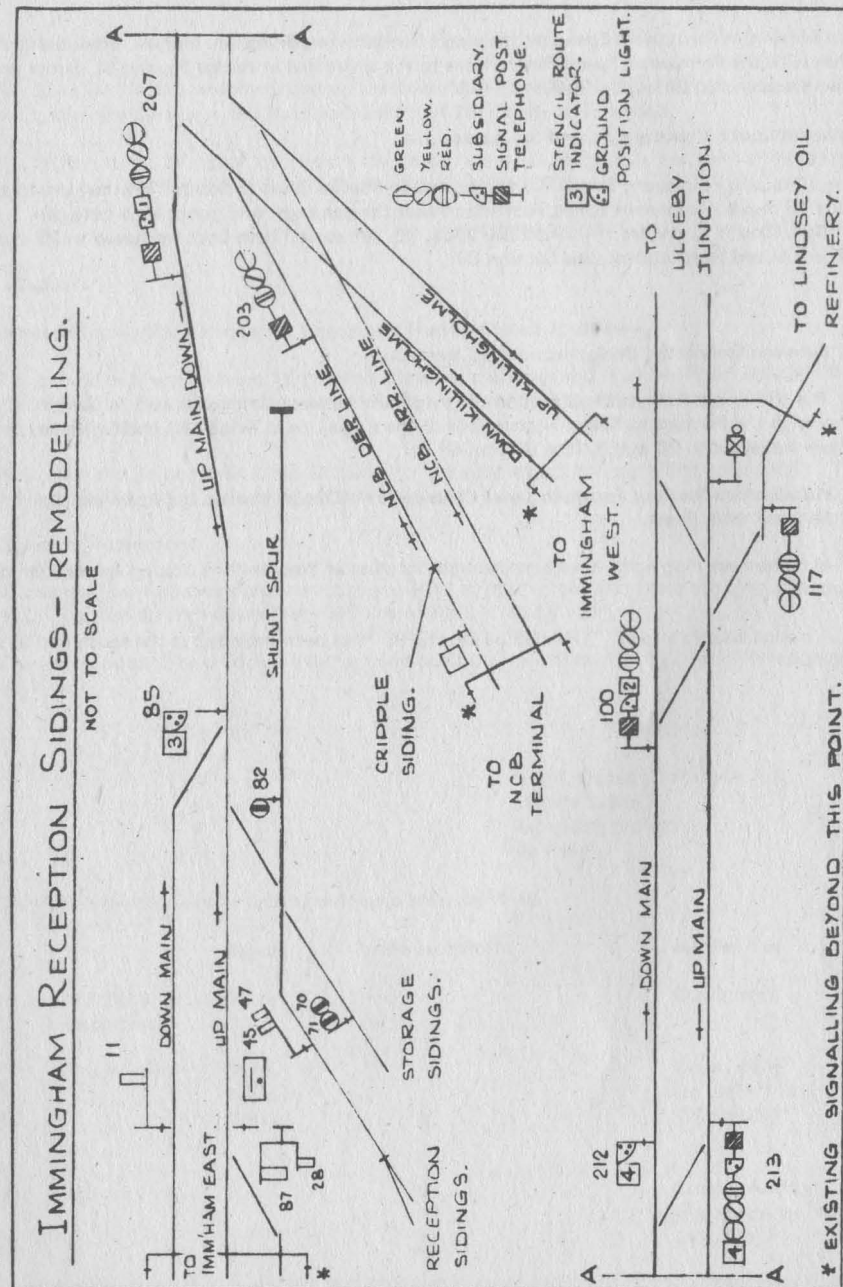
SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Immingham Reception Sidings and Humber Road Junction—continued



Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Holbeck Loco Depot—

All two-way hand lever points from Holbeck outlet to the Washer Road (with the exception of the first pair on the "INOVER" Road which will remain 2-way spring points) have been changed to hand-spring point levers.

This has made a route from Outlet to Washer Road.

(38)

Immingham Reception Sidings—

The trailing connection leading from the down main line to reception sidings has been secured out of use pending removal.

The associated shunting signals have been abolished.

The main to main trailing connection at Humber Road Junction will be replaced by plain line pending future resignalling

(37)

Western Region:—

Heyford

In connection with the raising of the platform height and the provision of temporary platforms the following work has been carried out:—

The Up Platform has been shortened by 55 yards at the Aynho Jn. end and a temporary platform erected, 33 yards in length.

Temporary stop board is provided.

The Down Platform has been shortened by approximately 60 yards at the London end.

(37)

Westbury Level Crossing (Gloucester)—

The remaining level crossing equipment (gates removed on 15 July) has been recovered and an automatic open crossing, remotely monitored (AOCR) provided.

Amber and flashing red road lights will illuminate and an audible device will sound on the approach of rail traffic. An indicator has been provided on each side of the crossing which will flash to indicate when a second train is approaching the crossing. A telephone has been provided on each side of the crossing communicating directly to the monitoring point, Gloucester signal box.

Whistle boards have been provided approximately 258 yards on the approaches to the crossing.

Automatic signal DM.122 has become a controlled signal and re-numbered G.110. (See Section D).

(37)

Westbury Level Crossing (Gloucester)—

New 75 m.p.h. permanent speed restrictions apply on the Down Line from 122m. 6ch. to 124m. 65ch. and on the Up Line from 124m. 65ch. to 121m. 70ch. (See Section D).

(37)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

38

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 15 SEPTEMBER

to

FRIDAY, 21 SEPTEMBER 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 16 September—Little Bowden Jn.—Glendon North Jn.—

The catch points situated in the up main line at mileage 80m. 74ch. will be removed and replaced by plain line.

(OD.14/GEN/117) (41)

Eastern Region:—

Sunday, 16 September—Between Foxlow Jn. and Renishaw Park—

The down Barrow Hill line between 151m. 21ch. and 151m. 44ch. will be restored to its former alignment.

(41)

Western Region:—

Sunday, 16 September—Southall West—

Signal 00.52 (down main) will be provided with a new position S junction indicator, which will remain out of use until further notice.

Signal 00.152 (down relief) will be provided with a new position 4 junction indicator, which will remain out of use until further notice

(41)

From 23 30 Saturday, 15 September to 18 00 Friday, 28 September, or until completion— Cardiff East—

Position light signals C.655 and C.657, situated at the London end of platforms 3 (down platform) and 7 (down Barry) respectively, will be recovered.

The following new signals will be provided:—

C.455 — A 3-aspect signal with position light, route indicator and "RA" indicator situated at the London end of platform 7 and applying to the down Barry Line.

C.155 — A 4-aspect signal with position light and "RA" indicator situated at the London end of platform 3 and applying to the down platform line.

The new position 1 junction indicator provided on signal C.127 (up relief) will be brought into use.

Signalling and Permanent Way Alterations—continued

Western Region:—continued

From 23 30 Saturday, 15 September to 18 00 Friday, 28 September, or until completion—
Cardiff East—continued

The following routes will be available at signals C.455, C.155 and C.127:—

Signal	Destination		Aspect	Indication	
455	A	Up relief	Sig. 127	M	R
	B	Up relief	Sig. 127	PL	
	C	Down relief	Sig. 659	PL	
	D	Up Barry	Sig. 427	M	L
	E	Up Barry	Sig. 427	PL	
155	A	Down main	LOS	PL	
	B	Up relief	Sig. 127	M	
	C	Up relief	Sig. 127	PL	
	D	Down relief	Sig. 659	PL	
127	A	Up main*	Sig. 29	M	Posn. 1 J.I.
	B	Up relief	Sig. 129	M	

* Note — When routed to the up main line from Signal C.127, trains will first be routed to the down relief line and then to the up main.

(41)

DETAILS OF WORK ALREADY CARRIED OUT

Market Harborough—Kibworth—

The catch points situated in the down line at mileages 87m. 18ch. and 87m. 70ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (41)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Finedon Road—

The "calling-on" arm situated on the down goods home signal, 130 yards on the Bedford side of the signal box has been taken away.

(OD.14/GEN/184) (40)

Kibworth—

The "calling-on" arm situated on the down main to down goods home signal has been taken away.

(OD.14/GEN/184) (40)

Wigston South Jn.—

The "calling-on" arm situated on the up main to up goods home signal has been taken away.

(OD.14/GEN/84) (40)

Between Radcliffe & Bingham L.C.—

The catch points in the up line at mileage 122m. 73ch. (650 yards before reaching signal U.123, has been replaced by plain line.

(OD.14/GEN/117) (40)

St. Pancras—

Cambridge St. Depot Siding line and the Diesel Depot sidings have been taken out of use, pending removal.

The stencil 'SDG' indicator beneath the main aspects of signal WH.217 ('up & down' slow—down direction) has been taken away and the stencil indicator beneath the main aspects of signal WH.204 ('up & down' slow—up direction) has been converted from a 4-way indicator to a 3-way indicator.

The stencil 'SDG' indicator on position light shunting signal WH.544 has been taken away and the signal will henceforth only apply to movements to the 'up & down' carriage loop or 'up & down' slow line.

(OD.14/84/8) (39)

Between Kilby Bridge and Wistow—

The catch points situated in the up main line at 92m. 60ch. have been replaced by plain line.

(OD.14/GEN/117) (39)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Denby North—

The siding on the Kilburn side of the connection from the single line adjacent to Denby North Crossing has been taken out of use.

The double slip connection to the N.C.B. sidings has been reduced to a single lead.

(OD.14/—) (39)

Park Lane Jn.—

Signal SY.262 situated on the "up & down" Castle Bromwich curve (down direction) has been re-positioned 167 yards nearer Park Lane Jn.

(OD.14/82/144) (39)

Between Brookhay L.C. and Lichfield T.V. Jn.—

The catch points in the up main line at 18m. 60ch. (781 yards before reaching the home signal) have been replaced by plain line.

(OD.14/GEN/117) (39)

Lapworth—Dorridge—

The catchpoints in the down main line at mileage 117m. 38ch. have been recovered and replaced by plain line.

(OD.14/GEN/117) (39)

Cricklewood Brent Curve Jn.—

The back 5 Engineers sidings have been abolished, and the connections thereto from Nos. 1 & 2 shunting necks have been secured out of use pending removal.

(OD.14/73/410) (39)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

** Knighton South Jn.—Leicester Jn.—

The catch points situated in the up line at mileage 125m. 55ch., 714 yards in rear of signal DY.129 between Drakelow East Jn. and Drakelow West Jn. have been taken away and replaced by plain line.

(OD.14/GEN/117) (38)

** Between Moira West Junction and Desford Colliery Sidings—

The 20 m.p.h. P.S.R. which applies on the up line from 114½ m.p. to 109m. 30ch. shown to apply from 114 m.p. to 109 m.p. will now apply from 114½ m.p. to 109 m.p.

(OD.14/82/190) (38)

Eastern Region:—

Lincoln Monks Abbey—

The trailing connection in the down main to Smith Clayton Forge Private Siding has been secured out of use pending removal.

The associated signalling has been abolished.

(New Item) (41)

Boston and Spilsby Road Level Crossing No.38—

Boston and Spilsby Road Level Crossing, situated at 116m. 24ch. has become an automatic open (AOCR) level crossing remotely monitored in Bellwater Junction signalbox.

Combined speed restriction/St. Andrews Cross signs **X 30** has been provided 719 yards from the crossing applicable to each rail approach in the wrong direction.

"WHISTLE BOARDS" have been provided 103 yards from the crossing applicable to each rail approach in the wrong direction and 230 yards from the crossing before reaching the crossing for down right direction moves and 205 yards before reaching the crossing for up right direction moves.

Associated Signalling

The up home signal at Eastville Gate (Numbered EV.24) has been re-sited 215 yards further from the crossing.

(40)

Holmethorpe—

The first exit position light signal No.1305 in Trowers Siding has been abolished.

(R.640/16) (40)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

** Between Immingham Reception sidings and Humber Road Junction—

The permanent way between Immingham Reception Sidings and Humber Road JUNCTION has been remodelled. The down and up main lines now pass through a newly formed (TCB) single line between these locations.

Reference should be made to the Diagram for the new layout and signalling controlled from Immingham Reception Sidings Signal box.

Signalling Alterations

A new two-tier shunting signal has been provided to control the exit from the Reception Sidings applying (top disc) to down main and (lower Disc) to shunt spur.

The route indications on down main setback position light signal No. 212 have been altered as follows:—

Indication	Application
X	N.C.B. Departure/Cripple Sdg.
S	Storage Siding
R	Reception Siding
M	Up main

The following new colour light signals have been provided

Sig.	Line	Aspect	Route Indication	Application
1R203	N.C.B. Departure	Main	—	Down main
1R207	Down main	Main Position light	X	Down main Up main "LIMIT OF SHUNT"
85 (position light)	Up main		S R M	Storage Siding Reception Siding Up main

A new notice board worded "NO MOVEMENTS BEYOND THIS POINT" has been provided at the Hopper end of the N.C.B. Departure.

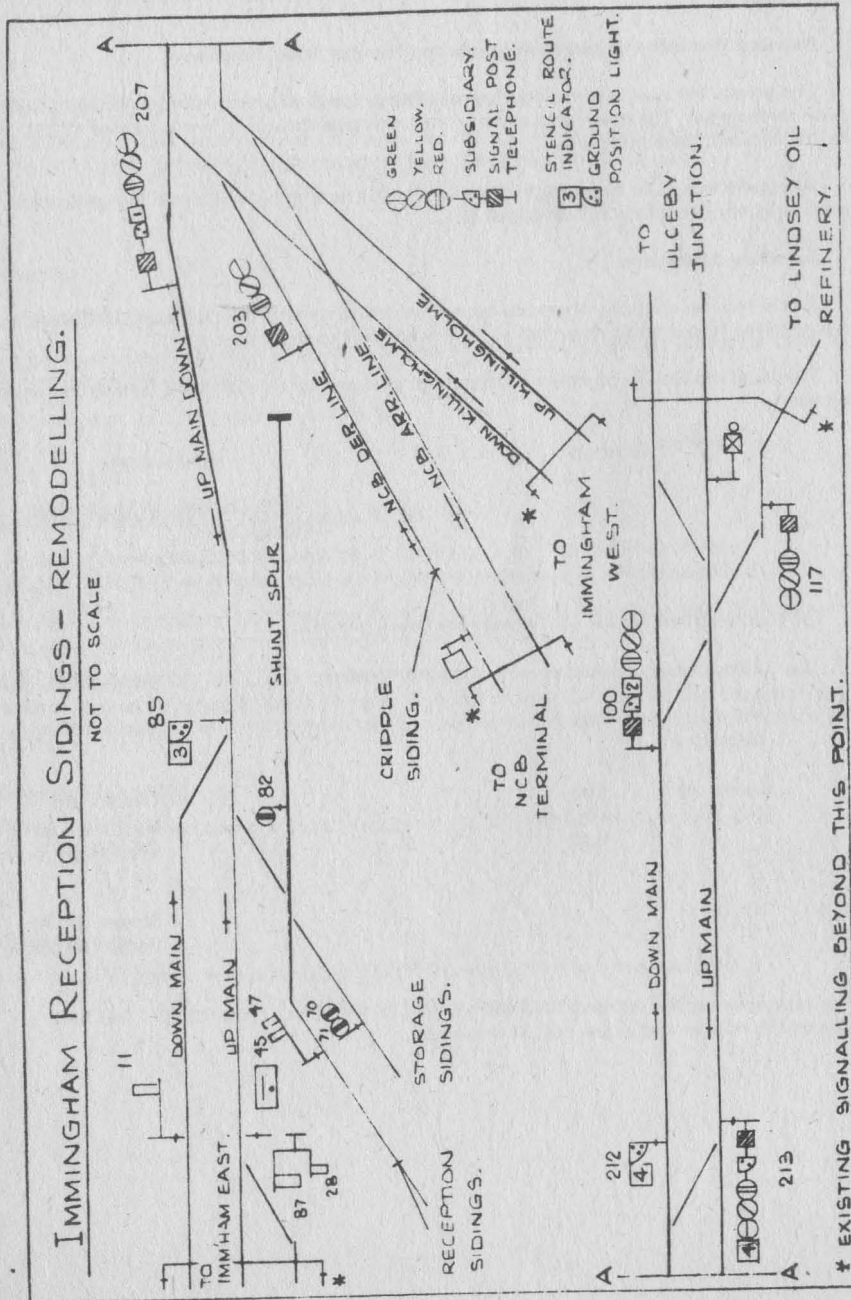
(38)

SECTION C

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

Eastern Region:—continued

** Between Immingham Reception Sidings and Humber Road Junction—continued



SECTION C

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

Eastern Region—continued

** Between Doncaster, Bridge Jn. and St. James Jn.—

The Maximum Permissible Speed on the single line between Bridge Jn. and St. James Jn. together with the Permanent Speed Restrictions to the single line at Bridge Jn. and St. James Jn. has been increased to 20 m.p.h. (See Section D). (38)

** Between South Yorkshire Jn. and St. James Jn.—

The 15 m.p.h. Permanent Speed Restriction to the Sheffield line at South Yorkshire Jn. together with the 15 m.p.h. Permanent Speed Restriction over the passenger and goods lines between 22m. 58ch. (South Yorkshire Jn.) and 22m. 35ch. (St. James Jn.) have been increased to 25 m.p.h. Permanent Speed Restrictions. (See Section D). (38)

** Between Doncaster, Bridge Jn. and St. James Jn.—

The Maximum Permissible Speed on the single line between Bridge Jn. and St. James Jn. together with the Permanent Speed Restrictions to the single line at Bridge Jn. and St. James Jn. have been increased to 20 m.p.h. (See Section D). (38)

** Woodlesford Station, Footpath Level Crossing (at 190 m.p. (Across the down and up Midland main lines).

Miniature warning lights have been brought into use at Woodlesford Station (pedestrian only) level crossing.

A notice board worded " TRAINS STOP HERE " has been provided at the south end of the up platform. (38)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

. Holbeck Loco Depot—

All two-way hand lever points from Holbeck outlet to the Washer Road (with the exception of the first pair on the "INOVER" Road which will remain 2-way spring points) have been changed to hand-spring point levers.

This has made a route from Outlet to Washer Road.

(38)

. Immingham Reception Sidings—

The trailing connection leading from the down main line to reception sidings has been secured out of use pending removal.

The associated shunting signals have been abolished.

The main to main trailing connection at Humber Road Junction will be replaced by plain line pending future resignalling

(37)

Western Region:—

Cardiff East—

A new position 1 junction indicator has been provided on signal C127 (up relief line) and remains out of use until further notice.

(40)

Between Wolvercot Jn. and Tackley—

The "whistle" boards on the down and up lines associated with Yarnton Lane and Sandy Lane L.C.'s have been removed.

(40)

Southern Region:—

Norwood Junction—

The position 4 and position 5 junction indicators of signals T20 (up London Bridge fast line) and T22 (up London Bridge slow line) respectively, apply to movements to the down London Bridge slow line.

(New Item) (41)

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

SIGNALMENS GENERAL INSTRUCTIONS (B.R. 30062)

Instruction 31 Colour light signals (other than Track Circuit Block)

Amend Clause 31.2 to :—

If the Signalman becomes aware, or has reason to believe, that the main filament of a lamp has failed and that the signal is working with the secondary filament, normal working may continue. The S. & T. Technician must be informed immediately of the failure, but if he is not on duty he must be so informed when next taking duty.

Delete Clauses 31.4.1.2 and 31.4.1.3 and substitute :—

31.4.1.2.

When the indicator shows that the main power supply has failed but the standby supply is operative, the provisions of clause 31.2 (second sentence) must be applied, except that if more than 10 hours will elapse before the Technician takes duty, he must be sent for as soon as possible.

31.4.1.3

If both the main and standby indicators show failed, the S. & T. Technician must be sent for.

31.4.1.4

The Signalman must record in the train register the times of failure and restoration.

(OD.15/69/3) (4-8-84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

39

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 22 SEPTEMBER

to

FRIDAY, 28 SEPTEMBER 1984

inclusive

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

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SECTION B

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At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood Jn.) continued		
Saturday/Sunday, 22/23 September		
423 Norwood Jn. and Windmill Bridge Jn.	Down & up London Bridge fast BLOCKED	00 05 (Sat) to 06 30 (Sun). Track maintenance, 9m. 10ch. and 9m. 45ch.
Tuesday, 25 to Friday, 28 September		
424 West Norwood Jn. and Sydenham Norwood Jn.	Down & up Crystal Palace/ Down & up Sydenham Spurs BLOCKED	01 00 to 04 50. Painting bridge, 7 and 9 m.p.
BRIXTON TO STREATHAM COMMON		
Sunday, 23 September		
425 Herne Hill and Beckenham Jn.	Down & up Chatham main BLOCKED	00 40 to 06 00. Trackwork, 4m. 10ch. and 8½ m.p.
TULSE HILL TO WEST NORWOOD		
Sunday, 23 September		
426 East Dulwich and Tulse Hill	Down & up BLOCKED	00 20 to 18 00. Bridgeworks, 4¼ m.p. and 5m. 70ch.

SECTION C

61

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items will not appear in future issues.

Sunday, 23 September—Nottingham Station—

Double sided "OFF" indicators will be provided approximately 300 yards on the approach to each of the following signals to which they apply.

East End

TT 272 — Platform 1
TT 266 — Platform 4

(OD.14/84/23)

(42)

Sunday, 23 September—Blackwell East Jn.—

The signal box will be abolished and all track and signalling equipment taken away.

The "up & down" North Curve goods line and the down and up South Curve goods lines will be taken out of use, pending removal.

The theatre-type route indicator on signal TT.61 ("up & down" goods line) will be taken away and a stencil-type (G) indicator provided adjacent to the position light signal, beneath the main aspects. The 'G' indication will be displayed with the position light signal for Permissive movements on the "up & down" goods line towards signal TT.66 (up direction). Signal TT.61 will no longer apply to movements to the "up & down" North Curve goods line.

The theatre-type route indicator on signal TT.65 ("up & down" goods) will be taken away and a stencil-type indicator provided.

Position light shunting signal TT.69 (down siding) and TT.72 (up main) will no longer apply to movements to the down South Curve goods line.

The position 5 junction route indicator and position light signal on signal TT.71 (down main) will be taken away and the signal will no longer apply to movements to the down South Curve goods line.

A new push-button operated ground frame, released from Trent PSB and known as 'Tibshelf ground frame' will be provided on the Trent side of Tibshelf East Shunters cabin. The existing connection between the "down & up" goods line and Tibshelf Top Sidings, will be worked from the ground frame.

A new position light shunting signal, applying to movements from Tibshelf Top Sidings to the "up & down" goods line will be provided at the exit from the sidings.

(OD.14/80/231)

(42)

Sunday, 23 September—Clay Mills G.F.—

Clay Mills ground frame situated adjacent to Clay Mills Crossing shunting frame will be abolished and the trailing crossover worked therefrom will be secured out of use, pending removal.

(OD.14/77/16)

(42)

SECTION C

Signalling and Permanent Way Alterations—continued

Sunday, 23 September—Glendon North Jn. and Little Bowden Jn.—

The catch points situated in the down main line at mileage 76m. 31ch. (808 yards before reaching 1B home signal) will be removed and replaced by plain line.

(OD.14/GEN/117) (42)

Eastern Region:—

Sunday, 23 September—Dagenham Dock—

From 18 00 Sunday, 23 September the locking bard associated with No.14 points on the up side reception line will be removed and No.155 position light shunt signal moved 30 yards towards the signal box so as to be at the switch ends. The movement through No.4 crossover reverse (reception line to run round line) from No.155 signal will be abolished.

(42)

Western Region:—

From 23 30 Saturday, 15 September to 18 00 Friday, 28 September, or until completion—Cardiff East—

Position light signals C.655 and C.657, situated at the London end of platforms 3 (down platform) and 7 (down Barry) respectively, will be recovered.

The following new signals will be provided:—

C.455 — A 3-aspect signal with position light, route indicator and "RA" indicator situated at the London end of platform 7 and applying to the down Barry Line.

C.155 — A 4-aspect signal with position light and "RA" indicator situated at the London end of platform 3 and applying to the down platform line.

The new position 1 junction indicator provided on signal C.127 (up relief) will be brought into use.

The following routes will be available at signals C.455, C.155 and C.127:—

Signal	Destination		Aspect	Indication	
455	A	Up relief	Sig. 127	M	R
	B	Up relief	Sig. 127	PL	
	C	Down relief	Sig. 659	PL	
	D	Up Barry	Sig. 427	M	L
	E	Up Barry	Sig. 427	PL	
155	A	Down main	LOS	PL	
	B	Up relief	Sig. 127	M	
	C	Up relief	Sig. 127	PL	
	D	Down relief	Sig. 659	PL	
127	A	Up main*	Sig. 29	M	Psn. 1 J.I.
	B	Up relief	Sig. 129	M	

* Note — When routed to the up main line from Signal C.127, trains will first be routed to the down relief line and then to the up main.

(41)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Little Bowden Jn.—Glendon North Jn.—

The catch points situated in the up main line at mileage 80m. 74ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (41)

Market Harborough—Kibworth—

The catch points situated in the down line at mileage 87m. 18ch. and 87m. 70ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (41)

Wistow & Kilby Bridge—

The catch points in the up main line at mileage 90m. 78ch. (750 yards before reaching home signal) have been removed and replaced with plain line.

(OD.14/GEN/117) (New Item) (41)

Between Glendon North Jn. and Little Bowden Jn.—

The catch points situated in the down main line at mileage 77m. 02ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (New Item) (41)

Wigston South Junction—

The calling-on arm situated on the up south curve to up goods home signal has been taken away.

(OD.14/—) (New Item) (41)

Finedon Road—

The "calling-on" arm situated on the down goods home signal, 130 yards on the Bedford side of the signal box has been taken away.

(OD.14/GEN/184) (40)

Kibworth—

The "calling-on" arm situated on the down main to down goods home signal has been taken away.

(OD.14/GEN/184) (40)

Wigston South Jn.—

The "calling-on" arm situated on the up main to up goods home signal has been taken away.

(OD.14/GEN/84) (40)

Between Radcliffe & Bingham L.C.—

The catch points in the up line at mileage 122m. 73ch. (650 yards before reaching signal U.123, has been replaced by plain line.

(OD.14/GEN/117) (40)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * St. Pancras—

Cambridge St. Depot Siding line and the Diesel Depot sidings have been taken out of use, pending removal.

The stencil 'SDG' indicator beneath the main aspects of signal WH.217 ('up & down' slow-down direction) has been taken away and the stencil indicator beneath the main aspects of signal WH.204 ('up & down' slow-up direction) has been converted from a 4-way indicator to a 3-way indicator.

The stencil 'SDG' indicator on position light shunting signal WH.544 has been taken away and the signal will henceforth only apply to movements to the 'up & down' carriage loop or 'up & down' slow line.

(OD.14/84/8) (39)

* * Between Kilby Bridge and Wistow—

The catch points situated in the up main line at 92m. 60ch. have been replaced by plain line.

(OD.14/GEN/117) (39)

* * Denby North—

The siding on the Kilburn side of the connection from the single line adjacent to Denby North Crossing has been taken out of use.

The double slip connection to the N.C.B. sidings has been reduced to a single lead.

(OD.14/—) (39)

* * Park Lane Jn.—

Signal SY.262 situated on the "up & down" Castle Bromwich curve (down direction) has been re-positioned 167 yards nearer Park Lane Jn.

(OD.14/82/144) (39)

* * Between Brookhay L.C. and Lichfield T.V. Jn.—

The catch points in the up main line at 18m. 60ch. (781 yards before reaching the home signal) have been replaced by plain line.

(OD.14/GEN/117) (39)

* * Lapworth—Dorridge—

The catchpoints in the down main line at mileage 117m. 38ch. have been recovered and replaced by plain line.

(OD.14/GEN/117) (39)

* * Cricklewood Brent Curve Jn.—

The back 5 Engineers sidings have been abolished, and the connections thereto from Nos.1 & 2 shunting necks have been secured out of use pending removal.

(OD.14/73/410) (39)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Between Foxlow Jn. and Renishaw Park—

The down Barrow Hill line between 151m. 21ch. and 151m. 44ch. has been restored to its former alignment.

(41)

Lincoln Monks Abbey—

The trailing connection in the down main to Smith Clayton Forge Private Siding has been secured out of use pending removal.

The associated signalling has been abolished.

(41)

Boston and Spilsby Road Level Crossing No.38—

Boston and Spilsby Road Level Crossing, situated at 116m. 24ch. has become an automatic open (AOCR) level crossing remotely monitored in Bellwater Junction signalbox.

Combined speed restriction/St. Andrews Cross signs **X 30** has been provided 719 yards from the crossing applicable to each rail approach in the wrong direction.

"WHISTLE BOARDS" have been provided 103 yards from the crossing applicable to each rail approach in the wrong direction and 230 yards from the crossing before reaching the crossing for down right direction moves and 205 yards before reaching the crossing for up right direction moves.

Associated Signalling

The up home signal at Eastville Gate (Numbered EV.24) has been re-sited 215 yards further from the crossing.

(40)

Holmethorpe—

The first exit position light signal No.1305 in Trowers Siding has been abolished.

(R.640/16) (40)

SECTION C

66

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

Western Region:—

Southall West—

Signal 00.52 (down main) has been provided with a new position S junction indicator, which remains out of use until further notice.

Signal 00.152 (down relief) has been provided with a new position 4 junction indicator, which remains out of use until further notice.

(41)

Cardiff East—

A new position 1 junction indicator has been provided on signal C127 (up relief line) and remains out of use until further notice.

(40)

Between Wolvercot Jn. and Tackley—

The "whistle" boards on the down and up lines associated with Yarnton Lane and Sandy Lane L.C.'s have been removed.

(40)

Southern Region:—

Norwood Junction—

The position 4 and position 5 junction indicators of signals T20 (up London Bridge fast line) and T22 (up London Bridge slow line) respectively, apply to movements to the down London Bridge slow line.

(41)

SECTION D

67

GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

SIGNALMENS GENERAL INSTRUCTIONS (B.R. 30062)

Instruction 31 Colour light signals (other than Track Circuit Block)

Amend Clause 31.2 to :—

If the Signaller becomes aware, or has reason to believe, that the main filament of a lamp has failed and that the signal is working with the secondary filament, normal working may continue. The S. & T. Technician must be informed immediately of the failure, but if he is not on duty he must be so informed when next taking duty.

Delete Clauses 31.4.1.2 and 31.4.1.3 and substitute :—

31.4.1.2.

When the indicator shows that the main power supply has failed but the standby supply is operative, the provisions of clause 31.2 (second sentence) must be applied, except that if more than 10 hours will elapse before the Technician takes duty, he must be sent for as soon as possible.

31.4.1.3

If both the main and standby indicators show failed, the S. & T. Technician must be sent for.

31.4.1.4

The Signaller must record in the train register the times of failure and restoration.

(OD.15/69/3) (4-8-84)

APPENDIX INSTRUCTIONS
 SECTIONAL APPENDIX SOUTHERN SECTION, DATED APRIL 1980

LIST OF LINES

List of lines in the sequence used throughout the book	Page No. relating to Table 'A'
Page 16—TRENT EAST JUNCTION TO CLAY CROSS AND BRANCHES	
Delete	
Blackwell South Junction to Blackwell East Junction	187
Tibshelf & Blackwell Branch Junction to Blackwell East Junction	187
	(23-9-84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

40

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 29 SEPTEMBER

to

FRIDAY, 5 OCTOBER 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood Jn.)—continued		
Friday, 5 October		
434 Leigham Jn. and Norwood Jn./Sydenham/Tulse Hill	Down & up Crystal Palace, down & up Crystal Palace spurs, down & up West Norwood spurs down & up Sydenham spurs BLOCKED	01 00 to 04 50. Track maintenance, 6m. 50ch. and 9m. 10ch. Traffic cannot pass to or from Crystal Palace single.
BRIXTON TO STREATHAM COMMON		
Friday/Saturday, 28/29 September		
435 Herne Hill	Up platform loop BLOCKED	23 30 (Fri) to 06 30 (Sat). Demolition work, 4 m.p. and 3m. 70ch.
Monday/Tuesday, 1/2 to Thursday/Friday, 4/5 October		
436 Herne Hill	Up platform loop BLOCKED	23 30 (Mon to Thurs) to 05 15 (Tues to Fri). Demolition work, 3m. 70ch. and 4 m.p.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 30 September—Lapworth & Hatton North Jn.—

The catch points in the down main line at mileage 115m. 01ch. will be recovered and replaced by plain line.

(OD.14/—) (43)

Sunday, 30 September—Redditch—

The down direction semaphore distant signal situated 807 yards before reaching the home signal will be replaced by a reflectorised distant marker board situated 782 yards before reaching the home signal. The marker board will be 8 feet in height and will consist of a yellow fish-tail arm, outlined in black painted on a white background.

(OD.14/GEN/118) (43)

Sunday, 30 September—Hendon—

The ground frame giving access to the up siding from the up slow line, together with the banner repeating signal R.232 will be taken out of use.

(OD.14/83/266) (43)

Sunday, 30 September—Between Beeston North Jn. and Nottingham Station—

The up goods line from Nottingham station (platform 6) to Mansfield Junction and the up main line from Mansfield Junction to Beeston North Junction will become bi-directional thereby allowing trains to be signalled from the down main and down goods lines into platform 6.

Signal TT.335 (down main) approaching Beeston North Jn. will be provided with a position 4 junction route indicator for movements to the up main line at Beeston North Jn.

Signal TT.332 (down goods) approaching Beeston North Jn. will be provided with a position 5 junction route indicator for movements to the up main line at Beeston North Jn.

A new signal gantry will be provided at Mansfield Jn. to carry existing signal TT.296 (down main) and also a new signal (TT.293), applicable to trains travelling on the up main line in the down direction. The new signal will be a 2-aspect (R/Y) colour light, with a position 4 junction route indicator above, and a position light signal and stencil 'SDG' indicator below the main aspects. The new signal will apply as follows:—

Aspect displayed	Indication	Route set
Main	Position 4	Up goods
P/L	—	Down fast/slow
P/L	SDG	Sidings

Existing position light shunting signal TT.293 on the up main line at Mansfield Jn. will be taken away.

The stencil 'UG' indicator on position light shunting signal TT.284 situated on the up goods line between Nottingham Station and Mansfield Jn. will be taken away.

A fixed red aspect will be provided 13 feet above the existing position light shunting signal (TT.264) on the up goods line (platform 6) at Nottingham Station. The signal will apply as follows:—

Aspect displayed	Indication	Route set
P/L	SDG	Carriage Sidings

(OD.14/84/26) (43)

Signalling and Permanent Way Alterations—continued

Monday, 1 October—Sutton Park G.F.—

A new "Stop and Await Instructions" board facing Walsall, will be erected at the points controlling access to the G.P.O. private sidings.

(OD.14/84/222)

(43)

Eastern Region:—

Sunday, 30 September—Sleaford West and Sleaford East—

Sleaford West Junction will be remodelled and the resulting track layout and signalling is as shown on the diagram included in this notice.

Between Sleaford West and Sleaford East—

The down main will be renamed down joint/down main and two-way working will be introduced.

Two-way working will be introduced on the down local line.

The T.C.B. Regulations will apply between Sleaford West and Sleaford East on all lines.

The "Back" siding and associated signalling will be abolished.

Sleaford West Junction—

The facing connection — local line to up main will be resited 60 yards further from the signalbox.

The trailing crossover between the down and up main lines will be replaced on same site by a facing crossover.

The facing junction points — up main to joint line will be replaced by a new junction in the down joint/down main.

Access to the Cattle Dock will be via the up sidings.

The trailing connection — up main to shunt spur will be abolished.

Associated Signalling—

(Sleaford West)—

A calling-on subsidiary signal will be provided on the down main home also on the up joint home signal (15 ft. above rail level).

A two-way theatre-type route indicator will be provided on each signal and the following indications will apply.

Signal	Line	Aspect	Route Indication	Application to or towards
Down Main Home		Main	"M"	Down Main
		Main	"L"	Local Line
		Calling-on	"M"	Down Platform Line Occupied
		Calling-on	"L"	Local Line Occupied
(A "diamond" sign will be provided on the post of this signal).				
Up Joint Home		Main	"M"	Down Main
		Main	"L"	Local Line
		Calling-on	"M"	Down Platform Line Occupied
		Calling-on	"L"	Local Line Occupied

(A signal-post telephone will be provided).

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 30 September—Sleaford West and Sleaford East—continued

Associated Signalling—continued

(Sleaford West)—continued

Sleaford West down main starting (together with the Sleaford East down distant below) will be abolished.

The shunting signal applying — Shunt spur to siding will be repositioned 75 yards nearer to Sleaford West signalbox.

(Sleaford East)—

Signal SE29 will have a junction route indicator position "4" and stencil-type route indicator added and the following indications will apply:—

Aspect	Route Indication	Destination
Main	Junction Indicator Position 1	Local line
Main	—	Up Main
Main	Junction Indicator Position 4	Down Joint
Position — Light	Junction Indicator Position 1	Local line Occupied
Position — Light	"M"	Up Platform line Occupied
Position — Light	Junction Indicator Position 4	Down Platform line Occupied

(The associated position light will be centralised on the signal post).

New Signals — (SW — Sleaford West Signalbox SE — Sleaford East Signalbox)

Signal	Line	Aspect	Route Indication	Application to or towards
SW10	Down Joint	Main		Sleaford North
SE20	Local Line	Main		Down Single

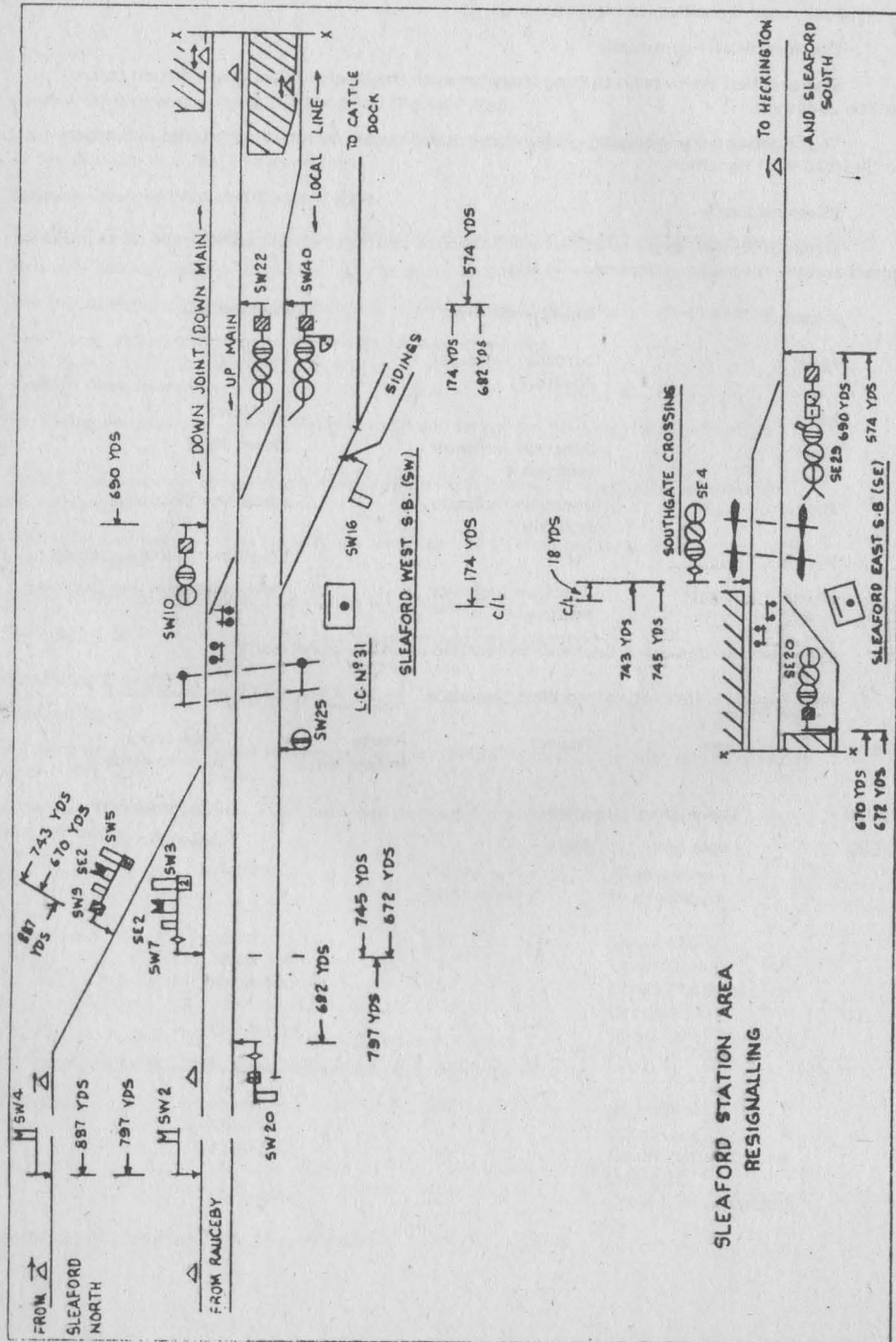
(43)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 30 September—Sleaford West and Sleaford East—continued

SLEAFORD STATION AREA
RESIGNALLING

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 30 September—Healey Mills Marshalling Yard—

A new facing connection will be provided in Engine Line "Y" 50 yards after passing position light signal No.215 to form a connection into the Civil Engineers siding line.

Altered Signals—

Additional route indication "C" applying towards the Civil Engineer's Sidings will be provided on the following 3 aspect colour light signals:—

Signal	Line
HM218	Up Loop
HM223	Up Fast
HM222	Up Slow

An additional route to the Civil Engineer's siding will be provided on position light signal No.215 situated left of Engine Line "Y".

A new position light outlet signal (No.211) will be provided on the left hand side of the Civil Engineer's line and this will apply towards the down fast or to down slow.

(43)

Monday, 1 October—Between Stoke Tunnel and Barkston South Jn.—

The Permanent Speed Restrictions on the down and up main/fast lines will be revised as shown in Section D.

(43)

Monday, 1 October—York—Between Clifton and Skelton—

The 45 m.p.h. Permanent Speed Restriction on the down main line between 0m. 42ch. and 1m. 09ch. will be increased to a 50 m.p.h. Permanent Speed Restriction. (See Section D).

(43)

Western Region:—

From 18 00 Saturday, 29 September to 06 00 Monday, 1 October or until completion—
Between Southall and Hayes and Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the exit connection from the up goods loop at 10m. 9ch. will be relaid in a new position approximately 40 yards nearer to Paddington and spiked, clipped and padlocked out of use until further notice.

Signal 00.209 at the exit from the up goods loop will be disconnected. A temporary stop block will be provided on the up goods loop at 10m. 27ch. The up goods loop between this temporary stop block and the exit connection will remain out of use until further notice.

The up relief line will be slewed in part towards the up cess utilising track and fittings previously installed in connection with the eventual re-alignment of both the down and up relief lines.

Hayes & Harlington—

The trailing connection in the up goods loop at 11m. 2ch. leading from the up (Gramophone) sidings, together with associated signalling, will be taken out of use pending recovery.

(43)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—continued

Sunday, 30 September—Between Rumney River Bridge and Long Dyke—

The following crossovers/connections will be secured out of use pending recovery:—

Rumney River Bridge—

Facing connection from up main to up & down reception at 168m. 33ch.
Trailing connection from up main to up & down reception at 167m. 75ch.
(The up & down reception line and Roath Depot will be taken out of use)

Trailing crossover between down and up main lines at 167m. 47ch.

Long Dyke—

Facing crossover between up relief and down main lines at 169m. 11ch.
Trailing crossover between down and up main lines at 169m. 3ch.

The following associated signals/signal routes will be taken out of use:—

Rumney River Bridge—

- | | | |
|----------------------------------------------------|---|--------------------------------------------------------------------------------------------------|
| C.35 (up main) | — | route to up & down reception. Position light and position 1 junction indicator will be recovered |
| C.102 (down relief) | — | route to up & down reception. Stencil route indicator will be recovered. |
| C.137 (up relief) | — | route to up main. Position 1 junction indicator will be recovered. |
| C.237 (exit from (No's.1, 2 and 3 reception lines) | — | route to up main. Stencil route indication 'M' will be recovered. |
| C.608 (GPL—up relief) | — | route to up & down reception line. |
| C.610 (GPL—down relief) | — | route to up & down reception line. |
| C.687 (GPL—up & down reception) | — | signal will be recovered. |

Long Dyke—

- | | | |
|------------------------------------|---|-----------------------------------------------------------------------------|
| C.8 (Down main) | — | route to down relief line. Position 1 junction indicator will be recovered. |
| C.131 (up relief) | — | route to up main. Position 1 junction indicator will be recovered. |
| C.620 (GPL—down relief) | — | signal will be recovered. |
| C.671 (GPL—Exit from down sidings) | — | route to up main line. |

Signal C.108 (down relief) at Long Dyke will be provided with a position light signal and stencil route indication 'S' for a route to the down siding.

The 'Limit of Shunt' lamps on the down relief line at Rumney River Bridge and Long Dyke will be replaced by 'Limit of Shunt' boards.

(43)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Nottingham Station—

Double sided "OFF" indicators have been provided approximately 300 yards on the approach to each of the following signals to which they apply.

East End

- | | | |
|--------|---|------------|
| TT.272 | — | Platform 1 |
| TT.266 | — | Platform 4 |

(OD.14/84/23)

(42)

Blackwell East Jn.—

The signal box has been abolished and all track and signalling equipment taken away.

The "up & down" North Curve goods line and the down and up South Curve goods lines have been taken out of use, pending removal.

The theatre-type route indicator on signal TT.61 ("up & down" goods line) has been taken away and a stencil-type (G) indicator provided adjacent to the position light signal, beneath the main aspects. The 'G' indication will be displayed with the position light signal for Permissive movements on the "up & down" goods line towards signal TT.66 (up direction). Signal TT.61 no longer applies to movements to the "up & down" North Curve goods line.

The theatre-type route indicator on signal TT.65 ("up & down" goods) has been taken away and a stencil type indicator provided.

Position light shunting signal TT.69 (down siding) and TT.72 (up main) no longer apply to movements to the down South Curve goods line.

The position 5 junction route indicator and position light signal on signal TT.71 (down main) has been taken away and the signal no longer applies to movements to the down South Curve goods line.

A new push-button operated ground frame, released from Trent PSB and known as 'Tibshelf ground frame' has been provided on the Trent side of Tibshelf East Shunters cabin. The existing connection between the 'down & up' goods line and Tibshelf Top Sidings, will be worked from the ground frame.

A new position light shunting signal, applying to movements from Tibshelf Top Sidings to the "up & down" goods line has been provided at the exit from the sidings.

(OD.14/80/231)

(42)

Clay Mills G.F.—

Clay Mills ground frame situated adjacent to Clay Mills Crossing shunting frame has been abolished and the trailing crossover worked therefrom secured out of use, pending removal.

(OD.14/77/16)

(42)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Glendon North Jn. and Little Bowden Jn.—

The catch points situated in the down main line at mileage 76m. 31ch. (808 yards before reaching 1B home signal) have been removed and replaced by plain line.

(OD.14/GEN/117) (42)

Little Bowden Jn.—Glendon North Jn.—

The catch points situated in the up main line at mileage 80m. 74ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (41)

Market Harborough—Kibworth—

The catch points situated in the down line at mileage 87m. 18ch. and 87m. 70ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (41)

Wistow & Kilby Bridge—

The catch points in the up main line at mileage 90m. 78ch. (750 yards before reaching home signal) have been removed and replaced with plain line.

(OD.14/GEN/117) (41)

Between Glendon North Jn. and Little Bowden Jn.—

The catch points situated in the down main line at mileage 77m. 02ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (41)

Wigston South Junction—

The calling-on arm situated on the up south curve to up goods home signal has been taken away.

(OD.14/—) (41)

**** Finedon Road—**

The "calling-on" arm situated on the down goods home signal, 130 yards on the Bedford side of the signal box has been taken away.

(OD.14/GEN/184) (40)

**** Kibworth—**

The "calling-on" arm situated on the down main to down goods home signal has been taken away.

(OD.14/GEN/184) (40)

**** Wigston South Jn.—**

The "calling-on" arm situated on the up main to up goods home signal has been taken away.

(OD.14/GEN/84) (40)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

**** Between Radcliffe & Bingham L.C.—**

The catch points in the up line at mileage 122m. 73ch. (650 yards before reaching signal U.123, has been replaced by plain line.

(OD.14/GEN/117) (40)

Eastern Region:—**Dagenham Dock—**

Position-light signal No.155 applying from Reception Road to siding; spur or to up main has been re-positioned 30 yards nearer to the signalbox and now applies towards the up main line only. (The route indicator has been abolished).

(Amended item) (42)

Between Foxlow Jn. and Renishaw Park—

The down Barrow Hill line between 151m. 21ch. and 151m. 44ch. has been restored to its former alignment.

(41)

Lincoln Monks Abbey—

The trailing connection in the down main to Smith Clayton Forge Private Siding has been secured out of use pending removal.

The associated signalling has been abolished.

(41)

**** Boston and Spilsby Road Level Crossing No.38—**

Boston and Spilsby Road Level Crossing, situated at 116m. 24ch. has become an automatic open (AOCR) level crossing remotely monitored in Bellwater Junction signalbox.

Combined speed restriction/St. Andrews Cross signs **X 30** has been provided 719 yards from the crossing applicable to each rail approach in the wrong direction.

"WHISTLE BOARDS" have been provided 103 yards from the crossing applicable to each rail approach in the wrong direction and 230 yards from the crossing before reaching the crossing for down right direction moves and 205 yards before reaching the crossing for up right direction moves.

Associated Signalling

The up home signal at Eastville Gate (Numbered EV.24) has been re-sited 215 yards further from the crossing.

(40)

**** Holmethorpe—**

The first exit position light signal No.1305 in Trowers Siding has been abolished.

(R.640/16) (40)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Cardiff East—

Position: light signals C.655 and C.657, situated at the London end of platforms 3 (down platform) and 7 (down Barry) respectively, have been recovered.

The following new signals have been provided:—

C.455 — A 3-aspect signal with position light, route indicator and "RA" indicator situated at the London end of platform 7 and applying to the down Barry line.

C.155 — A 4-aspect signal with position light and "RA" indicator situated at the London end of platform 3 and applying to the down platform line.

The new position 1 junction indicator provided on signal C.127 (up relief) has been brought into use.

The following routes are available at signals C.455, C.155 and C.127:—

Signal	Destination		Aspect	Indication	
455	A	Up relief	Sig.127	M	R
	B	Up relief	Sig.127	PL	
	C	Down relief	Sig.659	PL	
	D	Up Barry	Sig.427	M	L
	E	Up Barry	Sig.427	PL	
155	A	Down main	LOS	PL	
	B	Up relief	Sig.127	M	
	C	Up relief	Sig.127	PL	
	D	Down relief	Sig.659	PL	
127	A	Up main*	Sig.29	M	Psn. 1 J.I.
	B	Up relief	Sig.129	M	

*Note — When routed to the up main line from Signal C.127, trains will first be routed to the down relief line and then to the up main.

(41)

Southall West—

Signal 00.52 (down main) has been provided with a new position S junction indicator, which remains out of use until further notice.

Signal 00.152 (down relief) has been provided with a new position 4 junction indicator, which remains out of use until further notice.

(41)

*** Cardiff East—

A new position 1 junction indicator has been provided on signal C127 (up relief line) and remains out of use until further notice.

(40)

*** Between Wolvercot Jn. and Tackley—

The "whistle" boards on the down and up lines associated with Yarnton Lane and Sandy Lane L.C.'s have been removed.

(40)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:—

Norwood Junction—

The position 4 and position 5 junction indicators of signals T20 (up London Bridge fast line) and T22 (up London Bridge slow line) respectively, apply to movements to the down London Bridge slow line.

(41)

SECTION D

Miscellaneous Instructions—continued

****ENGINEERING OPERATIONS BETWEEN NOTTINGHAM AND
BEESTON SOUTH JUNCTION ON SATURDAY/SUNDAY, 29/30
SEPTEMBER AND MONDAY, 1 OCTOBER 1984**

In connection with the above engineering work, up trains will be worked over the up main line from Mansfield Junction to Beeston South Junction between 21 00 and 23 30 on Saturday, 29 September and from 08 15 on Sunday, 30 September to 06 00 on Monday, 1 October in accordance with the following arrangements:—

Each train will be brought to a stand at signal TT.291 and the Driver must not proceed until he is instructed to do so by the Handsignaller stationed thereat and is handed a completed printed ticket.

After the Driver has been authorised to pass signal TT.291 at Danger, he must proceed cautiously, ignoring any aspect which may be displayed at signals TT.298 and TT.331.

On arrival at signal TT.337, the Driver must act in accordance with the aspect displayed and after passing the signal, he must dispose of the printed ticket.

The signal identification plate on signal TT.337 will be illuminated during the hours of darkness.

(OD.14/82/323)

CREWE

26, September 1984

D. J. MAIDMENT

Regional Operations Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION *By*

ME

602

41

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 6 OCTOBER

to

FRIDAY, 12 OCTOBER 1984

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.

SECTION B

64

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
CLAPHAM JN. 'B' TO SELHURST—continued		
Wednesday, 10 to Friday, 12 October		
457 Clapham Jn. and Balham	Down & up Brighton fast BLOCKED	00 15 to 05 30. Track maintenance and signalling work, 2½ and 4¼ m.p. Trains to travel over Brighton slow lines.
BALHAM TO SELHURST (via Norwood Jn.)		
Friday/Saturday, 5/6 October		
458 Norwood Jn.	Up London Bridge slow BLOCKED	00 20 to 05 20. Station work, 8¾ m.p. and 8m. 50ch. Up traffic cannot pass.
Tuesday, 9 and Wednesday, 10 October		
459 Norwood Jn.	Down London Bridge fast and down London Bridge slow BLOCKED	00 20 to 05 00. Track maintenance, 8m. 45ch. and 8m. 62ch.
Tuesday, 9 to Friday, 12 October		
460 Norwood Jn.	Up London Bridge slow BLOCKED	00 20 to 05 20. Station work, 8¾ and 8m. 50ch. Up trains to travel over up London Bridge fast.
BRIXTON TO STREATHAM COMMON		
Friday/Saturday, 5/6 October		
461 Herne Hill	Up platform loop BLOCKED	23 30 (Fri) to 06 30 (Sat). Demolition work, 4 m.p. and 3m. 70ch.
Monday/Tuesday, 8/9 to Thursday/Friday, 11/12 October		
462 Herne Hill	Up platform loop BLOCKED	23 30 (Mon to Thurs) to 05 15 (Tues to Fri). Demolition work, 4 m.p. and 3m. 70ch.

SECTION C

65

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 7 October—Leicester—Bell Lane—

The trailing connection from the down passenger line to No.1 down reception line situated approx. 65 yards on the Syston side of the box will be secured out of use pending removal. The bottom arm of the three arm shunting signal on the No.1 down reception line applying to movements through the connection to the down passenger line together with the shunting signal on the down passenger line applying to movements through the connection to the No.1 down reception line will be taken away.

(OD.14/—)

(44)

Wednesday, 10 October—Kingsbury S.F.—

The two (miniature) armed semaphore signal at the Kingsbury end of Oil Siding 1 together with the ground disc shunting signal at the Kingsbury end of Oil Siding 2 will be taken away and a new 'Stop & Await Instructions' board provided at the same location between Oil Sidings 1 and 2.

The ground disc shunting signals at the exit from down siding 1, the shunting line and the branch sidings will be replaced by 'Stop & Await Instructions' boards.

The connection between Oil Sidings 1 and 2 at the Kingsbury end of the sidings will be converted to hand-operation.

(OD.14/83/189)

(44)

Western Region:—

From 10 00 Monday, 8 October—Paddington—

In connection with the provision of friction type buffer stops, platform 7 will be shortened by approximately 35 yards.

Until the new buffer stops are provided a temporary stop block will be provided.

(44)

From 22 40 Saturday, 6 October to 05 15 Monday, 8 October, or until completion—
Between Southall and Hayes & Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the up relief line will be slewed towards the up cess between 9m. 75ch. and 9m. 63ch.

Signal 00.111 (up relief) will be recovered and the facing connection in the up relief line to the up main line will be taken out of use pending recovery. Movements will not be possible from the up relief line to the up main line and Southall Yard.

(44)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Kettering Station—

The down fast and down slow starting signals have been repositioned 11 metres nearer the box.

(OD.14/--) (New Item) (43)

Lapworth and Hatton North Jn.—

The catch points in the down main line at mileage 115m. 01ch. have been recovered and replaced by plain line.

(OD.14/--) (43)

Redditch—

The down direction semaphore distant signal situated 807 yards before reaching the home signal has been replaced by a reflectorised distant marker board situated 782 yards before reaching the home signal. The marker board is 8 feet in height and consists of a yellow fish-tail arm, outlined in black painted on a white background.

(OD.14/GEN/118) (43)

Hendon—

The ground frame giving access to the up siding from the up slow line, together with the banner repeating signal R.232 has been taken out of use.

(OD.14/83/266) (43)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Beeston North Jn. and Nottingham Station—

The up goods line from Nottingham station (platform 6) to Mansfield Junction and the up main line from Mansfield Junction to Beeston North Junction has become bi-directional thereby allowing trains to be signalled from the down main and down goods lines into platform 6.

Signal TT.335 (down main) approaching Beeston North Jn. has been provided with a position 4 junction route indicator for movements to the up main line at Beeston North Jn.

Signal TT.332 (down goods) approaching Beeston North Jn. has been provided with a position 5 junction route indicator for movements to the up main line at Beeston North Jn.

A new signal gantry has been provided at Mansfield Jn. to carry existing signal TT.296 (down main) and also a new signal (TT.293), applicable to trains travelling on the up main line in the down direction. The new signal is a 2-aspect (R/Y) colour light, with a position 4 junction route indicator above, and a position light signal and stencil 'SDG' indicator below the main aspects. The new signal applies as follows:—

Aspect displayed	Indication	Route set
Main	Position 4	Up goods
P/L	—	Down fast/slow
P/L	SDG	Sidings

Existing position light shunting signal TT.293 on the up main line at Mansfield Jn. has been taken away.

The stencil 'UG' indicator on position light shunting signal TT.284 situated on the up goods line between Nottingham Station and Mansfield Jn. has been taken away.

A fixed red aspect has been provided 13 feet above the existing position light shunting signal (TT.264) on the up goods line (platform 6) at Nottingham Station. The signal applies as follows:—

Aspect displayed	Indication	Route set
P/L	SDG	Carriage Sidings

(OD.14/84/26) (43)

Sutton Park G.F.—

A new "Stop and Await Instructions" board facing Walsall has been erected at the points controlling access to the G.P.O. private sidings.

(OD.14/84/222) (43)

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

Nottingham Station—

Double sided "OFF" indicators have been provided approximately 300 yards on the approach to each of the following signals to which they apply.

East End

TT.272 — Platform 1
 TT.266 — Platform 4

(OD.14/84/23) (42)

Blackwell East Jn.—

The signal box has been abolished and all track and signalling equipment taken away.

The "up & down" North Curve goods line and the down and up South Curve goods lines have been taken out of use, pending removal.

The theatre-type route indicator on signal TT.61 ("up & down" goods line) has been taken away and a stencil-type (G) indicator provided adjacent to the position light signal, beneath the main aspects. The 'G' indication will be displayed with the position light signal for Permissive movements on the "up & down" goods line towards signal TT.66 (up direction). Signal TT.61 no longer applies to movements to the "up & down" North Curve goods line.

The theatre-type route indicator on signal TT.65 ("up & down" goods) has been taken away and a stencil type indicator provided.

Position light shunting signal TT.69 (down siding) and TT.72 (up main) no longer apply to movements to the down South Curve goods line.

The position 5 junction route indicator and position light signal on signal TT.71 (down main) has been taken away and the signal no longer applies to movements to the down South Curve goods line.

A new push-button operated ground frame, released from Trent PSB and known as 'Tibshelf ground frame' has been provided on the Trent side of Tibshelf East Shunters cabin. The existing connection between the 'down & up' goods line and Tibshelf Top Sidings, will be worked from the ground frame.

A new position light shunting signal, applying to movements from Tibshelf Top Sidings to the "up & down" goods line has been provided at the exit from the sidings.

(OD.14/80/231) (42)

Clay Mills G.F.—

Clay Mills ground frame situated adjacent to Clay Mills Crossing shunting frame has been abolished and the trailing crossover worked therefrom secured out of use, pending removal.

(OD.14/77/16) (42)

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

Glendon North Jn. and Little Bowden Jn.—

The catch points situated in the down main line at mileage 76m. 31ch. (808 yards before reaching 1B home signal) have been removed and replaced by plain line.

(OD.14/GEN/117) (42)

* * * Little Bowden Jn.—Glendon North Jn.—

The catch points situated in the up main line at mileage 80m. 74ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (41)

* * * Market Harborough—Kibworth—

The catch points situated in the down line at mileage 87m. 18ch. and 87m. 70ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (41)

* * * Wistow & Kilby Bridge—

The catch points in the up main line at mileage 90m. 78ch. (750 yards before reaching home signal) have been removed and replaced with plain line.

(OD.14/GEN/117) (41)

* * * Between Glendon North Jn. and Little Bowden Jn.—

The catch points situated in the down main line at mileage 77m. 02ch. have been removed and replaced by plain line.

(OD.14/GEN/117) (41)

* * * Wigston South Junction—

The calling-on arm situated on the up south curve to up goods home signal has been taken away.

(OD.14/—) (41)

SECTION C

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

Eastern Region:—**Sleaford West and Sleaford East—**

Sleaford West Junction has been remodelled and the resulting track layout and signalling is as shown on the diagram included in this notice.

Between Sleaford West and Sleaford East—

The down main has been renamed down joint/down main and two-way working has been introduced.

Two-way working has been introduced on the down local line.

The T.C.B. Regulations apply between Sleaford West and Sleaford East on all lines.

The "Back" siding and associated signalling have been abolished.

Sleaford West Junction—

The facing connection — local line to up main has been resited 60 yards further from the signalbox.

The trailing crossover between the down and up main lines has been replaced on same site by a facing crossover.

The facing junction points — up main to joint line have been replaced by a new junction in the down joint/down main.

Access to the Cattle Dock is via the up sidings.

The trailing connection — up main to shunt spur has been abolished.

Associated Signalling—**(Sleaford West)—**

A calling-on subsidiary signal has been provided on the down main home also on the up joint home signal (15 ft. above rail level).

A two-way theatre-type route indicator has been provided on each signal and the following indications apply.

Signal	Line	Aspect	Route Indication	Application to or towards
Down Main Home		Main	"M"	Down Main
		Main	"L"	Local Line
		Calling-on	"M"	Down Platform Line Occupied
		Calling-on	"L"	Local Line Occupied

(A "diamond" sign has been provided on the post of this signal).

Signal	Line	Aspect	Route Indication	Application to or towards
Up Joint Home		Main	"M"	Down Main
		Main	"L"	Local Line
		Calling-on	"M"	Down Platform Line Occupied
		Calling-on	"L"	Local Line Occupied

(A signal-post telephone has been provided).

SECTION C

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

Eastern Region—continued**Sleaford West and Sleaford East—continued****Associated Signalling—continued****(Sleaford West)—continued**

Sleaford West down main starting (together with the Sleaford East down distant below) has been abolished.

The shunting signal applying — Shunt spur to siding has been repositioned 75 yards nearer to Sleaford West signalbox.

(Sleaford East)—

Signal SE29 has a junction route indicator position "4" and stencil-type route indicator added and the following indications apply:—

Aspect	Route Indication	Destination
Main	Junction Indicator Position 1	Local line
Main	—	Up Main
Main	Junction Indicator Position 4	Down Joint
Position — Light	Junction Indicator Position 1	Local line Occupied
Position — Light	"M"	Up Platform line Occupied
Position — Light	Junction Indicator Position 4	Down Platform line Occupied.

(The associated position light has been centralised on the signal post).

New Signals — (SW — Sleaford West Signalbox SE — Sleaford East Signalbox)

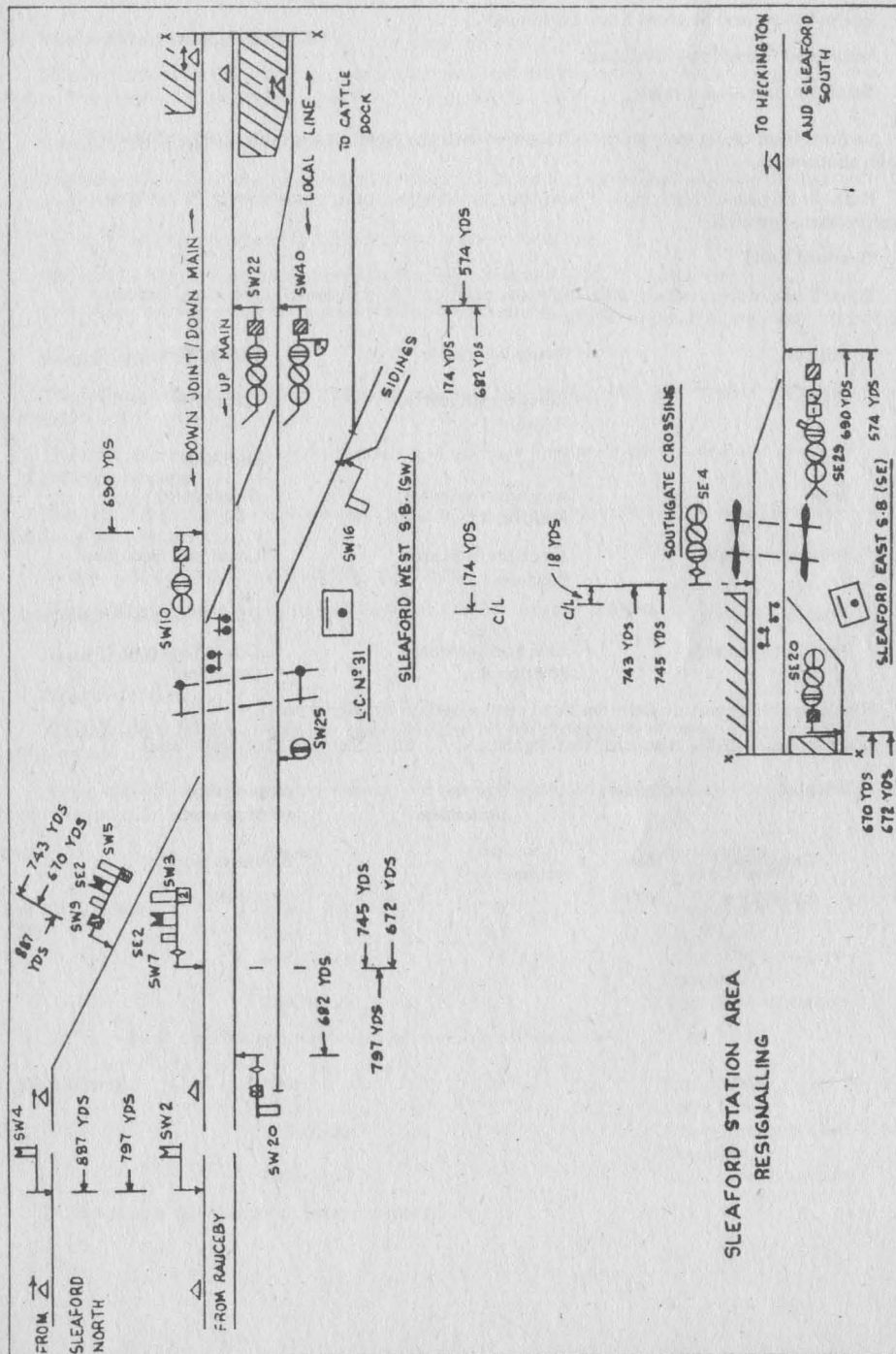
Signal	Line	Aspect	Route Indication	Application to or towards
SW10	Down Joint	Main		Sleaford North
SE20	Local Line	Main		Down Single

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sleaford West and Sleaford East—continued

SLEAFORD STATION AREA
RESIGNALLING

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Healey Mills Marshalling Yard—Work not carried out. (43)

Between Stoke Tunnel and Barkston South Jn.—

The Permanent Speed Restrictions on the down and up main/fast lines have been revised as shown in Section D. (43)

York—Between Clifton and Skelton—

The 45 m.p.h. Permanent Speed Restriction on the down main line between 0m. 42ch. and 1m. 09ch. has been increased to a 50 m.p.h. Permanent Speed Restriction. (See Section D). (43)

Dagenham Dock—

Position-light signal No.155 applying from Reception Road to siding; spur or to up main has been re-positioned 30 yards nearer to the signalbox and now applies towards the up main line only. (The route indicator has been abolished). (Amended item) (42)

* * * Between Foxlow Jn. and Renishaw Park—

The down Barrow Hill line between 151m. 21ch. and 151m. 44ch. has been restored to its former alignment. (41)

* * * Lincoln Monks Abbey—

The trailing connection in the down main to Smith Clayton Forge Private Siding has been secured out of use pending removal. (41)

The associated signalling has been abolished. (41)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Between Southall and Hayes and Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the exit connection from the up goods loop at 10m. 9ch. has been relaid in a new position approximately 40 yards nearer to Paddington and spiked, clipped and padlocked out of use until further notice.

Signal 00.209 at the exit from the up goods loop has been disconnected. A temporary stop block has been provided on the up goods loop at 10m. 27ch. The up goods loop between this temporary stop block and the exit connection will remain out of use until further notice.

The up relief line has been slewed in part towards the up cess utilising track and fittings previously installed in connection with the eventual re-alignment of both the down and up relief lines.

Hayes & Harlington—

The trailing connection in the up goods loop at 11m. 2ch. leading from the up (Gramophone) sidings, together with associated signalling, has been taken out of use pending recovery.

(43)

Between Rumney River Bridge and Long Dyke—

The following crossovers/connections have been secured out of use pending recovery:—

Rumney River Bridge—

Facing connection from up main to up & down reception at 168m. 33ch.
Trailing connection from up main to up & down reception at 167m. 75ch.
(The up & down reception line and Roath Depot have been taken out of use)

Trailing crossover between down and up main lines at 167m. 47ch.

Long Dyke—

Facing crossover between up relief and down main lines at 169m. 11ch.
Trailing crossover between down and up main lines at 169m. 3ch.

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

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

Between Rumney River Bridge and Long Dyke—continued

Rumney River Bridge—

- | | | |
|------------------------------------------------------------|---|-----------------------------------------------------------------------------------------------------|
| C.35 (up main) | — | route to up & down reception. Position light and position 1 junction indicator have been recovered. |
| C.102 (down relief) | — | route to up & down reception. Stencil route indicator has been recovered. |
| C.137 (up relief) | — | route to up main. Position 1 junction indicator has been recovered. |
| C.237 (exit from)
(No's. 1, 2 and 3
reception lines) | — | route to up main. Stencil route indication 'M' has been recovered. |
| C.608 (GPL—
up relief) | — | route to up & down reception line. |
| C.610 (GPL—
down relief) | — | route to up & down reception line. |
| C.687 (GPL—
up & down
reception) | — | signal has been recovered. |

Long Dyke—

- | | | |
|-------------------------------------------|---|------------------------------------------------------------------------------|
| C.8 (down main) | — | route to down relief line. Position 1 junction indicator has been recovered. |
| C.131 (up relief) | — | route to up main. Position 1 junction indicator has been recovered. |
| C.620 (GPL—
down relief) | — | signal has been recovered. |
| C.671 (GPL—
Exit from
down sidings) | — | route to up main line. |

Signal C.108 (down relief) at Long Dyke has been provided with a position light signal and stencil route indication 'S' for a route to the down siding.

The 'Limit of Shunt' lamps on the down relief line at Rumney River Bridge and Long Dyke have been replaced by 'Limit of Shunt' boards.

(43)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

* * * Cardiff East—

Position light signals C.655 and C.657, situated at the London end of platforms 3 (down platform) and 7 (down Barry) respectively, have been recovered.

The following new signals have been provided:—

C.455 — A 3-aspect signal with position light, route indicator and "RA" indicator situated at the London end of platform 7 and applying to the down Barry line.

C.155 — A 4-aspect signal with position light and "RA" indicator situated at the London end of platform 3 and applying to the down platform line.

The new position 1 junction indicator provided on signal C.127 (up relief) has been brought into use.

The following routes are available at signals C.455, C.155 and C.127:—

Signal	Destination		Aspect	Indication	
455	A	Up relief	Sig.127	M	R
	B	Up relief	Sig.127	PL	
	C	Down relief	Sig.659	PL	
	D	Up Barry	Sig.427	M	L
	E	Up Barry	Sig.427	PL	
155	A	Down main	LOS	PL	
	B	Up relief	Sig.127	M	
	C	Up relief	Sig.127	PL	
	D	Down relief	Sig.659	PL	
127	A	Up main*	Sig.29	M	Psn. 1 J.I.
	B	Up relief	Sig.129	M	

*Note — When routed to the up main line from Signal C.127, trains will first be routed to the down relief line and then to the up main.

(41)

* * * Southall West—

Signal 00.52 (down main) has been provided with a new position S junction indicator, which remains out of use until further notice.

Signal 00.152 (down relief) has been provided with a new position 4 junction indicator, which remains out of use until further notice.

(41)

Southern Region:—

* * * Norwood Junction—

The position 4 and position 5 junction indicators of signals T20 (up London Bridge fast line) and T22 (up London Bridge slow line) respectively, apply to movements to the down London Bridge slow line.

(41)

GENERAL INSTRUCTIONS AND NOTICES



New item.

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

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM BR.30062/3 DATED OCTOBER 1984

Page 16—Regulation 7

Delete (6.2) from heading

(OD.15/69/7)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES) PREPARATION AND WORKING OF FREIGHT TRAINS

In the heading of the Specimen Train List on Page B13 the boxed explanation above two columns headed 'Special Handling Code' and 'Hold Reason Code' should be a single heading 'Special Handling and/or Movement Restriction Codes'.

A suitable amendment to the Working Manual will be issued in due course.

(04/15/771/6)

(29-9-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 3 (PINK PAGES) HANDLING AND CONVEYANCE OF DANGEROUS GOODS

With reference to the Southern Region Control Offices shown in Clause F3/15 please note that Croydon Control has moved to Waterloo and operative telephone numbers for S.R. are now to be LONDON (WATERLOO) 01-928-2240 or 9566 BECKENHAM 01-650-0441 or 0510.

NOTE: Beckenham will move to Waterloo in November 1984 and the next amendment to the pink pages (dated December 1984) will only show London (Waterloo).

(04/15/771/3)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES) PREPARATION AND WORKING OF FREIGHT TRAINS

The following instruction is to be read in conjunction with Clause C1/6 and will be inserted in Section H Local Instructions pages when next re-issued.

H.2.7 Empty Wagons as listed in Section C1/6 Part 6 (White Pages)

If a train is diverted from its booked route and as a consequence its formation would become reversed, thereby prohibiting compliance with the instructions contained in paragraph C1/6 but it is necessary to allow its continued movement.

After consultation between Area Managers/Controls concerned as an emergency arrangement the train need not be immobilised, but may proceed with caution to the nearest suitable yard or sidings, where it must be remarshalled to conform with the instructions before continuing its journey.

(04/15/771)

(6-10-84)

FHB
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BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

42

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 13 OCTOBER

to

FRIDAY, 19 OCTOBER 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 14 October—Castle Bromwich Junction—

Signal SY.252 situated on the "up & down" Castle Bromwich curve approaching Castle Bromwich Junction will be re-positioned 100 yards further from the junction. The associated AWS track equipment will be re-positioned 200 yards before reaching the signal. The signal will be fitted with an additional (position 2) junction route indicator and will henceforth apply as follows:—

Aspect	Indication	Route Set
Main	—	"Down & up" goods
Main	Position 1	Down main
Main	Position 2	Down goods

(0D14/82/144) (45)

Eastern Region:—

Monday, 15 October—Between Dearne Jn. and Moorthorpe—

From 14 00 the 60 m.p.h. Permanent Speed Restriction on the down and up lines between 16m. 30ch. and 16¼ m.p. (north of Bolton-on-Deerne station) will be removed.

From 14 00 a 100 m.p.h. Maximum Permissible Speed for Class 253/254 times (High Speed Trains) ONLY will be introduced on the down and up lines between Dearne Jn. (south of) 168½ m.p. and Moorthorpe (south of) 12m. 08ch. Special indicator signs will be provided on the down and up lines at the commencement and termination of the 100 m.p.h. Maximum Permissible Speed for Class 253/254 trains only. Reference should be made to the additional Sectional Appendix instructions regarding these special indicator signs shown in Section A of BR.30063/1.

At 14 00 a Warning Indicator will be brought into use on the down line, situated 875 yards before reaching the reduction in speed from 100 m.p.h. (for Class 253/254 trains only) to 60 m.p.h. at 12m. 08ch.

An A.W.S. permanent magnet will be provided 200 yards before reaching the warning indicator.

(45)

Tuesday, 16 October—March East Junction—

The position light signal applying towards down main line occupied will be removed from the post of the down main home signal E3. The associated route indication "M" will be abolished.

(45)

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Friday, 19 to Monday, 22 October—Between March West Junction and Whittlesea—

Automatic half-barriers will be commissioned at the following level crossings:—

Three Horse Shoes No.2 level crossing at 90m. 42ch.
Three Horse Shoes No.3 level crossing at 91 m.p.
Burnt House Drove level crossing at 91m. 22ch.

These crossings will work automatically when approached in the wrong direction of travel.

Three Horse Shoes No.1 automatic half-barriers at 90m. 2ch. will be altered so as to work automatically when approached in the wrong direction.

Telephone communication will be provided between these crossings and Three Horse Shoes signal box.

Signalling Alterations—

Down main automatic signal THS 763 will be converted to a controlled signal replated THS 30.

The Three Horse Shoes Up Distant; Up Home and Up Starting signals will be abolished.

A new up main 3-aspect colour light signal (capable of displaying RED or GREEN aspects only at this stage) plated THS 2, will be provided 475 yards before reaching Three Horse Shoes signal box (280 yards before reaching Burnt House Drove level crossing). A signal-post telephone will be provided.

The Whittlesea Up Main Intermediate Block Home Signal will be altered to display RED or YELLOW aspects only.

Combined St. Andrews Cross/20 m.p.h. Speed Restriction Signs will be provided applying to wrong direction movements towards the automatic half-barrier level crossing as follows:—

Three Horse Shoes No.1—

On the Up Main line 480 yards from Three Horse Shoes No.1 level crossing, applicable to movements towards the crossing in the down (wrong) direction of travel and on the down main line, 480 yards from Three Horse Shoes No.1 level crossing applicable to movements towards the level crossing in the wrong (up direction) of travel.

Three Horse Shoes No.2—

On the up main, 362 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the level crossing in the wrong (down) direction of travel.

On the down main line, 364 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the crossing in the wrong (up) direction of travel.

Three Horse Shoes No.3—

On the up main line, 470 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (down) direction of travel.

On the down main line 415 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (up) direction of travel.

Burnt House Drove—

On the up main line, 390 yards before reaching Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (down) direction of travel.

On the down main, 362 yards from Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (up) direction of travel.

(45)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—

Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington, the following work will be carried out:—

From 22 40 Saturday, 13 to 05 15 Monday, 15 October—

The down relief line will be slewed towards the up relief line between 9m. 63ch. and 10m. 18ch. Signal DR.10 will remain in its present position, approximately 4 feet further from the slewed down relief line.

The trailing connection between the up main and down relief lines at approximately 9m. 6ch. will be taken out of use pending recovery. Ground position light signal 00.453 will be recovered.

The routes to the down relief line from signals 00.52 (down main) and 00.252 (down through siding) and ground position light signals 00.556 (up through siding) and 00.558 (Southall Yard) will be disconnected.

Thursday, 18 October—

Signal 00.258 at the Reading end of the up relief platform will be recovered and a new signal will be provided in approximately the same position.

The new signal will comprise a 4-aspect signal head with position 1 junction indicator, a position light signal and stencil route indicator positioned to the right of the main signal.

Until further notice, only the red aspect, position light signal and stencil route indicator will be in use.

The A.W.S. inductor associated with signal 00.107 at the London end of the up relief platform will be repositioned at the mid point between signals 00.107 and 00.258.

(45)

From Monday, 15 October—Burnham—

The temporary level crossing constructed over the up relief at the Reading end of the station will be brought into use.

(45)

Southern Region:—

Sunday, 14 October—Selhurst—

A facing crossover will be laid in between the down and up slow lines 178 yards London side of the station. The position 4 Junction Indicator on signal T.65 will be brought into use and will apply for movements to the up slow line.

(45)

DETAIL OF WORK ALREADY CARRIED OUT

Between Castle Bromwich Jn. and Bromford Bridge—

Dunlop Sidings ground frame and the connections worked therefrom have been taken out of use.

(OD.14/82/144)

(New Item) (44)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Yardley Wood and Shirley—

The catch points in the down line at 3m. 03ch. have been replaced by plain line.

(OD.14/81/36)

(New Item) (44)

Leicester—Bell Lane—

The trailing connection from the down passenger line to No.1 down reception line situated approx. 65 yards on the Syston side of the box has been secured out of use pending removal. The bottom arm of the three arm shunting signal on the No.1 down reception line applying to movements through the connection to the down passenger line together with the shunting signal on the down passenger line applying to movements through the connection to the No.1 down reception line has been taken away.

(OD.14/—)

(44)

Kingsbury S.F.—

The two (miniature) armed semaphore signal at the Kingsbury end of Oil Siding 1 together with the ground disc shunting signal at the Kingsbury end of Oil Siding 2 has been taken away and a new 'Stop & Await Instructions' board provided at the same location between Oil Sidings 1 and 2.

The ground disc shunting signals at the exit from down siding 1, the shunting line and the branch sidings have been replaced by 'Stop & Await Instructions' boards.

The connection between Oil Sidings 1 and 2 at the Kingsbury end of the sidings has been converted to hand-operation.

(OD.14/83/189)

(44)

Kettering Station—

The down fast and down slow starting signals have been repositioned 11 metres nearer the box.

(OD.14/—)

(43)

Lapworth and Hatton North Jn.—

The catch points in the down main line at mileage 115m. 01ch. have been recovered and replaced by plain line.

(OD.14/—)

(43)

Redditch—

The down direction semaphore distant signal situated 807 yards before reaching the home signal has been replaced by a reflectorised distant marker board situated 782 yards before reaching the home signal. The marker board is 8 feet in height and consists of a yellow fish-tail arm, outlined in black painted on a white background.

(OD.14/GEN/118)

(43)

Hendon—

The ground frame giving access to the up siding from the up slow line, together with the banner repeating signal R.232 has been taken out of use.

(OD.14/83/266)

(43)

SECTION C

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

Between Beeston North Jn. and Nottingham Station—

The up goods line from Nottingham station (platform 6) to Mansfield Junction and the up main line from Mansfield Junction to Beeston North Junction has become bi-directional thereby allowing trains to be signalled from the down main and down goods lines into platform 6.

Signal TT.335 (down main) approaching Beeston North Jn. has been provided with a position 4 junction route indicator for movements to the up main line at Beeston North Jn.

Signal TT.332 (down goods) approaching Beeston North Jn. has been provided with a position 5 junction route indicator for movements to the up main line at Beeston North Jn.

A new signal gantry has been provided at Mansfield Jn. to carry existing signal TT.296 (down main) and also a new signal (TT.293), applicable to trains travelling on the up main line in the down direction. The new signal is a 2-aspect (R/Y) colour light, with a position 4 junction route indicator above, and a position light signal and stencil 'SDG' indicator below the main aspects. The new signal applies as follows:—

Aspect displayed	Indication	Route set
Main	Position 4	Up goods
P/L	—	Down fast/slow
P/L	SDG	Sidings

Existing position light shunting signal TT.293 on the up main line at Mansfield Jn. has been taken away.

The stencil 'UG' indicator on position light shunting signal TT.284 situated on the up goods line between Nottingham Station and Mansfield Jn. has been taken away.

A fixed red aspect has been provided 13 feet above the existing position light shunting signal (TT.264) on the up goods line (platform 6) at Nottingham Station. The signal applies as follows:—

Aspect displayed	Indication	Route set
P/L	SDG	Carriage Sidings

(OD.14/84/26) (43)

Sutton Park G.F.—

A new "Stop and Await Instructions" board facing Walsall has been erected at the points controlling access to the G.P.O. private sidings.

(OD.14/84/222) (43)

SECTION

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

***.* Nottingham Station—**

Double sided "OFF" indicators have been provided approximately 300 yards on the approach to each of the following signals to which they apply.

East End

TT.272	—	Platform 1
TT.266	—	Platform 4

(OD.14/84/23) (42)

***.* Blackwell East Jn.—**

The signal box has been abolished and all track and signalling equipment taken away.

The "up & down" North Curve goods line and the down and up South Curve goods lines have been taken out of use, pending removal.

The theatre-type route indicator on signal TT.61 ("up & down" goods line) has been taken away and a stencil-type (G) indicator provided adjacent to the position light signal, beneath the main aspects. The 'G' indication will be displayed with the position light signal for Permissive movements on the "up & down" goods line towards signal TT.66 (up direction). Signal TT.61 no longer applies to movements to the "up & down" North Curve goods line.

The theatre-type route indicator on signal TT.65 ("up & down" goods) has been taken away and a stencil type indicator provided.

Position light shunting signal TT.69 (down siding) and TT.72 (up main) no longer apply to movements to the down South Curve goods line.

The position 5 junction route indicator and position light signal on signal TT.71 (down main) has been taken away and the signal no longer applies to movements to the down South Curve goods line.

A new push-button operated ground frame, released from Trent PSB and known as 'Tibshelf ground frame' has been provided on the Trent side of Tibshelf East Shunters cabin. The existing connection between the 'down & up' goods line and Tibshelf Top Sidings, will be worked from the ground frame.

A new position light shunting signal, applying to movements from Tibshelf Top Sidings to the "up & down" goods line has been provided at the exit from the sidings.

(OD.14/80/231) (42)

***.* Clay Mills G.F.—**

Clay Mills ground frame situated adjacent to Clay Mills Crossing shunting frame has been abolished and the trailing crossover worked therefrom secured out of use, pending removal.

(OD.14/77/16) (42)

***.* Glendon North Jn. and Little Bowden Jn.—**

The catch points situated in the down main line at mileage 76m. 31ch. (808 yards before reaching 1B home signal) have been removed and replaced by plain line.

(OD.14/GEN/117) (42)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

Between Temple Mills West and Manor Yard—

The up goods line has been secured out of use until further notice.

(New Item) (43)

Sleaford West and Sleaford East—

Sleaford West Junction has been remodelled and the resulting track layout and signalling is as shown on the diagram included in this notice.

Between Sleaford West and Sleaford East—

The down main has been renamed down joint/down main and two-way working has been introduced.

Two-way working has been introduced on the down local line.

The T.C.B. Regulations apply between Sleaford West and Sleaford East on all lines.

The "Back" siding and associated signalling have been abolished.

Sleaford West Junction—

The facing connection — local line to up main has been resited 60 yards further from the signalbox.

The trailing crossover between the down and up main lines has been replaced on same site by a facing crossover.

The facing junction points — up main to joint line have been replaced by a new junction in the down joint/down main.

Access to the Cattle Dock is via the up sidings.

The trailing connection — up main to shunt spur has been abolished.

Associated Signalling—

(Sleaford West)—

A calling-on subsidiary signal has been provided on the down main home also on the up joint home signal (15 ft. above rail level).

A two-way theatre-type route indicator has been provided on each signal and the following indications apply.

Signal	Line	Aspect	Route Indication	Application to or towards
Down Main Home		Main	"M"	Down Main
		Main	"L"	Local Line
		Calling-on	"M"	Down Platform Line Occupied
		Calling-on	"L"	Local Line Occupied

(A "diamond" sign has been provided on the post of this signal).

Signal	Line	Aspect	Route Indication	Application to or towards
Up Joint Home		Main	"M"	Down Main
		Main	"L"	Local Line
		Calling-on	"M"	Down Platform Line Occupied
		Calling-on	"L"	Local Line Occupied

(A signal-post telephone has been provided).

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Sleaford West and Sleaford East—continued

Associated Signalling—continued

(Sleaford West)—continued

Sleaford West down main starting (together with the Sleaford East down distant below) has been abolished.

The shunting signal applying — Shunt spur to siding has been repositioned 75 yards nearer to Sleaford West signalbox.

(Sleaford East)—

Signal SE29 has a junction route indicator position "4" and stencil-type route indicator added and the following indications apply:—

Aspect	Route Indication	Destination
Main	Junction Indicator Position 1	Local line
Main	—	Up Main
Main	Junction Indicator Position 4	Down Joint
Position — Light	Junction Indicator Position 1	Local line Occupied
Position — Light	"M"	Up Platform line Occupied
Position — Light	Junction Indicator Position 4	Down Platform line Occupied.

(The associated position light has been centralised on the signal post).

New Signals — (SW — Sleaford West Signalbox SE — Sleaford East Signalbox)

Signal	Line	Aspect	Route Indication	Application to or towards
SW10	Down Joint	Main		Sleaford North
SE20	Local Line	Main		Down Single

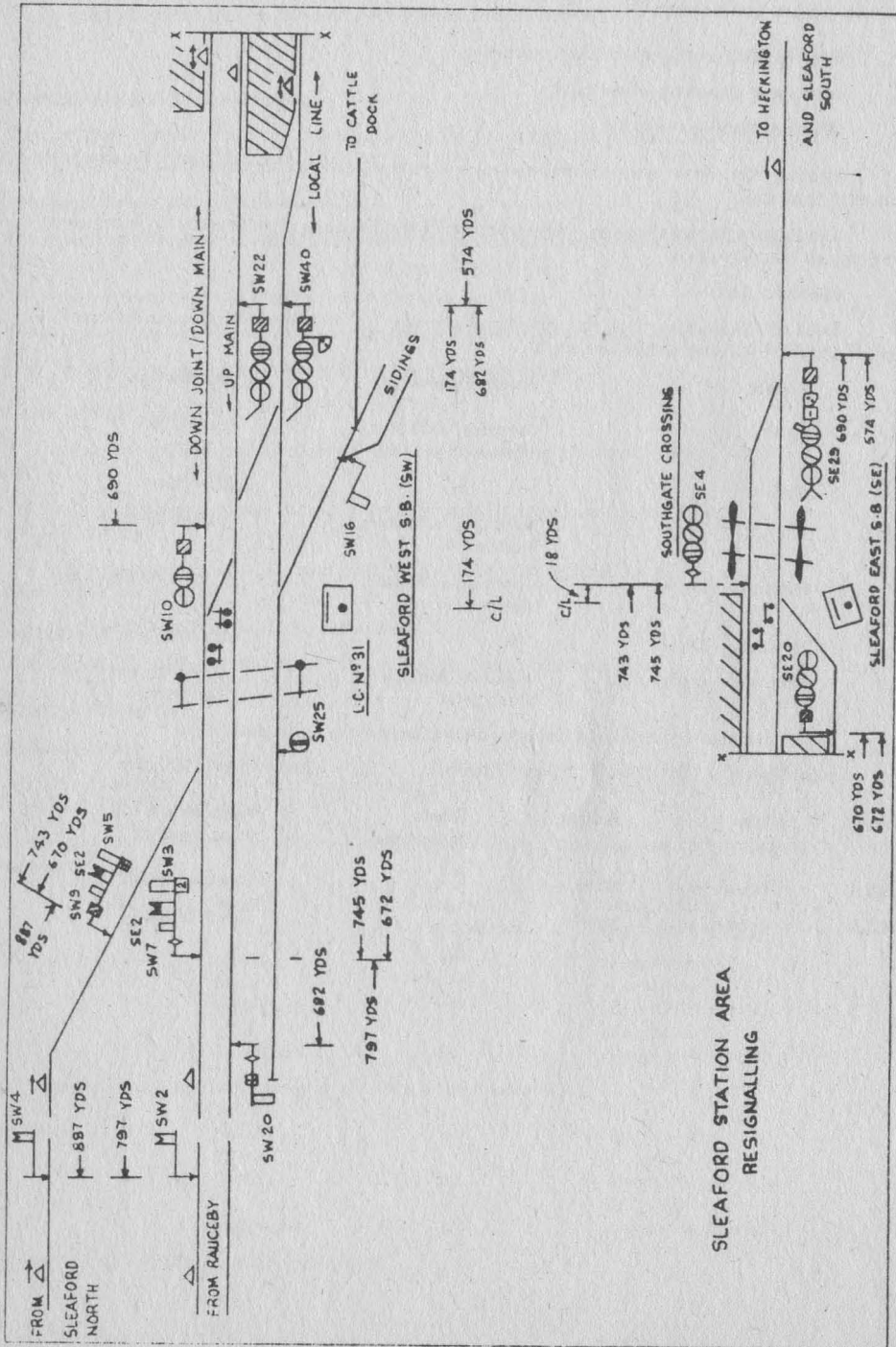
(43)

SECTION C

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

Eastern Region:—continued

Sleaford West and Sleaford East—continued



SECTION C

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

Eastern Region:—continued

Healey Mills Marshalling Yard—Work not carried out. (43)

Between Stoke Tunnel and Barkston South Jn.—

The Permanent Speed Restrictions on the down and up main/fast lines have been revised as shown in Section D. (43)

York—Between Clifton and Skelton—

The 45 m.p.h. Permanent Speed Restriction on the down main line between 0m. 42ch. and 1m. 09ch. has been increased to a 50 m.p.h. Permanent Speed Restriction. (See Section D). (43)

* * * Dagenham Dock—

Position-light signal No.155 applying from Reception Road to siding; spur or to up main has been re-positioned 30 yards nearer to the signalbox and now applies towards the up main line only. (The route indicator has been abolished). (42)

Western Region:—

Paddington—

In connection with the provision of friction type buffer stops, platform 7 has been shortened by approximately 35 yards.

Until the new buffer stops are provided a temporary stop block has been provided. (44)

Between Southall and Hayes & Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the up relief line has been slewed towards the up cess between 9m. 75ch. and 9m. 63ch.

Signal 00.111 (up relief) has been recovered and the facing connection in the up relief line to the up main line has been taken out of use pending recovery. Movements will not be possible from the up relief line to the up main line and Southall Yard. (44)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

Between Southall and Hayes and Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the exit connection from the up goods loop at 10m. 9ch. has been relaid in a new position approximately 40 yards nearer to Paddington and spiked, clipped and padlocked out of use until further notice.

Signal 00.209 at the exit from the up goods loop has been disconnected. A temporary stop block has been provided on the up goods loop at 10m. 27ch. The up goods loop between this temporary stop block and the exit connection will remain out of use until further notice.

The up relief line has been slewed in part towards the up cess utilising track and fittings previously installed in connection with the eventual re-alignment of both the down and up relief lines.

Hayes & Harlington—

The trailing connection in the up goods loop at 11m. 2ch. leading from the up (Gramophone) sidings, together with associated signalling, has been taken out of use pending recovery.

(43)

Between Rumney River Bridge and Long Dyke—

The following crossovers/connections have been secured out of use pending recovery:—

Rumney River Bridge—

Facing connection from up main to up & down reception at 168m. 33ch.
Trailing connection from up main to up & down reception at 167m. 75ch.
(The up & down reception line and Roath Depot have been taken out of use)

Trailing crossover between down and up main lines at 167m. 47ch.

Long Dyke—

Facing crossover between up relief and down main lines at 169m. 11ch.
Trailing crossover between down and up main lines at 169m. 3ch.

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

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

Between Rumney River Bridge and Long Dyke—continued

Rumney River Bridge—

C.35 (up main)	—	route to up & down reception. Position light and position 1 junction indicator have been recovered.
C.102 (down relief)	—	route to up & down reception. Stencil route indicator has been recovered.
C.137 (up relief)	—	route to up main. Position 1 junction indicator has been recovered.
C.237 (exit from) (No's. 1, 2 and 3 reception lines)	—	route to up main. Stencil route indication 'M' has been recovered.
C.608 (GPL— up relief)	—	route to up & down reception line.
C.610 (GPL— down relief)	—	route to up & down reception line.
C.687 (GPL— up & down reception)	—	signal has been recovered.

Long Dyke—

C.8 (down main)	—	route to down relief line. Position 1 junction indicator has been recovered.
C.131 (up relief)	—	route to up main. Position 1 junction indicator has been recovered.
C.620 (GPL— down relief)	—	signal has been recovered.
C.671 (GPL— Exit from down sidings)	—	route to up main line.

Signal C.108 (down relief) at Long Dyke has been provided with a position light signal and stencil route indication 'S' for a route to the down siding.

The 'Limit of Shunt' lamps on the down relief line at Rumney River Bridge and Long Dyke have been replaced by 'Limit of Shunt' boards.

(43)

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BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

43

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 20 OCTOBER

to

FRIDAY, 26 OCTOBER 1984

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.

SECTION B

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At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood Jn.)		
Saturday, 20 October		
446 Norwood Jn.	Up London Bridge slow BLOCKED	00 20 to 05 20. Station work, 8% and 8½ m.p.
Monday, 22 to Friday, 26 October		
447 Norwood Jn. and Norwood Fork Jn.	Down London Bridge Slow BLOCKED	10 00 to 15 30. Track renewal, track maintenance and unloading of continuous welded rail, 8% and 9% m.p.
Tuesday, 23 to Friday, 26 October		
448 Norwood Jn.	Up London Bridge Slow BLOCKED	00 20 to 05 20. Station painting, 8% and 8½ m.p.
BRIXTON TO STREATHAM COMMON		
Saturday, 20 and Sunday, 21 October		
449 Herne Hill	Up Platform loop BLOCKED	08 00 to 19 00. Demolition work, 4 and 3% m.p.
Tuesday, 23 to Friday, 26 October		
450 Herne Hill and Tulse Hill	Down Holborn, Down Holborn Platform BLOCKED Up Holborn, Up Holborn Platform BLOCKED	00 20 to 05 00. } Track maintenance and platform work, 4 and 5½ m.p. 00 30 to 04 00. }

SECTION C

61

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Eastern Region:

Friday, 19 to Monday, 22 October—Between March West Junction and Whittlesea—

Automatic half-barriers will be commissioned at the following level crossings:—

Three Horse Shoes No.2 level crossing at 90m. 42ch.

Three Horse Shoes No.3 level crossing at 91 m.p.

Burnt House Drove level crossing at 91m. 22ch.

These crossings will work automatically when approached in the wrong direction of travel.

Three Horse Shoes No.1 automatic half-barriers at 90m. 2ch. will be altered so as to work automatically when approached in the wrong direction.

Telephone communication will be provided between these crossings and Three Horse Shoes signal box.

Signalling Alterations—

Down main automatic signal THS 763 will be converted to a controlled signal replated THS 30.

The Three Horse Shoes Up Distant; Up Home and Up Starting signals will be abolished.

A new up main 3-aspect colour light signal (capable of displaying RED or GREEN aspects only at this stage) plated THS 2, will be provided 475 yards before reaching Three Horse Shoes signal box (280 yards before reaching Burnt House Drove level crossing). A signal-post telephone will be provided.

The Whittlesea Up Main Intermediate Block Home Signal will be altered to display RED or YELLOW aspects only.

Combined St. Andrews Cross/20 m.p.h. Speed Restriction Signs will be provided applying to wrong direction movements towards the automatic half-barrier level crossing as follows:—

Three Horse Shoes No.1—

On the Up Main line 480 yards from Three Horse Shoes No.1 level crossing, applicable to movements towards the crossing in the down (wrong) direction of travel and on the down main line, 480 yards from Three Horse Shoes No.1 level crossing applicable to movements towards the level crossing in the wrong (up direction) of travel.

Three Horse Shoes No.2—

On the up main, 362 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the level crossing in the wrong (down) direction of travel.

On the down main line, 364 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the crossing in the wrong (up) direction of travel.

Three Horse Shoes No.3—

On the up main line, 470 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (down) direction of travel.

On the down main line 415 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (up) direction of travel.

Burnt House Drove—

On the up main line, 390 yards before reaching Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (down) direction of travel.

On the down main, 362 yards from Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (up) direction of travel.

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Tuesday, 23 October—Harringay—

The up goods No.2 line will be abolished.

The connections in the up goods leading to and from up goods No.2 will be secured out of use in the normal position pending removal.

The up goods No.1 will be renamed up goods.

Signalling Alterations—

The Junction route indicator position 1 associated with up goods signal K438 also up goods No.2 signal K424 will be abolished.

Route indication "X" associated with signals K81, K419 and K421, will only apply towards the up goods (former up goods No.1).

(46)

Western Region:—

Saturday, 20 October—Between Southall and Hayes & Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the following up relief lines signals, together with the associated AWS inductors, will be repositioned, with no alteration to height or form:—

UR.11 — approximately 200 yards nearer Reading
00.105 — approximately 100 yards nearer Reading

Signal 00.258 at the Reading end of the up relief platform will be brought into use as a four aspect signal with position 1 junction indicator, position light signal and stencil type route indicator. The following routes will be available at this signal:—

To down relief line — main aspect with position 1 junction indicator
To up goods loop — position light signal with route indication 'UG'

The AWS inductor associated with signal 00.107 (up relief) which has been repositioned at the mid-point between signals 00.107 and 00.258 will now apply to both signals.

(46)

Sunday, 21 October—Droitwich Spa—

In connection with the provision of a new footbridge, the down main home signal will be taken out of use pending recovery.

(46)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Dorridge and Bentley Heath—

The loop end of the trailing connection from the down main line to the "up & down" passenger loop, approaching Bentley Heath, has been replaced by plain line.

(OD.14/—)

(New Item) (45)

Kingsbury S.F.—

The connection between Oil Sidings 1 and 2 at the Kingsbury end of the sidings previously shown to be converted to hand operation, has remained box-worked.

(OD.14/83/189)

(New Item) (45)

Mantle Lane

Sidings Nos. 3—7 inclusive situated on the Moira West side of the box have been secured out of use, pending removal.

(OD14/—)

(New Item) (45)

Castle Bromwich Junction—

Signal SY.252 situated on the "up & down" Castle Bromwich curve approaching Castle Bromwich Junction has been re-positioned 100 yards further from the junction. The associated AWS track equipment has been re-positioned 200 yards before reaching the signal. The signal has been fitted with additional (position 2) junction route indicator and henceforth applies as follows:—

Aspect	Indication	Route Set
Main	—	"Down & up" goods
Main	Position 1	Down main
Main	Position 2	Down goods

(OD.14/82/144) (Amended Item) (45)

NOTE — Until further notice the signal only applies to movements to the down main and down goods lines.

Between Castle Bromwich Jn. and Bromford Bridge—

Dunlop Sidings ground frame and the connections worked therefrom have been taken out of use.

(OD.14/82/144)

(44)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Yardley Wood and Shirley—

The catch points in the down line at 3m. 03ch. have been replaced by plain line.

(OD.14/81/36) (44)

Leicester—Bell Lane—

The trailing connection from the down passenger line to No.1 down reception line situated approx. 65 yards on the Syston side of the box has been secured out of use pending removal. The bottom arm of the three arm shunting signal on the No.1 down reception line applying to movements through the connection to the down passenger line together with the shunting signal on the down passenger line applying to movements through the connection to the No.1 down reception line has been taken away.

(OD.14/—) (44)

Kingsbury S.F.—

The two (miniature) armed semaphore signal at the Kingsbury end of Oil Siding 1 together with the ground disc shunting signal at the Kingsbury end of Oil Siding 2 has been taken away and a new 'Stop & Await Instructions' board provided at the same location between Oil Sidings 1 and 2.

The ground disc shunting signals at the exit from down siding 1, the shunting line and the branch sidings have been replaced by 'Stop & Await Instructions' boards.

(OD.14/83/189) (Amended item) (44)

***.* Kettering Station—**

The down fast and down slow starting signals have been repositioned 11 metres nearer the box.

(OD.14/—) (43)

***.* Lapworth and Hatton North Jn.—**

The catch points in the down main line at mileage 115m. 01ch. have been recovered and replaced by plain line.

(OD.14/—) (43)

***.* Redditch—**

The down direction semaphore distant signal situated 807 yards before reaching the home signal has been replaced by a reflectorised distant marker board situated 782 yards before reaching the home signal. The marker board is 8 feet in height and consists of a yellow fish-tail arm, outlined in black painted on a white background.

(OD.14/GEN/118) (43)

***.* Hendon—**

The ground frame giving access to the up siding from the up slow line, together with the banner repeating signal R.232 has been taken out of use.

(OD.14/83/266) (43)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

***.* Between Beeston North Jn. and Nottingham Station—**

The up goods line from Nottingham station (platform 6) to Mansfield Junction and the up main line from Mansfield Junction to Beeston North Junction has become bi-directional thereby allowing trains to be signalled from the down main and down goods lines into platform 6.

Signal TT.335 (down main) approaching Beeston North Jn. has been provided with a position 4 junction route indicator for movements to the up main line at Beeston North Jn.

Signal TT.332 (down goods) approaching Beeston North Jn. has been provided with a position 5 junction route indicator for movements to the up main line at Beeston North Jn.

A new signal gantry has been provided at Mansfield Jn. to carry existing signal TT.296 (down main) and also a new signal (TT.293), applicable to trains travelling on the up main line in the down direction. The new signal is a 2-aspect (R/Y) colour light, with a position 4 junction route indicator above, and a position light signal and stencil 'SDG' indicator below the main aspects. The new signal applies as follows:—

Aspect displayed	Indication	Route set
Main	Position 4	Up goods
P/L	—	Down fast/slow
P/L	SDG	Sidings

Existing position light shunting signal TT.293 on the up main line at Mansfield Jn. has been taken away.

The stencil 'UG' indicator on position light shunting signal TT.284 situated on the up goods line between Nottingham Station and Mansfield Jn. has been taken away.

A fixed red aspect has been provided 13 feet above the existing position light shunting signal (TT.264) on the up goods line (platform 6) at Nottingham Station. The signal applies as follows:—

Aspect displayed	Indication	Route set
P/L	SDG	Carriage Sidings

(OD.14/84/26) (43)

***.* Sutton Park G.F.—**

A new "Stop and Await Instructions" board facing Walsall has been erected at the points controlling access to the G.P.O. private sidings.

(OD.14/84/222) (43)

SECTION C

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

Eastern Region:—

Between Dearne Jn. and Moorthorpe—

The 60 m.p.h. Permanent Speed Restriction on the **down** and **up** lines between 16m. 30ch. and 16¼ m.p. (north of Bolton-on-Deerne Station) has been removed.

A 100 m.p.h. Maximum Permissible Speed for **Class 253/254 trains (High Speed Trains) ONLY** has been introduced on the **down** and **up** lines between Dearne Jn. (south of) 168½ m.p. and Moorthorpe (south of) 12m. 08ch. Special indicator signs have been provided on the down and up lines at the commencement and termination of the 100 m.p.h. Maximum Permissible Speed for Class 253/254 trains only. Reference should be made to the additional Sectional Appendix instructions regarding these special indicator signs shown in Section A of BR.30063/1.

A Warning Indicator has been brought into use on the down line, situated 875 yards before reaching the reduction in speed from 100 m.p.h. (for Class 253/254 trains only) to 60 m.p.h. at 12m. 08ch.

An A.W.S. permanent magnet has been provided 200 yards before reaching the warning indicator.

(45)

Moorthorpe—

The trailing connection (at 11m. 61ch.) leading from up loop to up main has temporarily been removed and replaced by plain line. (until further notice).

(New Item) (45)

March East Junction—

The position light signal applying towards down main line occupied has been removed from the post of the down main home signal E3. The associated route indication "M" has been abolished.

(45)

SECTION C

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

Eastern Region:—

*** * * Between Temple Mills West and Manor Yard—**

The up goods line has been secured out of use until further notice.

(43)

*** * * Sleaford West and Sleaford East—**

Sleaford West Junction has been remodelled and the resulting track layout and signalling is as shown on the diagram included in this notice.

Between Sleaford West and Sleaford East—

The down main has been renamed down joint/down main and two-way working has been introduced.

Two-way working has been introduced on the down local line.

The T.C.B. Regulations apply between Sleaford West and Sleaford East on all lines.

The "Back" siding and associated signalling have been abolished.

Sleaford West Junction—

The facing connection — local line to up main has been resited 60 yards further from the signalbox.

The trailing crossover between the down and up main lines has been replaced on same site by a facing crossover.

The facing junction points — up main to joint line have been replaced by a new junction in the down joint/down main.

Access to the Cattle Dock is via the up sidings.

The trailing connection — up main to shunt spur has been abolished.

Associated Signalling—**(Sleaford West)—**

A calling-on subsidiary signal has been provided on the down main home also on the up joint home signal (15 ft. above rail level).

A two-way theatre-type route indicator has been provided on each signal and the following indications apply.

Signal	Line	Aspect	Route Indication	Application to or towards
Down Main Home		Main	"M"	Down Main
		Main	"L"	Local Line
		Calling-on	"M"	Down Platform Line Occupied
		Calling-on	"L"	Local Line Occupied
(A "diamond" sign has been provided on the post of this signal).				
Up Joint Home		Main	"M"	Down Main
		Main	"L"	Local Line
		Calling-on	"M"	Down Platform Line Occupied
		Calling-on	"L"	Local Line Occupied

(A signal-post telephone has been provided).

SECTION C

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

Eastern Region:—continued

. Healey Mills Marshalling Yard—Work not carried out. (43)

. Between Stoke Tunnel and Barkston South Jn.—
 The Permanent Speed Restrictions on the down and up main/fast lines have been revised as shown in Section D. (43)

. York—Between Clifton and Skelton—
 The 45 m.p.h. Permanent Speed Restriction on the down main line between 0m. 42ch. and 1m. 09ch. has been increased to a 50 m.p.h. Permanent Speed Restriction. (See Section D). (43)

Western Region:—

Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington, the following work has been carried out:—

The down relief line has been slewed towards the up relief line between 9m. 63ch. and 10m. 18ch. Signal DR.10 remains in its present position, approximately 4 feet further from the slewed down relief line.

The trailing connection between the up main and down relief lines at approximately 9m. 6ch. has been taken out of use pending recovery. Ground position light signal 00.453 has been recovered.

The routes to the down relief line from signals 00.52 (down main) and 00.252 (down through siding) and ground position light signals 00.556 (up through siding) and 00.558 (Southall Yard) have been disconnected.

Signal 00.258 at the Reading end of the up relief platform has been recovered and a new signal has been provided in approximately the same position.

The new signal comprises a 4-aspect signal head with position 1 junction indicator, a position light signal and stencil route indicator positioned to the right of the main signal.

Until further notice, only the red aspect, position light signal and stencil route indicator will be in use.

The A.W.S. inductor associated with signal 00.107 at the London end of the up relief platform has been repositioned at the mid point between signals 00.107 and 00.258. (45)

Burnham—

The temporary level crossing constructed over the up relief at the Reading end of the station has been brought into use. (45)

SECTION C

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

Western Region:—continued

Paddington—

In connection with the provision of friction type buffer stops, platform 7 has been shortened by approximately 35 yards.
 Until the new buffer stops are provided a temporary stop block has been provided. (44)

Between Southall and Hayes & Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the up relief line has been slewed towards the up cess between 9m. 75ch. and 9m. 63ch.

Signal 00.111 (up relief) has been recovered and the facing connection in the up relief line to the up main line has been taken out of use pending recovery. Movements will not be possible from the up relief line to the up main line and Southall Yard. (44)

. Between Southall and Hayes and Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the exit connection from the up goods loop at 10m. 9ch. has been relaid in a new position approximately 40 yards nearer to Paddington and spiked, clipped and padlocked out of use until further notice.

Signal 00.209 at the exit from the up goods loop has been disconnected. A temporary stop block has been provided on the up goods loop at 10m. 27ch. The up goods loop between this temporary stop block and the exit connection will remain out of use until further notice.

The up relief line has been slewed in part towards the up cess utilising track and fittings previously installed in connection with the eventual re-alignment of both the down and up relief lines.

. Hayes & Harlington—

The trailing connection in the up goods loop at 11m. 2ch. leading from the up (Gramophone) sidings, together with associated signalling, has been taken out of use pending recovery. (43)

. Between Rumney River Bridge and Long Dyke—

The following crossovers/connections have been secured out of use pending recovery:—

Rumney River Bridge—

Facing connection from up main to up & down reception at 168m. 33ch.
 Trailing connection from up main to up & down reception at 167m. 75ch.
 (The up & down reception line and Roath Depot have been taken out of use)
 Trailing crossover between down and up main lines at 167m. 47ch.

Long Dyke—

Facing crossover between up relief and down main lines at 169m. 11ch.
 Trailing crossover between down and up main lines at 169m. 3ch.

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

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

** Between Rumney River Bridge and Long Dyke—continued

Rumney River Bridge—

- C.35 (up main) — route to up & down reception. Position light and position 1 junction indicator have been recovered.
- C.102 (down relief) — route to up & down reception. Stencil route indicator has been recovered.
- C.137 (up relief) — route to up main. Position 1 junction indicator has been recovered.
- C.237 (exit from (No's. 1, 2 and 3 reception lines)) — route to up main. Stencil route indication 'M' has been recovered.
- C.608 (GPL—up relief) — route to up & down reception line.
- C.610 (GPL—down relief) — route to up & down reception line.
- C.687 (GPL—up & down reception) — signal has been recovered.

Long Dyke—

- C.8 (down main) — route to down relief line. Position 1 junction indicator has been recovered.
- C.131 (up relief) — route to up main. Position 1 junction indicator has been recovered.
- C.620 (GPL—down relief) — signal has been recovered.
- C.671 (GPL—Exit from down sidings) — route to up main line.

Signal C.108 (down relief) at Long Dyke has been provided with a position light signal and stencil route indication 'S' for a route to the down siding.

The 'Limit of Shunt' lamps on the down relief line at Rumney River Bridge and Long Dyke have been replaced by 'Limit of Shunt' boards.

(43)

Southern Region:—

Selhurst—

A facing crossover has been laid in between the down and up slow lines 178 yards London side of the station. The position 4 Junction Indicator on signal T.65 has been brought into use and applies for movements to the up slow line.

(45)

GENERAL INSTRUCTIONS AND NOTICES

New item.

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

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM BR.30062/3 DATED OCTOBER 1984

Page 16—Regulation 7

Delete (6.2) from heading

(OD.15/69/7)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES) PREPARATION AND WORKING OF FREIGHT TRAINS

In the heading of the Specimen Train List on Page B13 the boxed explanation above two columns headed 'Special Handling Code' and 'Hold Reason Code' should be a single heading 'Special Handling and/or Movement Restriction Codes'.

A suitable amendment to the Working Manual will be issued in due course.

(04/15/771/6)

(29-9-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 3 (PINK PAGES) HANDLING AND CONVEYANCE OF DANGEROUS GOODS

With reference to the Southern Region Control Offices shown in Clause F3/15 please note that Croydon Control has moved to Waterloo and operative telephone numbers for S.R. are now to be LONDON (WATERLOO) 01-928-2240 or 9566 BECKENHAM 01-650-0441 or 0510.

NOTE: Beckenham will move to Waterloo in November 1984 and the next amendment to the pink pages (dated December 1984) will only show London (Waterloo).

(04/15/771/3)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES) PREPARATION AND WORKING OF FREIGHT TRAINS

The following instruction is to be read in conjunction with Clause C1/6 and will be inserted in Section H Local Instructions pages when next re-issued.

H.2.7 Empty Wagons as listed in Section C1/6 Part 6 (White Pages)

If a train is diverted from its booked route and as a consequence its formation would become reversed, thereby prohibiting compliance with the instructions contained in paragraph C1/6 but it is necessary to allow its continued movement.

After consultation between Area Managers/Controls concerned as an emergency arrangement the train need not be immobilised, but may proceed with caution to the nearest suitable yard or sidings, where it must be remarshalled to conform with the instructions before continuing its journey.

(04/15/771)

(6-10-84)

BRITISH RAILWAYS

LONDON MIDLAND REGION B

ME

602

44

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 27 OCTOBER

to

FRIDAY, 2 NOVEMBER 1984

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.

SECTION B

56

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood Jn.)—continued		
Monday, 29 October to Friday, 2 November		
397 Norwood Jn. and Norwood Fork Jn.	Down London Bridge slow BLOCKED	10 00 to 15 30. Track renewal, 8m. 75ch. and 9½ m.p.
Tuesday, 30 October to Friday, 2 November		
398 Norwood Jn.	Down & up London Bridge fast	00 20 to 05 00. Station painting, 8½ and 8m. 50ch.
BRIXTON TO STREATHAM COMMON		
Sunday, 28 October		
399 Herne Hill and Tulse Hill	Down & up BLOCKED	06 40 to 14 40. Bridgework.
400 Tulse Hill	Down BLOCKED	08 00 to 16 00. Station work, 6 m.p. and 6m. 18ch.
Monday/Tuesday, 29/30 October to Thursday/Friday, 1/2 November		
401 Tulse Hill	Up Holborn BLOCKED	23 00 (Mon to Thurs) to 06 00 (Tues to Fri). Station work, 5m. 10ch. and 4m. 78ch. Up trains to travel over up Portsmouth.

SECTION C

57

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Eastern Region:—

Saturday/Sunday, 27/28 October—Stratford—Victoria Park Junction—Dalston Western Junction (L.M.R.)—

Victoria Park Junction Signal box will be abolished.

The Track Circuit Block Regulations will apply between Stratford and Dalston Western Junction (L.M.R.).

Renaming of lines—

The line from Lea Junction to Dalston Western Junction (formerly named Up Victoria Park/Down Dalston) will become the down north London line throughout.

The line from Dalston to Lea Junction (formerly named Up Dalston/Down Victoria Park) will become the up north London line throughout.

Signalling Alterations—

Replating of signals — VP = former Victoria Park Junction signal prefix. S = Stratford

Line	Old No.	New No.
Down North London	VP510	S510
Down North London	VP29 (Controlled Signal)	S508 Automatic Signal
Up North London	VP18	S509

Signals Abolished—

Victoria Park former Up Dalston (semaphore) Home and Distant signals.

Dalston Western Junction colour light former down Dalston Home and Distant Signals, and former up Dalston I.B. Home Signal.

Description of New Automatic Signals—

Signal No.	Line	Application To or Towards
S506	Down North London	S504
(S506 will be provided on the site of the former Dalston Western Junction down Dalston Distant)		
S504	Down North London	Dalston Western Junction existing signalling
S503	Up North London	S505
S505	Up North London	S507
S507	Up North London	S509

A Banner Repeating Signal (S505R), will be provided on the up North London line at the Dalston end of Hackney Central Station 174 yards before reaching S505 Signal.

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

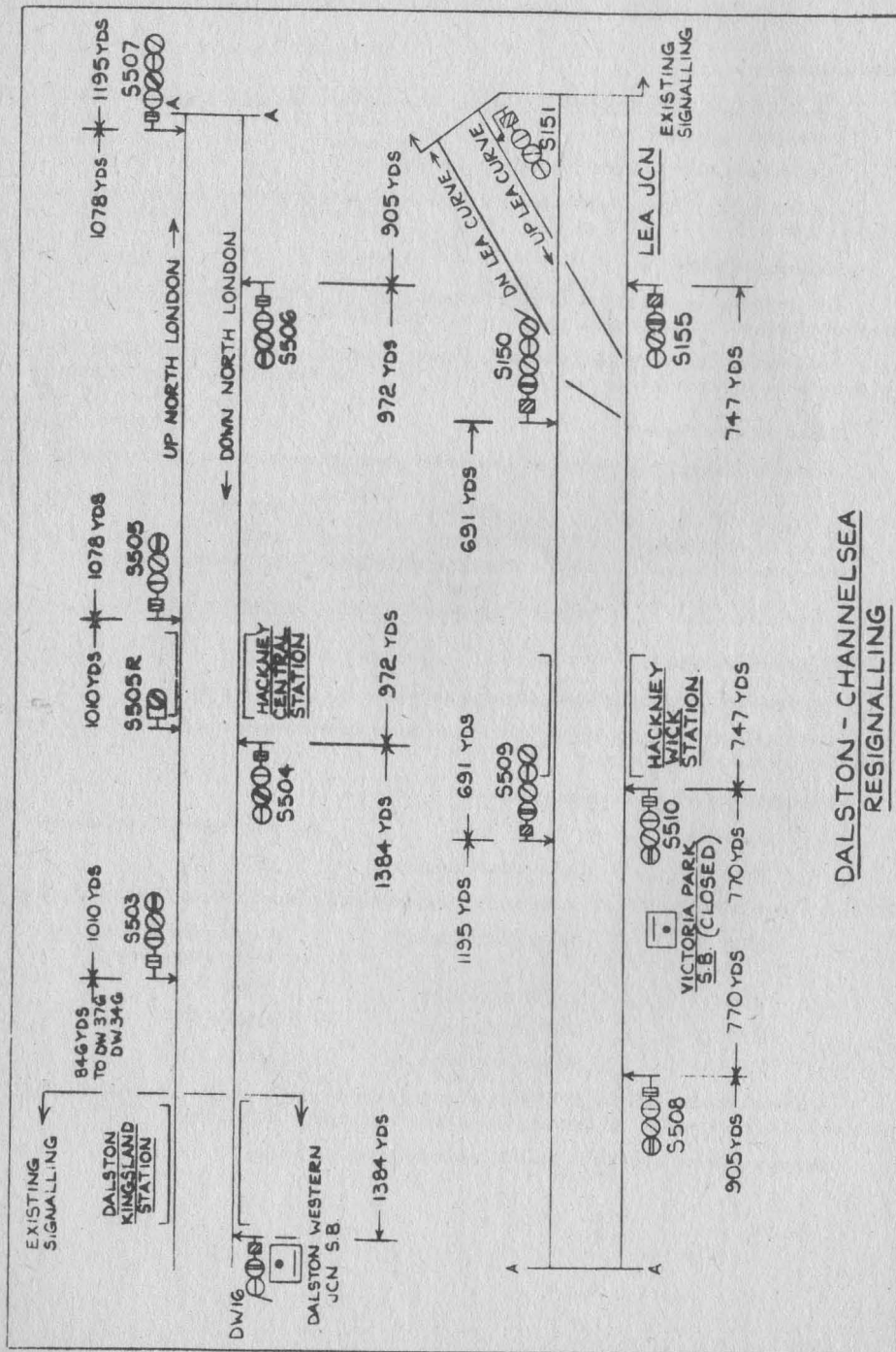
(47)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Saturday/Sunday, 27/28 October—Stratford—Victoria Park Junction—Dalston Western Junction (L.M.R.)—continued



SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 28 October—Between Swinderby and Thorpe-on-the-Hill—

Swinderby Station—

The trailing connection — down main/down siding will be secured out of use pending removal of the points and siding.

The associated signalling will be abolished.

The up distant will be replaced by a 2-aspect colour light distant signal situated 748 yards further from the signalbox (1623 yards further from the signalbox (1623 yards before reaching the up home signal).

A signal post telephone will be provided on the down starting signal.

Thorpe-on-the-Hill—

The trailing crossover and connections to/from the down siding, will be secured out of use pending removal.

The down and up starting signals will be abolished.

The down distant signal will be replaced by a 2-aspect colour light distant signal 660 yards further from the signalbox (1675 yards before reaching the down home).

The up colour light distant signal will be repositioned 330 yards further from the signalbox (1500 yards before reaching the up home signal).

A signal-post telephone will be provided on the up home signal.

Level Crossings—

Eagle Barnsdale level crossing at 25m. 64ch.

Automatic half-barriers will be commissioned. Telephone communication will be provided between the crossing and Swinderby Station signalbox.

The level crossing down and up distant signals will be abolished.

Eagle & Thorpe level crossing at 26m. 53ch.

Automatic half-barriers will be commissioned. Telephone communication will be provided between the crossing and Swinderby Station signalbox.

The level crossing down and up distant signals will be abolished.

The barriers at Eagle & Thorpe level crossing will work automatically when approached in the wrong direction and combined St. Andrews Cross/30 m.p.h. speed restriction signs will be provided as follows:—

587 yards from the crossing on the up main, applicable to movements towards the crossing in the wrong (down) direction of travel.

615 yards from the crossing on the down main, applicable to movements towards the crossing in the wrong (up) direction of travel.

The A.W.S. track inductors associated with the above mentioned distant signals will be repositioned as required.

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region—continued

Sunday, 28 October—Healey Mills Marshalling Yard—

A new facing connection will be provided in Engine Line "Y" 50 yards after passing position light signal No.215 to form a connection into the Civil Engineers siding line.

Altered Signals—

Additional route indication "C" applying towards the Civil Engineer's sidings will be provided on the following 3 aspect colour light signals:—

Signal	Line
HM218	Up Loop
HM223	Up Fast
HM222	Up Slow

An additional route to the Civil Engineer's siding will be provided on position light signal No.215 situated left of Engine line "Y".

A new position light outlet signal (No.211) will be provided on the left hand side of the Civil Engineer's line and this will apply towards the down fast or to down slow.

(47)

Saturday, 27 and Sunday, 28 October—Tinsley Marshalling Yard—

Express Freight Sidings—

The ladder connections in the centre of the sidings will be secured out of use pending removal. The associated notice boards worded "STOP AND AWAIT INSTRUCTIONS", will be abolished.

Secondary Yard—

Stop-blocks will be provided at the east end of sidings 60 to 84 inclusive. The track to the east of the stop-blocks and also the adjacent portion of siding 85 (B.S.C. Traffic Siding) will be secured out of use pending removal.

The Control Tower and all associated equipment will be abolished.

At the west end of the yard, the notice board on the Secondary Engine line worded "ENGINES NOT TO PASS THIS BOARD WITHOUT AUTHORITY FROM THE SHUNTER", will be abolished.

The Secondary Yard West Departure will be renamed "Secondary Yard Departure".

Main Yard—

Sidings 1 to 5 inclusive and Sidings 50 to 53 inclusive will be taken out of use pending removal.

Stop-blocks will be provided at the east end of sidings 6, 7 and 8 and also 22 to 49 inclusive. The track to the east of the stop-blocks and also the adjacent portion of the Secondary Hump Engine Return will be secured out of use pending removal.

A new lead will be installed to connect Sidings 16 to 21 inclusive to the main yard east departure. Sidings 9 to 21 inclusive will then be connected to the main yard east departure. All of the associated points will be operated by hand-levers.

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Saturday, 27 and Sunday, 28 October—Tinsley Marshalling Yard—continued

Main Yard—continued

The Control Tower and all associated equipment, including notice boards, will be abolished.

The main yard east departure will be renamed "Main Yard East Neck" and the "Brake Kip" will be taken out of use pending removal. All signalling equipment to west of the outlet signal, Tinsley Yard 274, will be abolished.

East End Sidings and Connecting Lines—

The Secondary Yard East Departure (Main Hump "Dive-Under") will be renamed "B.S.C. Departure".

The following lines and sidings will be taken out of use pending removal and all associated signals will be abolished:—

North Arrival
South West Arrival, between B.S.C. Departure and Tinsley Yard Signalbox
Hump Engine Return
Reception Sidings 1 to 11 inclusive, together with associated Spurs
Reversing Siding
Engine By—Pass

The 'Engine Line/Engine Loop/Treeton South Arrival' between the Servicing Depot and the East Arrival will be renamed 'Engine Line' throughout. Trap points will be provided at the east end of this line to protect the East Arrival.

Between Servicing/Maintenance Depots and Tinsley Park Signalbox—

The Engine line (Secondary Hump Dive-Under) will be removed. A replacement Engine line will be provided by using the Secondary Hump Engine Line between the Depots and Hump and new track between the Hump and Tinsley Park Signalbox.

The diverted Engine line will be signalled for two-way permissive working and the notice boards on the former Secondary Hump Engine Return will be abolished.

Tinsley Park signal No.4 will be provided with an additional route indication "E". This route indication will apply towards Tinsley Park signal No.262.

Tinsley Park Signal No.6 will be on the right-hand side of the diverted Engine line but its position and application will be unaltered.

The route indicators will be removed from Tinsley Yard signals 263 (Maintenance Depot) and 265 (Servicing Depot). Signals 263, 265 and 267 (Breakdown Train Road) will apply towards Tinsley Park Engine line Signal No.6.

Between Shepcote Lane Signalbox and Catcliffe Junction—

The "North West Arrival/East Departure/Down" between Shepcote Lane Signalbox and Catcliffe Junction will be renamed "East Departure" throughout. The stencil route indicators will be removed from Signals TY.258 and TY.240.

The "Up/East Arrival" between Catcliffe Junction and Tinsley Park Signalbox will be renamed "East Arrival" throughout. The "LIMIT OF SHUNT" between Tinsley Yard signals 205 and 219 will be abolished.

The route indicator will be removed from East Arrival position-light Signal No.219.

(47)

SECTION C

62

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Monday, 29 October—Between Methley Jn. and Normanton—

The 70 m.p.h. Permanent Speed Restriction on the up main/fast line between 187m. 35ch. and 185m. 30ch. will be shortened to apply on the up fast line between 186 m.p. (Altofts Jn.) and 185m. 30ch. (See Section D).

(47)

Monday, 29 October—Between Stourton Jn. and Engine Shed Jn.—

The 60 m.p.h. Permanent Speed Restriction on the down and up main lines between 192½ m.p. and 194m. 37ch. will be shortened to apply between 193m. 68ch. and 194m. 37ch. (See Section D).

(47)

DETAILS OF WORK ALREADY CARRIED OUT

Between Dorridge and Bentley Heath—

The loop end of the trailing connection from the down main line to the "up & down" passenger loop, previously acting as trap points for movements proceeding along the loop in the down direction has been replaced by plain line.

(OD.14/—) (Amended item) (45)

Kingsbury S.F.—

The connection between Oil Sidings 1 and 2 at the Kingsbury end of the sidings previously shown to be converted to hand operation, has remained box-worked.

(OD.14/83/189) (45)

Mantle Lane

Sidings Nos. 3—7 inclusive situated on the Moira West side of the box have been secured out of use, pending removal.

(OD14/—) (45)

Castle Bromwich Junction—

Signal SY.252 situated on the "up & down" Castle Bromwich curve approaching Castle Bromwich Junction has been re-positioned 100 yards further from the junction. The associated AWS track equipment has been re-positioned 200 yards before reaching the signal. The signal has been fitted with additional (position 2) junction route indicator and henceforth applies as follows:—

Aspect	Indication	Route Set
Main	—	"Down & up" goods
Main	Position 1	Down main
Main	Position 2	Down goods

NOTE — Until further notice the signal only applies to movements to the down main and down goods lines.

(OD.14/82/144) (45)

* * * Between Castle Bromwich Jn. and Bromford Bridge—

Dunlop Sidings ground frame and the connections worked therefrom have been taken out of use.

(OD.14/82/144) (44)

SECTION C

63

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * * Between Yardley Wood and Shirley—

The catch points in the down line at 3m. 03ch. have been replaced by plain line.

(OD.14/81/36) (44)

* * * Leicester—Bell Lane—

The trailing connection from the down passenger line to No.1 down reception line situated approx. 65 yards on the Syston side of the box has been secured out of use pending removal. The bottom arm of the three arm shunting signal on the No.1 down reception line applying to movements through the connection to the down passenger line together with the shunting signal on the down passenger line applying to movements through the connection to the No.1 down reception line has been taken away.

(OD.14/—) (44)

* * * Kingsbury S.F.—

The two (miniature) armed semaphore signal at the Kingsbury end of Oil Siding 1 together with the ground disc shunting signal at the Kingsbury end of Oil Siding 2 has been taken away and a new 'Stop & Await Instructions' board provided at the same location between Oil Sidings 1 and 2.

The ground disc shunting signals at the exit from down siding 1, the shunting line and the branch sidings have been replaced by 'Stop & Await Instructions' boards.

(OD.14/83/189) (44)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between March West Junction and Whittlesea—

Automatic half-barriers have been commissioned at the following level crossings:—

- Three Horse Shoes No.2 level crossing at 90m. 42ch.
- Three Horse Shoes No.3 level crossing at 91 m.p.
- Burnt House Drove level crossing at 91m. 22ch.

These crossings work automatically when approached in the wrong direction of travel.

Three Horse Shoes No.1 automatic half-barriers at 90m. 2ch have been altered so as to work automatically when approached in the wrong direction.

Telephone communication has been provided between these crossings and Three Horse Shoes signal box.

Signalling Alterations—

Down main automatic signal THS 763 has been converted to a controlled signal replated THS 30.

The Three Horse Shoes Up Distant; Up Home and Up Starting signals have been abolished.

A new up main 3-aspect colour light signal (capable of displaying RED or GREEN aspects only at this stage) plated THS 2, has been provided 475 yards before reaching Three Horse Shoes signal box (280 yards before reaching Burnt House Drove level crossing). A signal-post telephone has been provided.

The Whittlesea Up Main Intermediate Block Home Signal has been altered to display RED or YELLOW aspects only.

Combined St. Andrews Cross/20 m.p.h. Speed Restriction Signs have been provided applying to wrong direction movements towards the automatic half-barrier level crossing as follows:—

Three Horse Shoes No.1—

On the **Up Main** line 480 yards from Three Horse Shoes No.1 level crossing, applicable to movements towards the crossing in the **down** (wrong) direction of travel, and on the **down main** line, 480 yards from Three Horse Shoes No.1 level crossing applicable to movements towards the level crossing in the wrong (**up**) direction of travel.

Three Horse Shoes No.2—

On the up main, 362 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the level crossing in the wrong (**down**) direction of travel.

On the **down main** line, 364 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the crossing in the wrong (**up**) direction of travel.

Three Horse Shoes No.3—

On the **up main** line, 470 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (**down**) direction of travel.

On the **down main** line 415 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (**up**) direction of travel.

Burnt House Drove—

On the **up main** line, 390 yards before reaching Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (**down**) direction of travel.

On the **down main**, 362 yards from Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (**up**) direction of travel.

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Harringay—

The up goods No.2 line has been abolished.

The connections in the up goods leading to and from up goods No.2 have been secured out of use in the normal position pending removal.

The up goods No.1 has been renamed up goods.

Signalling Alterations—

The Junction route indicator position 1 associated with up goods signal K438 also up goods No.2 signal K424 have been abolished.

Route indication "X" associated with signals K81, K419 and K421, will only apply towards the up goods (former up goods No.1).

(46)

Between Dearne Jn. and Moorthorpe—

The **60 m.p.h. Permanent Speed Restriction** on the **down** and **up** lines between **16m. 30ch.** and **16¼ m.p.** (north of Bolton-on-Deerne Station) has been removed.

A **100 m.p.h. Maximum Permissible Speed for Class 253/254 trains (High Speed Trains) ONLY** has been introduced on the **down** and **up** lines between Dearne Jn. (south of) **168½ m.p.** and Moorthorpe (south of) **12m. 08ch.** Special indicator signs have been provided on the down and up lines at the commencement and termination of the 100 m.p.h. Maximum Permissible Speed for Class 253/254 trains only. Reference should be made to the additional Sectional Appendix instructions regarding these special indicator signs shown in Section A of BR.30063/1.

A Warning Indicator has been brought into use on the down line, situated 875 yards before reaching the reduction in speed from 100 m.p.h. (for Class 253/254 trains only) to 60 m.p.h. at 12m. 08ch.

An A.W.S. permanent magnet has been provided 200 yards before reaching the warning indicator.

(45)

Moorthorpe—

The trailing connection (at 11m. 61ch.) leading from up loop to up main has temporarily been removed and replaced by plain line. (until further notice).

(45)

March East Junction—

The position light signal applying towards down main line occupied has been removed from the post of the down main home signal E3. The associated route indication "M" has been abolished.

(45)

SECTION C

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

Western Region:—

Between Southall and Hayes & Harlington—

The temporary stop block provided on the up goods loop at 10m. 27ch. has been repositioned at 10m. 12ch.

(New Item) (46)

Between Southall and Hayes & Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the following up relief line signals, together with the associated AWS inductors have been repositioned, with no alteration to height or form:—

UR.11	—	approximately 200 yards nearer Reading
00.105	—	approximately 100 yards nearer Reading

Signal 00.258 at the Reading end of the up relief platform has been brought into use as a four aspect signal with position 1 junction indicator, position light signal and stencil type route indicator. The following routes will be available at this signal:—

To down relief line	—	main aspect with position 1 junction indicator
To up goods loop	—	position light signal with route indication 'UG'

The AWS inductor associated with signal 00.107 (up relief) which has been repositioned at the mid-point between signals 00.107 and 00.258 will now apply to both signals.

(46)

Droitwich Spa—

In connection with the provision of a new footbridge, the down main home signal has been taken out of use pending recovery.

(46)

SECTION C

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

Western Region:—continued

Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington, the following work has been carried out:—

The down relief line has been slewed towards the up relief line between 9m. 63ch. and 10m. 18ch. Signal DR.10 remains in its present position, approximately 4 feet further from the slewed down relief line.

The trailing connection between the up main and down relief lines at approximately 9m. 6ch. has been taken out of use pending recovery. Ground position light signal 00.453 has been recovered.

The routes to the down relief line from signals 00.52 (down main) and 00.252 (down through siding) and ground position light signals 00.556 (up through siding) and 00.558 (Southall Yard) have been disconnected.

Signal 00.258 at the Reading end of the up relief platform has been recovered and a new signal has been provided in approximately the same position.

The new signal comprises a 4-aspect signal head with position 1 junction indicator, a position light signal and stencil route indicator positioned to the right of the main signal.

Until further notice, only the red aspect, position light signal and stencil route indicator will be in use.

The A.W.S. inductor associated with signal 00.107 at the London end of the up relief platform has been repositioned at the mid point between signals 00.107 and 00.258.

(45)

Burnham—

The temporary level crossing constructed over the up relief at the Reading end of the station has been brought into use.

(45)

68

SECTION C

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

Western Region:—continued

* * * Paddington—

In connection with the provision of friction type buffer stops, platform 7 has been shortened by approximately 35 yards.

Until the new buffer stops are provided a temporary stop block has been provided.

(44)

* * * Between Southall and Hayes & Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the up relief line has been slewed towards the up cess between 9m. 75ch. and 9m. 63ch.

Signal 00.111 (up relief) has been recovered and the facing connection in the up relief line to the up main line has been taken out of use pending recovery. Movements will not be possible from the up relief line to the up main line and Southall Yard.

(44)

Southern Region:—

Selhurst—

A facing crossover has been laid in between the down and up slow lines 178 yards London side of the station. The position 4 Junction Indicator on signal T.65 has been brought into use and applies for movements to the up slow line.

(45)

69

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 ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM BR.30062/3 DATED OCTOBER 1984

Page 16—Regulation 7

Delete (6.2) from heading

(OD.15/69/7)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES) PREPARATION AND WORKING OF FREIGHT TRAINS

In the heading of the Specimen Train List on Page B13 the boxed explanation above two columns headed 'Special Handling Code' and 'Hold Reason Code' should be a single heading 'Special Handling and/or Movement Restriction Codes'.

A suitable amendment to the Working Manual will be issued in due course.

(04/15/771/6)

(29-9-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 3 (PINK PAGES) HANDLING AND CONVEYANCE OF DANGEROUS GOODS

With reference to the Southern Region Control Offices shown in Clause F3/15 please note that Croydon Control has moved to Waterloo and operative telephone numbers for S.R. are now to be LONDON (WATERLOO) 01-928-2240 or 9566 BECKENHAM 01-650-0441 or 0510.

NOTE: Beckenham will move to Waterloo in November 1984 and the next amendment to the pink pages (dated December 1984) will only show London (Waterloo).

(04/15/771/3)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES) PREPARATION AND WORKING OF FREIGHT TRAINS

The following instruction is to be read in conjunction with Clause C1/6 and will be inserted in Section H Local Instructions pages when next re-issued.

H.2.7 Empty Wagons as listed in Section C1/6 Part 6 (White Pages)

If a train is diverted from its booked route and as a consequence its formation would become reversed, thereby prohibiting compliance with the instructions contained in paragraph C1/6 but it is necessary to allow its continued movement.

After consultation between Area Managers/Controls concerned as an emergency arrangement the train need not be immobilised, but may proceed with caution to the nearest suitable yard or sidings, where it must be remarshalled to conform with the instructions before continuing its journey.

(04/15/771)

(6-10-84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

45

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 3 NOVEMBER

to

FRIDAY, 9 NOVEMBER 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
LEWISHAM TO DARTFORD JN. (via Woolwich Arsenal)—continued		
Tuesday/Wednesday, 6/7 and Wednesday 7, November		
435 Charlton and Plumstead	Down BLOCKED Up BLOCKED	00 20 (Wed) to 05 30 (Wed) } Track renewal and unloading 23 00 (Tues) to 04 00 (Wed) } rails 7½ and 10 m.p.
CLAPHAM JN. 'B' TO SELHURST		
Sunday, 4 November		
436 Clapham Jn. and Streatham Common/ Streatham South Jn.	Down & up Brighton fast and reversible fast spur BLOCKED	00 15 to 07 00. Conductor rail renewal 2½ m.p. and 6 m. 35ch. Trains to travel over slow lines.
BALHAM TO SELHURST (via Norwood Jn.)		
Tuesday 6 to Friday 9 November		
437 Norwood Junction	Down & up London Bridge fast lines BLOCKED	00 20 to 05 00. Station painting 8m. 50ch. and 8¾ m.p.
BRIXTON TO STREATHAM COMMON		
Friday/Saturday, 2/3 November		
438 Tulse Hill	Up Holborn BLOCKED	23 00 (Fri) to 06 00 (Sat). Station painting 4m. 78ch. and 5m. 10 ch.
Sunday, 4 November		
439 Tulse Hill	Up Holborn BLOCKED	08 00 to 16 00. Station painting 4m. 78ch. and 5m. 10 ch.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 4 November—Between Water Orton and Castle Bromwich—

The down goods line will be taken out of use between Water Orton East Jn. and Castle Bromwich Jn.

Signal SY.256 on the down goods line approaching Castle Bromwich Jn. together with the following position light shunting signals will be taken away:—

SY.501 (set-back down main to up slow at Water Orton Station).

SY.503 (set-back down goods to up slow at Water Orton Station).

SY.504 (set-back up slow to down main or down goods at Water Orton East Jn.)

Signal SY.278 on the down goods line approaching Water Orton West Jn. will be temporarily taken out of use.

The following connections at Water Orton East Jn. will be secured out of use:—

trailing crossover between the down and up slow lines.

facing connection from the down slow line to the down goods line and trap points in the down goods line.

facing connection from the down fast line to the down goods line.

(OD.14/82/144)

(48)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—

Sunday, 4 November—Paddington (Platforms 7 & 8)—

In connection with the provision of friction type buffer stops, platform 8 will be shortened by approximately 35 yards.

The temporary stop block on platform 7 will be removed and friction type buffer stops removed.

(48)

From 22 45 Saturday, 3 November to 05 00 Sunday, 4 November or until completion—
Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington:—

The up main line between 10 m.p. and 9m. 49ch. will be slewed towards the down relief line. A new trailing connection at 9m. 67ch. and a new facing connection at 9m. 64ch. will be provided in the re-aligned up main line, both spiked, clipped and padlocked out of use until further notice.

The existing facing connection in the down main line at 9m. 57ch. will be clipped out of use pending recovery.

The routes from signal 00.11 (up main) to the up through siding and Southall Yard will be temporarily disconnected.

(48)

DETAILS OF WORK ALREADY CARRIED OUT

Between Warwick and Hatton North—

Catch points in down line situated at 110m. 74ch. in rear of signal SY.112 and at 109m. 73ch. in rear of signal SY.108 have been replaced by plain line.

(OD.14)

(New Item) (47)

Between Luton East and Vauxhall Sidings—

A stop block has been provided on the single line at 31m. 75ch. (806 yards on the Vauxhall Sidings side of Luton East). The portion of the single line and the sidings beyond the stop block have been taken out of use.

(OD.14/—)

(New Item) (47)

Lifford East Junction—

The trailing crossover between the up and down Camp Hill lines has been clipped out of use pending removal.

(OD.14/—)

(New Item) (47)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Widney Manor—

The down platform has been shortened by 75 yards at the Moor St. end. **Drivers to stop at the 'S' notice provided.**

The 70 yards of the down platform at the Warwick end has now been brought back into use.

(OD.14/—)

(New Item) (47)

Nottingham Goods Yard West—

The facing connection from the down slow line to the up through siding has been secured out of use.

(OD.14/—)

(New Item) (47)

* * * Between Dorridge and Bentley Heath—

The loop end of the trailing connection from the down main line to the "up & down" passenger loop, previously acting as trap points for movements proceeding along the loop in the down direction has been replaced by plain line.

(OD.14/—)

(45)

* * * Kingsbury S.F.—

The connection between Oil Sidings 1 and 2 at the Kingsbury end of the sidings previously shown to be converted to hand operation, has remained box-worked.

(OD.14/83/189)

(45)

* * * Mantle Lane—

Sidings No's. 3 — 7 inclusive situated on the Moira West side of the box have been secured out of use, pending removal.

(OD.14/—)

(45)

* * * Castle Bromwich Junction—

Signal SY.252 situated on the "up & down" Castle Bromwich curve approaching Castle Bromwich Jn. has been re-positioned 100 yards further from the junction. The associated AWS track equipment has been re-positioned 200 yards before reaching the signal. The signal has been fitted with additional (position 2) junction route indicator and henceforth applies as follows:—

Aspect	Indication	Route Set
Main	—	"Down & up" goods
Main	Position 1	Down main
Main	Position 2	Down goods

NOTE — Until further notice the signal only applies to movements to the down main and down goods lines.

(OD.14/82/144)

(45)

SECTION C

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

Eastern Region:—

Stratford—Victoria Park Junction—Dalston Western Junction (L.M.R.)—

Victoria Park Junction Signal box has been abolished.

The Track Circuit Block Regulations will apply between Stratford and Dalston Western Junction (L.M.R.).

Renaming of lines—

The line from Lea Junction to Dalston Western Junction (formerly named Up Victoria Park/Down Dalston) has become the down north London line throughout.

The line from Dalston to Lea Junction (formerly named Up Dalston/Down Victoria Park) has become the up north London line throughout.

Signalling Alterations—

Repeating of signals — VP = former Victoria Park Junction signal prefix. S = Stratford

Line	Old No.	New No.
Down North London	VP510	S510
Down North London	VP29 (Controlled Signal)	S508 Automatic Signal
Up North London	VP18	S509

Signals Abolished—

Victoria Park former Up Dalston (semaphore) Home and Distant signals.

Dalston Western Junction colour light former down Dalston Home and Distant Signals, and former up Dalston I.B. Home Signal.

Description of New Automatic Signals—

Signal No.	Line	Application To or Towards
S506	Down North London	S504
(S506 has been provided on the site of the former Dalston Western Junction down Dalston Distant)		
S504	Down North London	Dalston Western Junction existing signalling
S503	Up North London	S505
S505	Up North London	S507
S507	Up North London	S509

A Banner Repeating Signal (S505R), has been provided on the up North London line at the Dalston end of Hackney Central Station 174 yards before reaching S505 Signal.

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

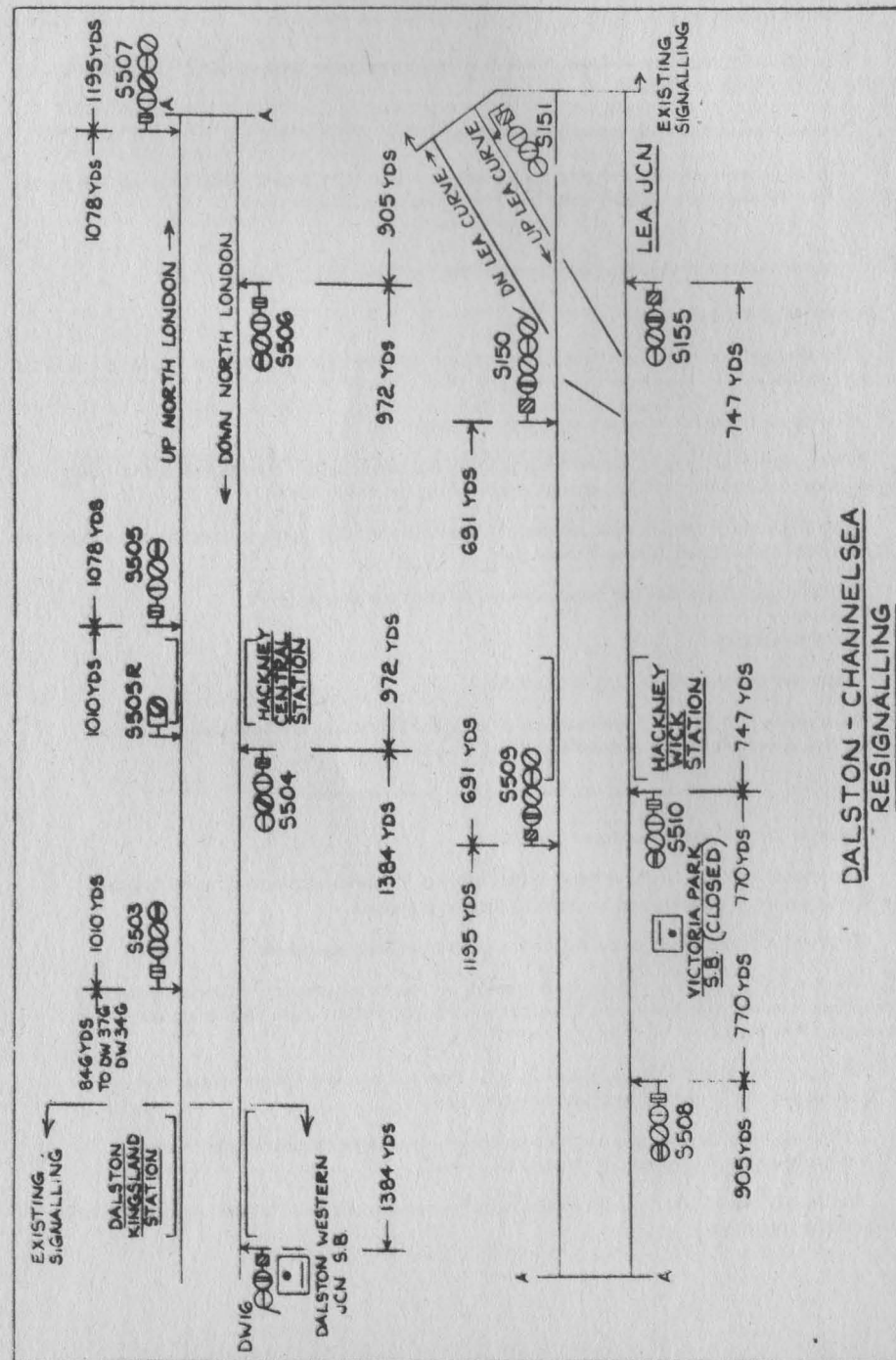
(47)

SECTION C

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

Eastern Region:—continued

Stratford—Victoria Park Junction—Dalston Western Junction (L.M.R.)—continued



SECTION C

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

Eastern Region:—continued**Between Swinderby and Thorpe-on-the-Hill—****Swinderby Station**

The trailing connection — down main/down siding has been secured out of use pending removal of the points and siding.

The associated signalling has been abolished.

The up distant has been replaced by a 2-aspect colour light distant signal situated 748 yards further from the signalbox (1623 yards before reaching the up home signal).

A signal post telephone has been provided on the down starting signal.

Thorpe-on-the-Hill—

The trailing crossover and connections to/from the down siding, have been secured out of use pending removal.

The down and up starting signals have been abolished.

The down distant signal has been replaced by a 2-aspect colour light distant signal 660 yards further from the signalbox (1675 yards before reaching the down home).

The up colour light distant signal has been repositioned 330 yards further from the signalbox (1500 yards before reaching the up home signal).

A signal-post telephone has been provided on the up home signal.

Level Crossings—**Eagle Barnsdale level crossing at 25m. 64ch.**

Automatic half-barriers have been commissioned. Telephone communication has been provided between the crossing and Swinderby Station signalbox.

The level crossing down and up distant signals have been abolished.

Eagle & Thorpe level crossing at 26m. 53ch.

Automatic half-barriers have been commissioned. Telephone communication has been provided between the crossing and Swinderby Station signalbox.

The level crossing down and up distant signals have been abolished.

The barriers at Eagle & Thorpe level crossing will work automatically when approached in the wrong direction and combined St. Andrews Cross/30 m.p.h. speed restriction signs have been provided as follows:—

587 yards from the crossing on the up main, applicable to movements towards the crossing in the wrong (down) direction of travel.

615 yards from the crossing on the down main, applicable to movements towards the crossing in the wrong (up) direction of travel.

The A.W.S. track inductors associated with the above mentioned distant signals have been repositioned as required.

SECTION C

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

Eastern Region:—continued**Healey Mills Marshalling Yard—**

A new facing connection has been provided in Engine Line "Y" 50 yards after passing position light signal No. 215 to form a connection into the Civil Engineers siding line.

Altered Signals—

Additional route indication "C" applying towards the Civil Engineer's sidings has been provided on the following 3 aspect colour light signals:—

Signal	Line
HM218	Up Loop
HM223	Up Fast
HM222	Up Slow

An additional route to the Civil Engineer's siding has been provided on position light signal No. 215 situated left of Engine line "Y".

A new position light outlet signal (No. 211) has been provided on the left hand side of the Civil Engineer's line and this will apply towards the down fast or to down slow.

Tinsley Marshalling Yard— This work has not been carried out.

SECTION C

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

Eastern Region—continued

Between Methley Jn. and Normanton—

The 70 m.p.h. Permanent Speed Restriction on the up main/fast line between 187m. 35ch. and 185m. 30ch. has been shortened to apply on the up fast line between 186 m.p. (Altofts Jn.) and 185m. 30ch. (See Section D).

(47)

Between Stourton Jn. and Engine Shed Jn.—

The 60 m.p.h. Permanent Speed Restriction on the down and up main lines between 192½ m.p. and 194m. 37ch. has been shortened to apply between 193m. 68ch. and 194m. 37ch. (See Section D).

(47)

SECTION C

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

Eastern Region:—continued

Between March West Junction and Whittlesea—

Automatic half-barriers have been commissioned at the following level crossings:—

Three Horse Shoes No.2 level crossing at 90m. 42ch.
 Three Horse Shoes No.3 level crossing at 91 m.p.
 Burnt House Drove level crossing at 91m. 22ch.

These crossings work automatically when approached in the wrong direction of travel.

Three Horse Shoes No.1 automatic half-barriers at 90m. 2ch have been altered so as to work automatically when approached in the wrong direction.

Telephone communication has been provided between these crossings and Three Horse Shoes signal box.

Signalling Alterations—

Down main automatic signal THS 763 has been converted to a controlled signal replated THS 30.

The Three Horse Shoes Up Distant; Up Home and Up Starting signals have been abolished.

A new up main 3-aspect colour light signal (capable of displaying RED or GREEN aspects only at this stage) plated THS 2, has been provided 475 yards before reaching Three Horse Shoes signal box (280 yards before reaching Burnt House Drove level crossing). A signal-post telephone has been provided.

The Whittlesea Up Main Intermediate Block Home Signal has been altered to display RED or YELLOW aspects only.

Combined St. Andrews Cross/20 m.p.h. Speed Restriction Signs have been provided applying to wrong direction movements towards the automatic half-barrier level crossing as follows:—

Three Horse Shoes No.1—

On the Up Main line 480 yards from Three Horse Shoes No.1 level crossing, applicable to movements towards the crossing in the down (wrong) direction of travel, and on the down main line, 480 yards from Three Horse Shoes No.1 level crossing applicable to movements towards the level crossing in the wrong (up) direction of travel.

Three Horse Shoes No.2—

On the up main, 362 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the level crossing in the wrong (down) direction of travel.

On the down main line, 364 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the crossing in the wrong (up) direction of travel.

Three Horse Shoes No.3—

On the up main line, 470 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (down) direction of travel.

On the down main line 415 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (up) direction of travel.

Burnt House Drove—

On the up main line, 390 yards before reaching Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (down) direction of travel.

On the down main, 362 yards from Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (up) direction of travel.

(46)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Harringay—

The up goods No.2 line has been abolished.

The connections in the up goods leading to and from up goods No.2 have been secured out of use in the normal position pending removal.

The up goods No.1 has been renamed up goods.

Signalling Alterations—

The Junction route indicator position 1 associated with up goods signal K438 also up goods No.2 signal K424 have been abolished.

Route indication "X" associated with signals K81, K419 and K421, will only apply towards the up goods (former up goods No.1).

(46)

**** Between Dearne Jn. and Moorthorpe—**

The 60 m.p.h. Permanent Speed Restriction on the down and up lines between 16m. 30ch. and 16½ m.p. (north of Bolton-on-Dearne Station) has been removed.

A 100 m.p.h. Maximum Permissible Speed for Class 253/254 trains (High Speed Trains) ONLY has been introduced on the down and up lines between Dearne Jn. (south of) 168½ m.p. and Moorthorpe (south of) 12m. 08ch. Special indicator signs have been provided on the down and up lines at the commencement and termination of the 100 m.p.h. Maximum Permissible Speed for Class 253/254 trains only. Reference should be made to the additional Sectional Appendix instructions regarding these special indicator signs shown in Section A of BR.30063/1.

A Warning Indicator has been brought into use on the down line, situated 875 yards before reaching the reduction in speed from 100 m.p.h. (for Class 253/254 trains only) to 60 m.p.h. at 12m. 08ch.

An A.W.S. permanent magnet has been provided 200 yards before reaching the warning indicator.

(45)

**** Moorthorpe—**

The trailing connection (at 11m. 61ch.) leading from up loop to up main has temporarily been removed and replaced by plain line. (until further notice).

(45)

**** March East Junction—**

The position light signal applying towards down main line occupied has been removed from the post of the down main home signal E3. The associated route indication "M" has been abolished.

(45)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

Between Southall and Hayes & Harlington—

The temporary stop block provided on the up goods loop at 10m. 27ch. has been repositioned at 10m. 12ch.

(46)

Between Southall and Hayes & Harlington—

In connection with the provision of a new layout between Southall West Junction and Hayes & Harlington, the following up relief line signals, together with the associated AWS inductors have been repositioned, with no alteration to height or form:—

UR.11	—	approximately 200 yards nearer Reading
00.105	—	approximately 100 yards nearer Reading

Signal 00.258 at the Reading end of the up relief platform has been brought into use as a four aspect signal with position 1 junction indicator, position light signal and stencil type route indicator. The following routes will be available at this signal:—

To down relief line	—	main aspect with position 1 junction indicator
To up goods loop	—	position light signal with route indication 'UG'

The AWS inductor associated with signal 00.107 (up relief) which has been repositioned at the mid-point between signals 00.107 and 00.258 will now apply to both signals.

(46)

Droitwich Spa—

In connection with the provision of a new footbridge, the down main home signal has been taken out of use pending recovery.

(46)

SECTION C

72

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

. Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington, the following work has been carried out:

The down relief line has been slewed towards the up relief line between 9m. 63ch. and 10m. 18ch. Signal DR.10 remains in its present position, approximately 4 feet further from the slewed down relief line.

The trailing connection between the up main and down relief lines at approximately 9m. 6ch. has been taken out of use pending recovery. Ground position light signal 00.453 has been recovered.

The routes to the down relief line from signals 00.52 (down main) and 00.252 (down through siding) and ground position light signals 00.556 (up through siding) and 00.558 (Southall Yard) have been disconnected.

Signal 00.258 at the Reading end of the up relief platform has been recovered and a new signal has been provided in approximately the same position.

The new signal comprises a 4-aspect signal head with position 1 junction indicator, a position light signal and stencil route indicator positioned to the right of the main signal.

Until further notice, only the red aspect, position light signal and stencil route indicator will be in use.

The A.W.S. inductor associated with signal 00.107 at the London end of the up relief platform has been repositioned at the mid point between signals 00.107 and 00.258.

(45)

. Burnham—

The temporary level crossing constructed over the up relief at the Reading end of the station has been brought into use.

(45)

Southern Region:—

. Selhurst—

A facing crossover has been laid in between the down and up slow lines 178 yards London side of the station. The position 4 Junction Indicator on signal T.65 has been brought into use and applies for movements to the up slow line.

(45)

SECTION D

73

GENERAL INSTRUCTIONS AND NOTICES

New item.

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

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM BR.30062/3 DATED OCTOBER 1984

Page 16—Regulation 7

Delete (6.2) from heading

(OD.15/69/7)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 2 (GREEN PAGES)
LOADING AND CONVEYANCE

Paragraph C1/6 Clause (a) to be amended to read "Runner Wagons must have a tare weight of not less than 11.5 tonnes and a maximum speed of at least 60 m.p.h". All reference to minimum wheelbase of 5 metres to be deleted.

(04/15/771/2)

(3-11-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 3 (PINK PAGES)
HANDLING AND CONVEYANCE OF DANGEROUS GOODS

With reference to the Southern Region Control Offices shown in Clause F3/15 please note that Croydon Control has moved to Waterloo and operative telephone numbers for S.R. are now to be LONDON (WATERLOO) 01-928-2240 or 9566 BECKENHAM 01-650-0441 or 0510.

NOTE: Beckenham will move to Waterloo in November 1984 and the next amendment to the pink pages (dated December 1984) will only show London (Waterloo).

(04/15/771/3)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES)
PREPARATION AND WORKING OF FREIGHT TRAINS

In the heading of the Specimen Train List on Page B13 the boxed explanation above two columns headed 'Special Handling Code' and 'Hold Reason Code' should be a single heading 'Special Handling and/or Movement Restriction Codes'.

A suitable amendment to the Working Manual will be issued in due course.

(04/15/771/6)

(29-9-84)

BRITISH RAILWAYS *by*

LONDON MIDLAND REGION

ME

002

46

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 10 NOVEMBER

to

FRIDAY, 16 NOVEMBER 1984

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.

SECTION B

64

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood Jn.)		
Saturday, 10 November		
461 Streatham Hill and Tulse Hill/West Norwood Jn.	Down & up Crystal Palace, Down & up Leigham Spurs BLOCKED	01 00 to 04 50. Track maintenance and track renewal 5m. 50c. and 6m. 50c.
Tuesday, 13 to Friday, 16 November		
462 Norwood Jn.	Down & up London Bridge fast BLOCKED	00 25 to 05 00. Station painting 8m. 50c. and 8½ m. p. Trains to travel over London Bridge Slow Lines.
Thursday, 15 November		
463 West Norwood and Sydenham/Bromley Jn.	Down & up Crystal Palace, Down & up Sydenham and Crystal Palace Spurs BLOCKED	01 00 to 04 50. Unloading rails 7 and 8½ m.p.

SECTION C

65

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 11 November—Between Ryecroft Junction and Aldridge—

The catch points in the up line at 47m. 19ch. (640 yards before reaching signal WL.208) and at 46m. 46ch. will be replaced by plain line.

(OD.14/GEN/117)

(49)

Sunday, 11 November—Between Water Orton and Castle Bromwich—

Signal SY.254 mounted on a right-hand bracket structure and applying to movements on the down fast line approaching Castle Bromwich Jn. will be renewed as a straight post signal, 16 yards nearer Water Orton. The new signal will be 14 feet in height and will be located to the left of the down fast line.

(OD.14/82/144)

(49)

Eastern Region:—

Tuesday 13 November — Alexandra Palace (Wood Green)—

The trailing connection in the Up Hertford line leading from the Ramus Tile Company Siding will be secured out of use pending removal.

Wood Green 'C' ground frame, together with the associated position light signals (K117 and K118) will be abolished.

(49)

Western Region:—

From 22 45 Hours, Saturday 10 November to 05 00 Hours, Monday 12 November, or until completion — between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington, the Down Main line between 9m. 48ch. and 10 m.p. will be transferred to a new alignment slewed towards the Up Main line. A new facing connection (to Up Main) at 9m. 58ch. and a new trailing connection (from Southall Yard) at 9m. 57ch. will be provided in the realigned Down Main line and secured out of use until further notice.

The connections at the entrance to Southall Yard between the Yard line and the Down and Up Through sidings and Shunting Spur will be relaid as single leads and will be secured out of use until further notice. The Shunting Spur will be slewed to the former alignment of the Down Main line.

Until the introduction of the new layout, the following signals will only work for the line on which they are located and will be routed only to the next stop signal on the respective line:—

00.109 — Up Relief line.
00.152 — Down Relief line.
00.11 — Up Main line.
00.52 — Down Main line.

(49)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region continued

Thursday 15 November—Long Dyke Junction—

Signals C.8 (Down Main) and C.31 (Up Main) will be converted to automatic signals and re-numbered DM.168C and UM.169 respectively.

(49)

DETAILS OF WORK ALREADY CARRIED OUT

Between Warwick G.F. and Hatton—

The catch points in the down line at 108m. 59ch. have been replaced by plain line.

(OD14/GEN/117)

(New item)

(48)

Between Water Orton and Castle Bromwich—

The down goods line has been taken out of use between Water Orton East Jn. and Castle Bromwich Jn.

Signal SY.256 on the down goods line approaching Castle Bromwich Jn., together with the following position light shunting signals have been taken away:—

SY.501 (set-back down main to up slow at Water Orton Station)

SY.503 (set-back down goods to up slow at Water Orton Station).

SY.504 (set-back up slow to down main or down goods at Water Orton East Jn.)

Signal SY.278 on the down goods line approaching Water Orton West Jn. has been temporarily taken out of use.

The following connections at Water Orton East Jn. have been secured out of use:—

trailing crossover between the down and up slow lines.

facing connection from the down slow line to the down goods line and

trap points in the down goods line.

facing connection from the down fast line to the down goods line.

(OD.14/82/144)

(48)

Between Warwick and Hatton North—

Catch points in down line situated at 109m. 73ch. and at 110m. 74ch. have been replaced by plain line.

(OD.14)

(47)

Between Luton East and Vauxhall Sidings—

A stop block has been provided on the single line at 31m. 75ch. (806 yards on the Vauxhall Sidings side of Luton East). The portion of the single line and the sidings beyond the stop block have been taken out of use.

(OD.14/—)

(47)

Lifford East Junction—

The trailing crossover between the up and down Camp Hill lines has been clipped out of use pending removal.

(OD.14/—)

(47)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Widney Manor—

The down platform has been shortened by 75 yards at the Moor St. end. Drivers to stop at the 'S' notice provided.

The 70 yards of the down platform at the Warwick end has now been brought back into use.

(OD.14/—)

(47)

Nottingham Goods Yard West—

The facing connection from the down slow line to the up through siding has been secured out of use.

(OD.14/—)

(47)

Eastern Region:—

Shepcote Lane—

No.54 signal applying from down main to down goods will in future only apply into down goods occupied.

(48)

Sheffield S.B.—

The ground frame applying from down main to New Dock has been abolished. The associated points have been secured normal, and the route from 89 signal to New Dock has been abolished.

(48)

Royston Jn.—

The up main 1st home gantry-mounted signal has been replaced on a straight post with the arm 20ft. above rail level.

(48)

SECTION C

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

Eastern Region:—continued

York—Dringhouses Yard (South End)—

Signalling alterations, to improve access at the south end of Dringhouses Yard have been introduced. Reference should be made to the diagram.

The facing points on the up/down reception No.4 to down receptions (No.2408 points) have been altered so as to be in the normal position for running along the down reception No.1.

Signalling Alterations

The position-light signal No.5401 (applying set back — up main to down main or to down — reception has been re-positioned 200 yards further south.

Position light signal 5405 controlling entry to the down receptions, has been replaced by a fixed red colourlight signal with an associated position light.

The stencil route indications on signal No.5405 have been altered (from 6-way to 3-way) and these now apply as follows (in conjunction with the associated position-light)

Route Indication	Destination
'R'	Down Reception 1, 2, 3 or 4
'A'	Group 'A' Sidings
'B'	Group 'B' Sidings

The offset position-light on down Leeds 4-aspect signal Y1001 has been replaced by a Junction Route Indicator position 5 applying towards new Y5405 signal.

The offset position-light on down main 4-aspect signal Y1003 has been replaced by a Junction Route Indicator, position 4, applying towards new Y5405 signal.

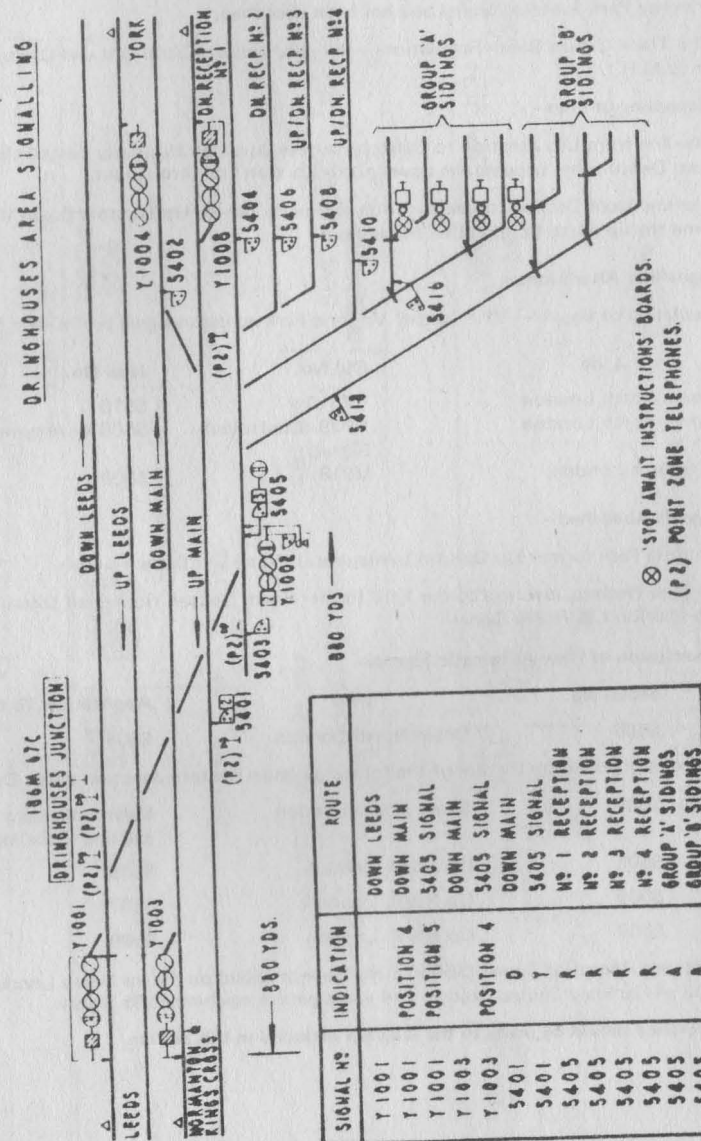
(48)

SECTION C

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

Eastern Region:—continued

York—Dringhouses Yard (South End)—continued



SECTION C

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

Eastern Region:—

Stratford—Victoria Park Junction—Dalston Western Junction (L.M.R.)—

Victoria Park Junction Signal box has been abolished.

The Track Circuit Block Regulations will apply between Stratford and Dalston Western Junction (L.M.R.).

Renaming of lines—

The line from Lea Junction to Dalston Western Junction (formerly named Up Victoria Park/Down Dalston) has become the down north London line throughout.

The line from Dalston to Lea Junction (formerly named Up Dalston/Down Victoria Park) has become the up north London line throughout.

Signalling Alterations—

Repeating of signals — VP = former Victoria Park Junction signal prefix. S = Stratford

Line	Old No.	New No.
Down North London	VP510	S510
Down North London	VP29 (Controlled Signal)	S508 Automatic Signal
Up North London	VP18	S509

Signals Abolished—

Victoria Park former Up Dalston (semaphore) Home and Distant signals.

Dalston Western Junction colour light former down Dalston Home and Distant Signals, and former up Dalston I.B. Home Signal.

Description of New Automatic Signals—

Signal No.	Line	Application To or Towards
S506	Down North London	S504
S504	Down North London	Dalston Western Junction existing signalling
S503	Up North London	S505
S505	Up North London	S507
S507	Up North London	S509

A Banner Repeating Signal (S505R), has been provided on the up North London line at the Dalston end of Hackney Central Station 174 yards before reaching S505 Signal.

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

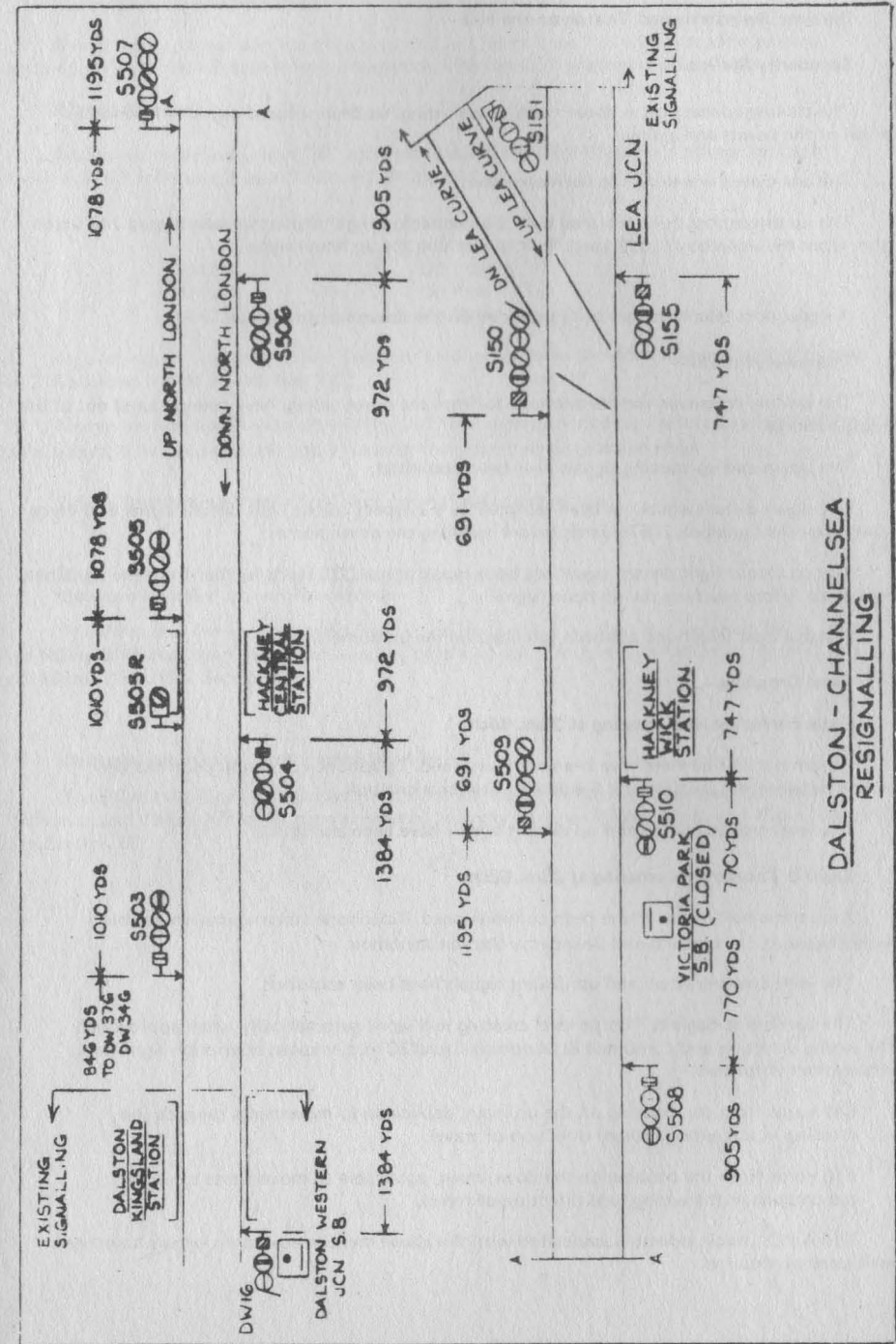
(47)

SECTION C

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

Eastern Region:—continued

Stratford—Victoria Park Junction—Dalston Western Junction (L.M.R.)—continued



SECTION C

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

Eastern Region:—continued

Between Swinderby and Thorpe-on-the-Hill—**Swinderby Station**

The trailing connection — down main/down siding has been secured out of use pending removal of the points and siding.

The associated signalling has been abolished.

The up distant has been replaced by a 2-aspect colour light distant signal situated 748 yards further from the signalbox (1623 yards before reaching the up home signal).

A signal post telephone has been provided on the down starting signal.

Thorpe-on-the-Hill—

The trailing crossover and connections to/from the down siding, have been secured out of use pending removal.

The down and up starting signals have been abolished.

The down distant signal has been replaced by a 2-aspect colour light distant signal 660 yards further from the signalbox (1675 yards before reaching the down home).

The up colour light distant signal has been repositioned 330 yards further from the signalbox (1500 yards before reaching the up home signal).

A signal-post telephone has been provided on the up home signal.

Level Crossings—**Eagle Barnsdale level crossing at 25m. 64ch.**

Automatic half-barriers have been commissioned. Telephone communication has been provided between the crossing and Swinderby Station signalbox.

The level crossing down and up distant signals have been abolished.

Eagle & Thorpe level crossing at 26m. 53ch.

Automatic half-barriers have been commissioned. Telephone communication has been provided between the crossing and Swinderby Station signalbox.

The level crossing down and up distant signals have been abolished.

The barriers at Eagle & Thorpe level crossing will work automatically when approached in the wrong direction and combined St. Andrews Cross/30 m.p.h. speed restriction signs have been provided as follows:—

587 yards from the crossing on the up main, applicable to movements towards the crossing in the wrong (down) direction of travel.

615 yards from the crossing on the down main, applicable to movements towards the crossing in the wrong (up) direction of travel.

The A.W.S. track inductors associated with the above mentioned distant signals have been repositioned as required.

SECTION C

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

Eastern Region:—continued

Healey Mills Marshalling Yard—

A new facing connection has been provided in Engine Line "Y" 50 yards after passing position light signal No. 215 to form a connection into the Civil Engineers siding line.

Altered Signals—

Additional route indication "C" applying towards the Civil Engineer's sidings has been provided on the following 3 aspect colour light signals:—

Signal	Line
HM218	Up Loop
HM223	Up Fast
HM222	Up Slow

An additional route to the Civil Engineer's siding has been provided on position light signal No. 215 situated left of Engine line "Y".

A new position light outlet signal (No. 211) has been provided on the left hand side of the Civil Engineer's line and this will apply towards the down fast or to down slow.

Tinsley Marshalling Yard— This work has not been carried out.

(47)

Between Methley Jn. and Normanton—

The 70 m.p.h. Permanent Speed Restriction on the up main/fast line between 187m. 35ch. and 185m. 30ch. has been shortened to apply on the up fast line between 186 m.p. (Altofts Jn.) and 185m. 30ch. (See Section D).

(47)

Between Stourton Jn. and Engine Shed Jn.—

The 60 m.p.h. Permanent Speed Restriction on the down and up main lines between 192½ m.p. and 194m. 37ch. has been shortened to apply between 193m. 68ch. and 194m. 37ch. (See Section D).

(47)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

. Between March West Junction and Whittlesea—

Automatic half-barriers have been commissioned at the following level crossings:—

Three Horse Shoes No.2 level crossing at 90m. 42ch.

Three Horse Shoes No.3 level crossing at 91 m.p.

Burnt House Drove level crossing at 91m. 22ch.

These crossings work automatically when approached in the wrong direction of travel.

Three Horse Shoes No.1 automatic half-barriers at 90m. 2ch have been altered so as to work automatically when approached in the wrong direction.

Telephone communication has been provided between these crossings and Three Horse Shoes signal box.

Signalling Alterations—

Down main automatic signal THS 763 has been converted to a controlled signal replated THS 30.

The Three Horse Shoes Up Distant; Up Home and Up Starting signals have been abolished.

A new up main 3-aspect colour light signal (capable of displaying RED or GREEN aspects only at this stage) plated THS 2, has been provided 475 yards before reaching Three Horse Shoes signal box (280 yards before reaching Burnt House Drove level crossing). A signal-post telephone has been provided.

The Whittlesea Up Main Intermediate Block Home Signal has been altered to display RED or YELLOW aspects only.

Combined St. Andrews Cross/20 m.p.h. Speed Restriction Signs have been provided applying to wrong direction movements towards the automatic half-barrier level crossing as follows:—

Three Horse Shoes No.1—

On the **Up Main** line 480 yards from Three Horse Shoes No.1 level crossing, applicable to movements towards the crossing in the **down** (wrong) direction of travel, and on the **down main** line, 480 yards from Three Horse Shoes No.1 level crossing applicable to movements towards the level crossing in the wrong (**up**) direction of travel.

Three Horse Shoes No.2—

On the up main, 362 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the level crossing in the wrong (**down**) direction of travel.

On the **down main** line, 364 yards from Three Horse Shoes No.2 level crossing, applicable to movements towards the crossing in the wrong (**up**) direction of travel.

Three Horse Shoes No.3—

On the **up main** line, 470 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (**down**) direction of travel.

On the **down main** line 415 yards from Three Horse Shoes No.3 level crossing, applicable to movements towards the crossing in the wrong (**up**) direction of travel.

Burnt House Drove—

On the **up main** line, 390 yards before reaching Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (**down**) direction of travel.

On the **down main**, 362 yards from Burnt House Drove level crossing, applicable to movements towards the crossing in the wrong (**up**) direction of travel.

(46)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

. Harringay—

The up goods No.2 line has been abolished.

The connections in the up goods leading to and from up goods No.2 have been secured out of use in the normal position pending removal.

The up goods No.1 has been renamed up goods.

Signalling Alterations

The Junction route indicator position 1 associated with up goods signal K438 also up goods No.2 signal K424 have been abolished.

Route indication "X" associated with signals K81, K419 and K421, will only apply towards the up goods (former up goods No.1).

(46)

Western Region:—

Paddington (Platforms 7 & 8)—

In connection with the provision of friction type buffer stops, platform 8 has been shortened by approximately 35 yards.

The temporary stop block on platform 7 has been removed and friction type buffer stops provided.

(Amended item)

(48)

Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington:—

The up main line between 10 m.p. and 9m. 49ch. has been slewed towards the down relief line. A new trailing connection at 9m. 67ch. and a new facing connection at 9m. 64ch. has been provided in the re-aligned up main line, both spiked, clipped and padlocked out of use until further notice.

The existing facing connection in the down main line at 9m. 57ch. has been clipped out of use pending recovery.

The routes from signal 00.11 (up main) to the up through siding and Southall Yard have been temporarily disconnected.

(48)

BRITISH RAILWAYS *Br*

LONDON MIDLAND REGION

ME

602

47

WEEKLY OPERATING NOTICE containing

Temporary Speed Restrictions
Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 17 NOVEMBER

to

FRIDAY, 23 NOVEMBER 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
LEWISHAM TO DARTFORD JN. via Woolwich Arsenal).		
Until further notice		
460	Slade Green	No.2 down sidings
		08 00 to 15 00. Track renewal, 15½ and 16 m.p. Stock to be outberthed.
461	Slade Green	No.3 and down siding
		Track renewal, 15½ and 16 m.p.
462	Lewisham and Slade Green and Crayford Creek Jn.	All
		00 05 to 07 00 (Sat & Sun). Signalling work.

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

Sunday, 18 November—Between Park Lane Junction and Sutton Park G.F.—

The catch points in the down line at 36m. 73ch. (264 yards after passing signal SY.266) will be replaced by plain line.

(OD.14/GEN/117)

(50)

Monday, 19 November—Cricklewood Old Carriage Sidings—

Cricklewood old carriage sidings will be closed pending removal. The line at the rear of the TMD serving these sidings will be reduced in length to give an 80 yard headhunt past the Steam Cleaning Plant, and a buffer stop will be erected.

(OD.14/73/410E)

(50)

Eastern Region:-

Saturday/Sunday, 17/18 November—Three Horse Shoes—Whittlesea—

Three Horse Shoes

The Three Horse Shoes down intermediate block home signal (No.THS227) will be replaced 300 yards further from the signal box by a new 3-aspect intermediate block home signal (No.THS27) situated 227 yards before reaching Eastrea level crossing.

Whittlesea—

The Whittlesea up intermediate block home signal W6 (which also acts as the Three Horse Shoes up distant signal) will be replaced 633 yards further from the signal box by a new 3-aspect intermediate block home signal plated W6 (situated 1,840 yards before reaching THS2 signal).

The Whittlesea down distant signal will be abolished.

A signal-post telephone will be provided on each of the above new signals.

A.W.S. inductor will be provided in association with each of the above signals.

Eastrea Level Crossing Automatic Half-Barriers at 93m. 28ch.—

The automatic half barriers will be altered so as to work automatically when approached in the wrong direction.

A combined St. Andrews Cross/20 m.p.h. speed restriction sign will be provided 382 yards from the crossing applicable to each rail approach in the wrong direction of travel.

(50)

Tuesday, 20 November—Stonea—

The signal box will be resited on the up side of the line adjacent to the level crossing.

All signals with the exception of the up distant will be abolished.

A new (red/green) colour light up home signal plated SA4 will be provided 160 yards nearer to the signalbox and 200 yards on the approach side of the level crossing. (The distance between the up distant and new SA4 signal will be 1,326 yards).

A new (red/green) colour light down home signal plated SA2 will be provided 200 yards on the approach side of the level crossing.

A signal post telephone will be provided on each of the new colour light home signals.

A new colour light down distant signal will be provided 1326 yards on the approach side of the new down home signal SA2.

(50)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 18 November—Between Brigg Signal Box and Wrawby Junction Signal Box—

The line will be singled between 91m. 30ch. and 93m. 30ch. and will take the form of the down main at Brigg end and the up main at Wrawby end with a slew between up and down at approx. 92m. 20ch.

Associated Signalling—

Wrawby Junction Signal Box—

The up first home, up distant, up second home junction gantry and the down starting signals will be abandoned and new colour light signals brought into use.

WJ.8/9 will read to the up fast (main aspect only) or to the up slow (main aspect with position 1 Junction indicator) or to down siding No.1 (sub. with stencil indication 1) or to down siding No.2 (sub. with stencil indication 2).

(50)

Western Region:—

From 00 01 Saturday, 17 to 16 00 Friday, 23 November, or until completion—Between Southall and Hayes & Harlington—

Permanent Way Alterations—

New track layout will be brought into use as shown in heavy type on the following sketch.

The facing and trailing crossovers between the up and down relief lines at the London end of Hayes Station will be clipped out of use pending recovery.

All connections will be operated by electro-hydraulic clamp locks.

Signalling Alterations—

Existing signals will be altered and new signals brought into use as shown in heavy type on the following sketch.

Existing signals DM.10, 00.11 (up main), DR.10 and 00.209 (up goods loop) at Southall West Junction will be replaced by new signals, with the same numbers, positioned as shown on the following sketch.

Position light signal 00.558 at the exit from Southall Yard will be removed.

At Hayes & Harlington, the position light signal and position 4 and 5 junction indicators on signal 00.156 (down relief) will be removed. Position light signals 00.564 (up goods loop) and 00.467 (down relief) will be removed.

The up relief line will become bi-directional between Southall West Junction and the Bristol end of Hayes & Harlington station.

The up goods loop will become bi-directional.

All main aspect signals shown on the sketch will be provided with telephones connected to Old Oak Common signal box. (See Section D).

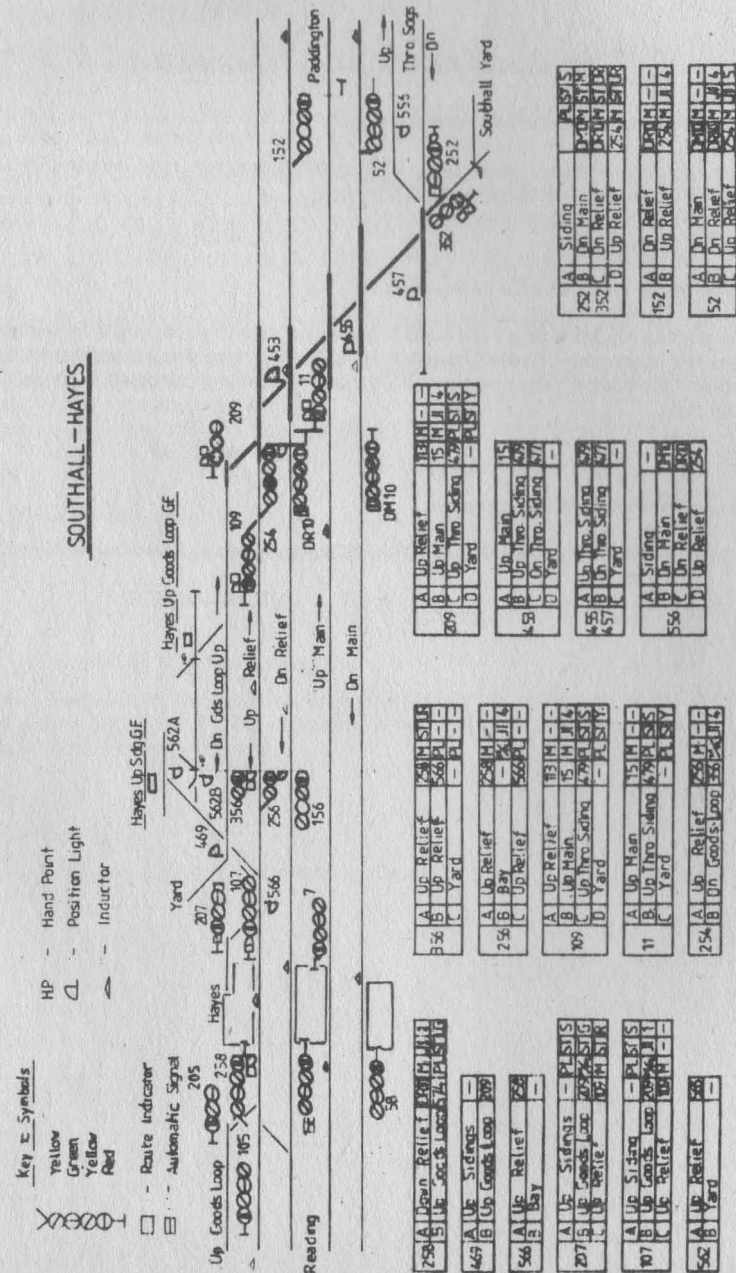
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SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—continued

From 00 01 Saturday, 17 to 16 00 Friday, 23 November, or until completion—Between Southall and Hayes & Harlington—continued



SECTION C

Signalling and Permanent Way Alterations—continued

Southern Region:—

Wednesday, 21 November—Clapham Jn.—

An "Off" indicator will be provided on the up main local line, 150 yards in rear of signal WF.38.

(R/305) (50)

DETAILS OF WORK ALREADY CARRIED OUT

Between Ryecroft Junction and Aldridge—

The catch points in the up line at 47m. 19ch. (640 yards before reaching signal WL.208) and at 46m. 46ch. have been replaced by plain line.

(OD.14/GEN/117) (49)

Between Water Orton and Castle Bromwich—

Signal SY.254 mounted on a right-hand bracket structure and applying to movements on the down fast line approaching Castle Bromwich Jn. has been renewed as a straight post signal, 16 yards nearer Water Orton. The new signal is 14 feet in height and is located to the left of the down fast line.

(OD.14/82/144) (49)

Between Warwick G.F. and Hatton—

The catch points in the down line at 108m. 59ch. have been replaced by plain line.

(OD.14/GEN/117) (48)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Water Orton and Castle Bromwich—

The down goods line has been taken out of use between Water Orton East Jn. and Castle Bromwich Jn.

Signal SY.256 on the down goods line approaching Castle Bromwich Jn., together with the following position light shunting signals have been taken away:—

SY.501 (set-back down main to up slow at Water Orton Station)
SY.503 (set-back down goods to up slow at Water Orton Station).
SY.504 (set-back up slow to down main or down goods at Water Orton East Jn.)

Signal SY.278 on the down goods line approaching Water Orton West Jn. has been temporarily taken out of use.

The following connections at Water Orton East Jn. have been secured out of use:—

trailing crossover between the down and up slow lines.
facing connection from the down slow line to the down goods line and trap points in the down goods line.
facing connection from the down fast line to the down goods line.

(OD.14/82/144) (48)

** Between Warwick and Hatton North—

Catch points in down line situated at 109m. 73ch. and at 110m. 74ch. have been replaced by plain line.

(OD.14) (47)

** Between Luton East and Vauxhall Sidings—

A stop block has been provided on the single line at 31m. 75ch. (806 yards on the Vauxhall Sidings side of Luton East). The portion of the single line and the sidings beyond the stop block have been taken out of use.

(OD.14/—) (47)

** Lifford East Junction—

The trailing crossover between the up and down Camp Hill lines has been clipped out of use pending removal.

(OD.14/—) (47)

ME D

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

** Widney Manor—

The down platform has been shortened by 75 yards at the Moor St. end. Drivers to stop at the 'S' notice provided.

The 70 yards of the down platform at the Warwick end has now been brought back into use.

(OD.14/—) (47)

** Nottingham Goods Yard West—

The facing connection from the down slow line to the up through siding has been secured out of use.

(OD.14/—) (47)

Eastern Region:—

Peterborough Post Office Terminal—

A temporary level crossing has been provided at the south end of Post Office Terminal Sidings for construction traffic for the Electrification Depot.

Hand-operated barriers have been provided.

A crossing-keeper will be in attendance between 07 30 and 18 00 (daily).

A "Stop and Await Instructions" notice board has been provided on each rail approach.

(New Item) (49)

Alexandru Palace (Wood Green)—

The trailing connection in the Up Hertford line leading from the Ramus Tile Company Siding has been secured out of use pending removal.

Wood Green 'C' ground frame, together with the associated position light signals (K117 and K118) has been abolished.

(48)

Shepcote Lane—

No.54 signal applying from down main to down goods will in future only apply into down goods occupied.

(48)

Sheffield S.B.—

The ground frame applying from down main to New Dock has been abolished. The associated points have been secured normal, and the route from 89 signal to New Dock has been abolished.

(48)

Royston Jn.—

The up main 1st home gantry-mounted signal has been replaced on a straight post with the arm 20ft. above rail level.

(48)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

York—Dringhouses Yard (South End)—

Signalling alterations, to improve access at the south end of Dringhouses Yard have been introduced. Reference should be made to the diagram.

The facing points on the up/down reception No.4 to down receptions (No.2408 points) have been altered so as to be in the normal position for running along the down reception No.1.

Signalling Alterations

The position-light signal No.5401 (applying set back — up main to down main or to down reception has been re-positioned 200 yards further south.

Position light signal 5405 controlling entry to the down receptions, has been replaced by a fixed red colour light signal with an associated position light.

The stencil route indications on signal No.5405 have been altered (from 6-way to 3-way) and these now apply as follows (in conjunction with the associated position-light)

Route Indication

'R'
'A'
'B'

Destination

Down Reception 1, 2, 3 or 4
Group 'A' Sidings
Group 'B' Sidings

The offset position-light on down Leeds 4-aspect signal Y1001 has been replaced by a Junction Route Indicator position 5 applying towards new Y5405 signal.

The offset position-light on down main 4-aspect signal Y1003 has been replaced by a Junction Route Indicator, position 4, applying towards new Y5405 signal.

(48)

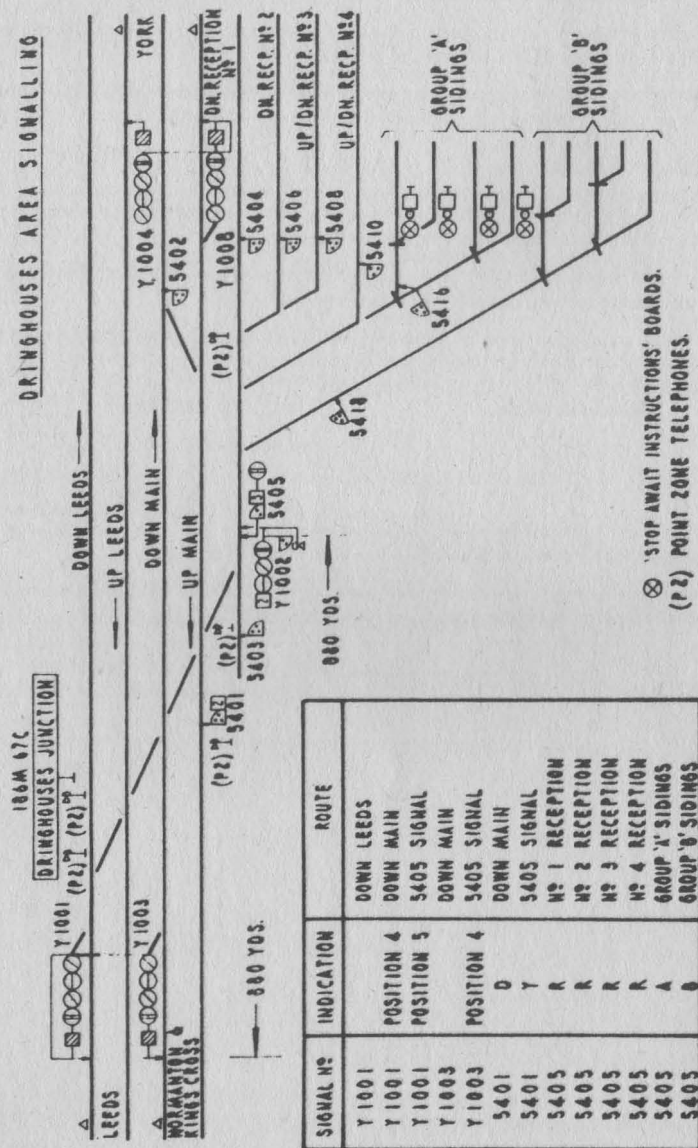
SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

York—Dringhouses Yard (South End)—continued



SIGNAL NO.	INDICATION	ROUTE
Y 1001	POSITION 4	DOWN LEEDS
Y 1001	POSITION 5	DOWN MAIN
Y 1001	POSITION 5	S405 SIGNAL
Y 1003	POSITION 4	DOWN MAIN
Y 1003	POSITION 4	S405 SIGNAL
S401	D	DOWN MAIN
S401	Y	S405 SIGNAL
S405	R	NO 1 RECEPTION
S405	R	NO 2 RECEPTION
S405	R	NO 3 RECEPTION
S405	R	NO 4 RECEPTION
S405	A	GROUP 'A' SIDINGS
S405	B	GROUP 'B' SIDINGS

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

** Stratford—Victoria Park Junction—Dalston Western Junction (L.M.R.)—

Victoria Park Junction Signal box has been abolished.

The Track Circuit Block Regulations will apply between Stratford and Dalston Western Junction (L.M.R.).

Renaming of lines—

The line from Lea Junction to Dalston Western Junction (formerly named Up Victoria Park/Down Dalston) has become the down north London line throughout.

The line from Dalston to Lea Junction (formerly named Up Dalston/Down Victoria Park) has become the up north London line throughout.

Signalling Alterations—

Replating of signals — VP = former Victoria Park Junction signal prefix. S = Stratford

Line	Old No.	New No.
Down North London	VP510	S510
Down North London	VP29 (Controlled Signal)	S508 Automatic Signal
Up North London	VP18	S509

Signals Abolished—

Victoria Park former Up Dalston (semaphore) Home and Distant signals.

Dalston Western Junction colour light former down Dalston Home and Distant Signals, and former up Dalston I.B. Home Signal.

Description of New Automatic Signals—

Signal No.	Line	Application To or Towards
S506	Down North London	S504
(S506 has been provided on the site of the former Dalston Western Junction down Dalston Distant)		
S504	Down North London	Dalston Western Junction existing signalling
S503	Up North London	S505
S505	Up North London	S507
S507	Up North London	S509

A Banner Repeating Signal (S505R), has been provided on the up North London line at the Dalston end of Hackney Central Station 174 yards before reaching S505 Signal.

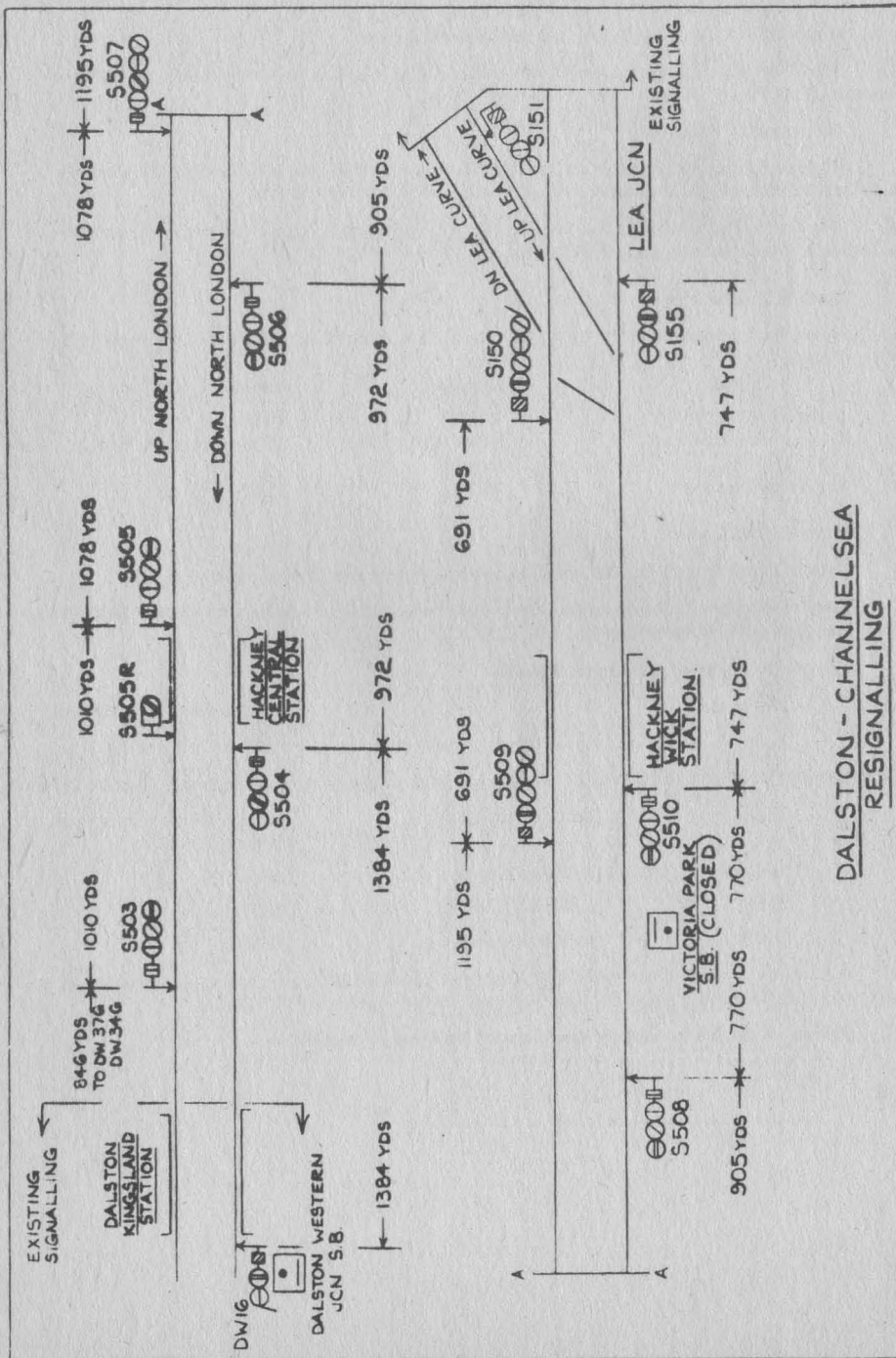
Reference should be made to the diagram included in this Notice.

SECTION C

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

Eastern Region:—continued

** Stratford—Victoria Park Junction—Dalston Western Junction (L.M.R.)—continued



SECTION C

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

Eastern Region:—continued

** Between Swinderby and Thorpe-on-the-Hill—

Swinderby Station

The trailing connection — down main/down siding has been secured out of use pending removal of the points and siding.

The associated signalling has been abolished.

The up distant has been replaced by a 2-aspect colour light distant signal situated 748 yards further from the signalbox (1623 yards before reaching the up home signal).

A signal post telephone has been provided on the down starting signal.

Thorpe-on-the-Hill—

The trailing crossover and connections to/from the down siding, have been secured out of use pending removal.

The down and up starting signals have been abolished.

The down distant signal has been replaced by a 2-aspect colour light distant signal 660 yards further from the signalbox (1675 yards before reaching the down home).

The up colour light distant signal has been repositioned 330 yards further from the signalbox (1500 yards before reaching the up home signal).

A signal-post telephone has been provided on the up home signal.

Level Crossings—

Eagle Barnsdale level crossing at 25m. 84ch.

Automatic half-barriers have been commissioned. Telephone communication has been provided between the crossing and Swinderby Station signalbox.

The level crossing down and up distant signals have been abolished.

Eagle & Thorpe level crossing at 26m. 53ch.

Automatic half-barriers have been commissioned. Telephone communication has been provided between the crossing and Swinderby Station signalbox.

The level crossing down and up distant signals have been abolished.

The barriers at Eagle & Thorpe level crossing will work automatically when approached in the wrong direction and combined St. Andrews Cross/30 m.p.h. speed restriction signs have been provided as follows:—

587 yards from the crossing on the up main, applicable to movements towards the crossing in the wrong (down) direction of travel.

615 yards from the crossing on the down main, applicable to movements towards the crossing in the wrong (up) direction of travel.

The A.W.S. track inductors associated with the above mentioned distant signals have been repositioned as required.

SECTION C

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

Eastern Region:—continued

. Healey Mills Marshalling Yard—

A new facing connection has been provided in Engine Line "Y" 50 yards after passing position light signal No. 215 to form a connection into the Civil Engineers siding line.

Altered Signals—

Additional route indication "C" applying towards the Civil Engineer's sidings has been provided on the following 3 aspect colour light signals:—

Signal	Line
HM218	Up Loop
HM223	Up Fast
HM222	Up Slow

An additional route to the Civil Engineer's siding has been provided on position light signal No. 215 situated left of Engine line "Y".

A new position light outlet signal (No. 211) has been provided on the left hand side of the Civil Engineer's line and this will apply towards the down fast or to down slow.

. Tinsley Marshalling Yard— This work has not been carried out.

(47)

. Between Methley Jn. and Normanton—

The 70 m.p.h. Permanent Speed Restriction on the up main/fast line between 187m. 35ch. and 185m. 30ch. has been shortened to apply on the up fast line between 186 m.p. (Altofts Jn.) and 185m. 30ch. (See Section D).

(47)

. Between Stourton Jn. and Engine Shed Jn.—

The 60 m.p.h. Permanent Speed Restriction on the down and up main lines between 192½ m.p. and 194m. 37ch. has been shortened to apply between 193m. 68ch. and 194m. 37ch. (See Section D).

(47)

SECTION C

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

Western Region:—

Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington, the Down Main line between 9m. 48ch. and 10 m.p. has been transferred to a new alignment slewed towards the Up Main line. A new facing connection (to Up Main) at 9m. 58ch. and a new trailing connection (from Southall Yard) at 9m. 57ch. have been provided in the realigned Down Main line and secured out of use until further notice.

The connection at the entrance to Southall Yard between the Yard line and the Down and Up Through sidings and Shunting Spur have been relaid as single leads and secured out of use until further notice. The Shunting Spur has been slewed to the former alignment of the Down Main line.

Until the introduction of the new layout, the following signals will only work for the line on which they are located and will be routed only to the next stop signal on the respective line:—

00.109	—	Up Relief line.
00.152	—	Down Relief line.
00.11	—	Up Main line.
00.52	—	Down Main line.

Long Dyke Junction—

(49)

Signals C.8 (Down Main) and C.31 (Up Main) have been converted to automatic signals and re-numbered DM.168C and UM.169 respectively.

(49)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—continued

Paddington (Platforms 7 & 8)—

In connection with the provision of friction type buffer stops, platform 8 has been shortened by approximately 35 yards.

The temporary stop block on platform 7 has been removed and friction type buffer stops provided.

(Amended item) (48)

Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington:—

The up main line between 10 m.p. and 9m. 49ch. has been slewed towards the down relief line. A new trailing connection at 9m. 67ch. and a new facing connection at 9m. 64ch. has been provided in the re-aligned up main line, both spiked, clipped and padlocked out of use until further notice.

The existing facing connection in the down main line at 9m. 57ch. has been clipped out of use pending recovery.

The routes from signal 00.11 (up main) to the up through siding and Southall Yard have been temporarily disconnected.

(48)

Southern Region:—

Blackheath—

The banner repeater signal positioned 107 yards in rear of and in conjunction with down north Kent signal L.453, has been repositioned 48 yards nearer to signal L.453.

(New Item) (49)

GENERAL INSTRUCTIONS AND NOTICES

New item.

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

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM BR.30062/3 DATED OCTOBER 1984

Page 16—Regulation 7

Delete (6.2) from heading

(04/15/69/7)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 2 (GREEN PAGES) LOADING AND CONVEYANCE

Paragraph C1/6 Clause (a) to be amended to read "Runner Wagons must have a tare weight of not less than 11.5 tonnes and a maximum speed of at least 60 m.p.h.". All reference to minimum wheelbase of 5 metres to be deleted.

(04/15/771/2)

(3-11-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 3 (PINK PAGES) HANDLING AND CONVEYANCE OF DANGEROUS GOODS

With reference to the Southern Region Control Offices shown in Clause F3/15 please note that Croydon Control has moved to Waterloo and operative telephone numbers for S.R. are now to be LONDON (WATERLOO) 01-928-2240 or 9566 BECKENHAM 01-650-0441 or 0510.

NOTE: Beckenham will move to Waterloo in November 1984 and the next amendment to the pink pages (dated December 1984) will only show London (Waterloo).

(04/15/771/3)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES) PREPARATION AND WORKING OF FREIGHT TRAINS

In the heading of the Specimen Train List on Page B13 the boxed explanation above two columns headed 'Special Handling Code' and 'Hold Reason Code' should be a single heading 'Special Handling and/or Movement Restriction Codes'.

A suitable amendment to the Working Manual will be issued in due course.

(04/15/771/6)

(29-9-84)

Page B19 Working of Class 9 Trains

The warning message produced on computer produced train lists referred to in the first paragraph of page B19 states in effect that if there is insufficient brake force to run under Class 9(A) conditions a train may automatically convey the same load but run as a Class 9 (B). Because Class 9 (B) loads are often less than Class 9(A) over the same portion of line this is not necessarily the case. All concerned are to be fully aware that until the warning message output can be altered it must be interpreted as meaning — "Insufficient brake force for Class 9 (A) — Re enter train list quoting Class 9 (B) authorised load instead".

(04/15/771/6)

(17-11-84)

SECTION D

MISCELLANEOUS INSTRUCTIONS—continued

**** RESIGNALLING OCCUPATION BETWEEN SOUTHALL AND HAYES & HARLINGTON
ON SATURDAY/SUNDAY/MONDAY/TUESDAY, 17/18/19/20 NOVEMBER 1984**

During the above resignalling occupation in connection with the provision of the new layout between Southall West Junction and Hayes & Harlington, trains will be worked as follows:—

Trains will be brought to a stand at the undermentioned signals and the Driver must not proceed until he has been instructed to do so by a handsignalman and has been given a completed printed ticket.

Signals at which trains will be brought to a stand.

DOWN MAIN	DOWN RELIEF	UP MAIN	UP RELIEF
00.48	00.150	00.7	00.105

After the Driver has been authorised to proceed past one of the above signals he must proceed cautiously, ignoring any aspect which may be displayed in the following running signals:—

Signals to be ignored by Drivers.

DOWN MAIN	DOWN RELIEF	UP MAIN	UP RELIEF
00.52	00.152	00.11	00.107
DM.10	DR.10		00.109
	00.156		

Drivers on arrival at one of the undermentioned signals must act in accordance with the aspect displayed i.e. if other than a red aspect is displayed they may proceed without bringing their train to a stand. After passing one of these undermentioned signals Drivers must dispose of the printed ticket.

First signals beyond the affected area which must be obeyed by Drivers.

DOWN MAIN	DOWN RELIEF	UP MAIN	UP RELIEF
*00.58	*00.158	*00.15	*00.113
HAYES	HAYES	SOUTHALL	SOUTHALL

* The number of the signal will be illuminated during the hours of darkness.

CREWE

14, November 1984

D. J. MAIDMENT

Regional Operations Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

48

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 24 NOVEMBER

to

FRIDAY, 30 NOVEMBER 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
STEWARTS LANE TO NORTHFLEET (via Nunhead and Hither Green)		
Until further notice		
430	Stewarts Lane	Shed roads 11 to 14 BLOCKED
431	Hither Green and Dartford	All 00 50 to 07 00 (Sat & Sun). Signalling-work. Points and signals disconnected.
432	Crayford Spurs 'A'/'B' and Dartford	All lines BLOCKED 01 10 to 04 50. Track renewal and track maintenance, 16½ and 17¼ m.p.
LEWISHAM TO DARTFORD JN. (via Woolwich Arsenal).		
Until further notice		
433	Slade Green	No.2 down sidings 08 00 to 15 00. Track renewal, 15½ and 16 m.p. Stock to be outberthed.
434	Slade Green	No.3 and down siding Track renewal, 15½ and 16 m.p.
435	Lewisham and Slade Green and Crayford Creek Jn.	All 00 05 to 07 00 (Sat & Sun). Signalling work.
Tuesday/Wednesday, 27/28 and Thursday/Friday, 29/30 November		
436	Balham and Streatham Common	Down & up Brighton slow down & up slow spurs BLOCKED 23 55 (Tues & Thurs) to 04 40 (Wed & Fri). Track maintenance, 4m. 78ch. and 6m. 38ch. Trains to travel over Brighton fast lines.
Friday, 30 November		
437	Clapham Jn. and Balham	Down & up Brighton fast BLOCKED 00 15 to 05 30. Track renewal, 2½ and 4¼ m.p. Trains to travel over Brighton slow lines.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 25 November—Branston Junction—

The shunting neck terminating the down goods line will be taken out of use pending removal, the facing connection leading from the down goods line to the down main line will become trap points.

The following signals will be taken away:—

The position light signal DY99 and its associated 'OFF' indicator both situated on the former shunting neck, together with the position light signals and indicators lettered 'NCK' positioned below Sig DY98, down goods line and Sig DY108, down Birmingham Curve Junction line.

(OD14/84/221)

(51)

Sunday, 25 November—Castle Bromwich Junction—

The existing facing connection from the Castle Bromwich curve (up direction) to the down main or down goods line together with the associated position light shunting signals SY.495 (down goods) and SY.496 (up goods) will be taken away.

The following new connections, worked from Saltley box, will be provided in single lead form at Castle Bromwich Jn.:—

- (i) facing connection up main/up goods
- (ii) trailing connection down main/up main
- (iii) facing connection down main/down goods

A new position light shunting signal (SY.495) applying to set-back movements from the down goods line will be provided immediately on the Bromford side of connection (iii).

A new 3-aspect (R/Y/G) colour light signal (SY.256), fitted with position 1 and position 2 junction route indicators will be provided on the up goods line immediately on the Water Orton side of Castle Bromwich Junction. The signal will apply to down direction movements as follows:—

Aspect	Indication	Route set
Main	Position 1	Down main
Main	Position 2	Down goods

A.W.S. track equipment and a telephone to Saltley box will be provided at the signal.

Signal SY.251 situated on the up main line at Castle Bromwich Junction will be fitted with position 1 and position 2 junction route indicators applying as follows:—

Indication	Route set
Position 1	Up goods
Position 2	Down Castle Bromwich curve

(OD.14/82/144)

(51)

SECTION C

Signalling and Permanent Way Alterations—continued

Sunday, 25 November—Between Park Lane Junction and Sutton Park G.F.—

The catch points in the down line at 39m. 34ch. (785 yards before reaching signal SY268) will be replaced by plain line.

(OD14/GEN/117) (51)

Monday, 26 November—Between Kingsbury S.F. and Baddesley Colliery G.F.—

A notice board, facing Kingsbury and lettered "STOP CHECK HANDPOINTS" will be provided immediately on the Kingsbury side of the points leading to Birch Coppice Sidings or Baddesley. The notice board will apply to all trains.

(OD14/84/63) (51)

Tuesday, 27 November—Leicester North—

During the period 27-11-84 until 2-12-84 the track layout in the Queens Street Down Sidings area will be remodelled as shown on the following diagram.

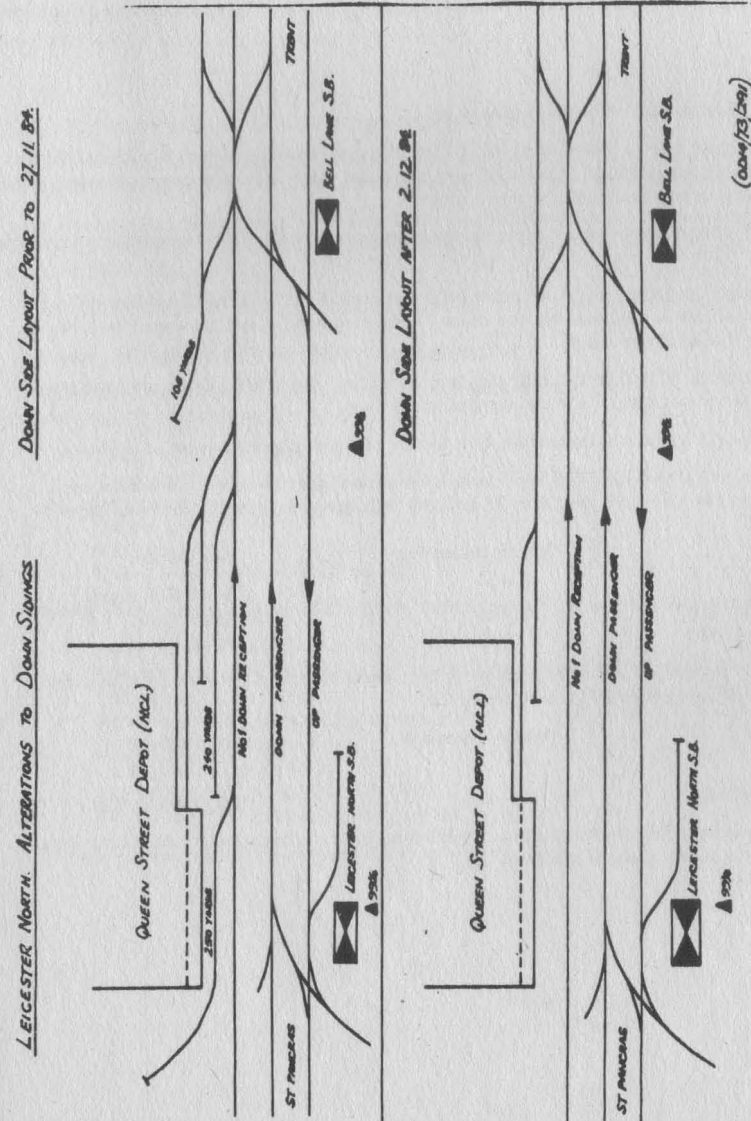
It should be specially noted that from 27-11-84 until 30-11-84 there will be no rail access into Queens Street Depot (N.C.L.)

(OD14/73/291) (51)

SECTION C

Signalling and Permanent Way Alterations—continued

Tuesday, 27 November—Leicester North—



SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—

**Sunday, 25 November—Willows (Wells) Lane Level Crossing at 110m. 15ch.
(Between Grand Sluice Junction and Sibsey)—**

Willows Lane Level Crossing will be converted to an Automatic Open Crossing (A.O.C.R.) monitored from Sibsey Signalbox.

A 'WHISTLE' board will be provided 205 yards from the crossing on each rail approach.

Sibsey—

The 'diamond' sign on the post of the up main home signal will be replaced by a signal post telephone.

(51)

Sunday, 25 November—Sheffield (South of)—

The down main line in the vicinity of S77 signal (immediately south of Sheffield Station) will be realigned 9 ft. further left to become continuous straight track with the down passenger loop, which line will be incorporated into the down main.

The facing connection — down main to down passenger loop, will be relayed as a right-hand turnout.

The position 1 junction route indicator on down main S77 signal will be replaced by a position '4' junction route indicator for the route — down main to down passenger loop (on the alignment of the former down main).

A new platform 2C will be brought into use, using the former New Dock, and the trap points at the outlet therefrom will be replaced by plain line.

Station ground frame will be abolished in favour of signal box operation of points.

A new 3-aspect signal No. S105 (with position-light and stencil-type route indicator) will be provided at the exit from platform 2C and the following route indications will apply:—

Aspect	Route Indication	Destination
Main		B line S84 signal
Position light	S	Shunt spur
Position light	B	B line

Down main signal S79 and down passenger loop signal S81, will have an additional route application towards new platform 2C as follows:—

Aspect	Route Indication	Destination
Main	D	2C
Position light	D	2C line occupied

"A" line position light shunting signal No.88 and "B" line position light shunting signal No.89 will now also apply towards platform 2C.

(51)

SECTION C

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 25 November—Between Hunslet Station Junction and Hunslet South Junction—

Temporary buffer-stops will be erected on the up Hunslet goods line:—

100 yards on the Leeds side of Up Hunslet goods signal L901

400 yards on the Leeds side of Up Hunslet goods signal S912 (Balm Road)

The portion of the up Hunslet goods between L901 signal and the temporary buffer stops at Balm Road will be taken out of use pending removal.

(51)

Monday, 26 November—Between Peterborough and March—

At 14 00 hours on Monday, 26 November, the line speed will be increased to 80 m.p.h. but lower restrictions of 60 m.p.h. and 70 m.p.h. will apply over certain sections of the line. See Section D.

An illuminated advance warning indicator for the up line 40 m.p.h. permanent speed restriction will be provided 1220 yards before reaching the commencement of the 40 m.p.h. permanent speed restriction at 36m. 26ch.

An A.W.S. permanent magnet will be provided in conjunction with the warning indicator.

(51)

Monday, 26 November—Healey Mills Marshalling Yard—

In consequence of the partial closure of Healey Mills Marshalling Yard, the following lines will be taken out of use pending removal:—

Reception Sidings No's. 1 to 14
Hump Engine line
Up Arrival line
Engine line "Z"
No.2 Shunt Neck
Engine Release lines No's.1 and 2

The following points/connections will be secured out of use pending removal.

Down Slow to No.1 Shunt Neck
Facing connection Down Fast to Down Slow (nearest to the signal box)
Engine line "Q" or Engine Release lines to Down Slow or Down Fast including all associated slip connections
Up Slow to Up Arrival line.
Up Arrival to Up Slow line
Engine line "Q" to No.2 Shunt Neck
Engine line "Q" to Reception Lines No's. 1 to 7

All associated signals/signal routes will be abolished.

(51)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—

Between 08 00 hours and 16 30 hours (Monday to Friday), From Monday, 26 November until further notice—Burnham—

Platform surfacing work will be carried out in stages on both platforms. Drivers should stop their trains clear of the work. Temporary 'Stop' boards will be provided as necessary.

(51)

Maidenhead—

In connection with the reconstruction of the bridge at the London end of the station the following work will be carried out:—

From 07 30 hours, Saturday, 24 November, until further notice—

All platforms will be shortened by approximately 65 yards at the London end.

Temporary 'Stop' boards will be provided on the up main (No.2), up relief (No.4) and bay (No.5) platforms. Drivers of down trains calling at Maidenhead must ensure that they are brought to a stand in the remaining portion of the down main (No.1) or down relief (No.3) platform.

Between 05 50 hours Friday, 30 November and 06 00 hours Wednesday, 5 December—

The bay (No.5) platform line will be taken out of use between 24m. 12ch. and 24m. 17ch. A temporary 'Stop' block will be provided at 24m. 19ch. Access to the bay platform line will only be available from the Bourne End branch.

(51)

Southern Region:—

Saturday, 24 November—Clapham Junction 'A'—

The four aspect signal WF.45 on the up main through line 239 yards station side of the signal box will be repositioned 18 yards further from the signal box. The red aspect will be 12' 0" above rail level. The associated subsidiary signal will be converted to a position light signal and will apply as hitherto.

The subsidiary yellow signal London end of the up loop platform leading to No.1 up siding will be converted to a position light signal and will apply as hitherto.

(R1571)

(51)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Park Lane Junction and Sutton Park G.F.—

The catch points in the down line at 36m. 73ch. (264 yards after passing signal SY.266) have been replaced by plain line.

(OD.14/GEN/117)

(50)

Cricklewood Old Carriage Sidings—

Cricklewood old carriage sidings have been closed pending removal. The line at the rear of the TMD serving these sidings has been reduced in length to give an 80 yard headshunt past the Steam Cleaning Plant, and a buffer stop has been erected.

(OD.14/73/410E)

(50)

Between Pyecroft Junction and Aldridge—

The catch points in the up line at 47m. 19ch. (640 yards before reaching signal WL.208) and at 46m. 46ch. have been replaced by plain line.

(OD.14/GEN/117)

(49)

Between Water Orton and Castle Bromwich—

Signal SY.254 mounted on a right-hand bracket structure and applying to movements on the down fast line approaching Castle Bromwich Jn. has been renewed as a straight post signal, 16 yards nearer Water Orton. The new signal is 14 feet in height and is located to the left of the down fast line.

(OD.14/82/144)

(49)

**** Between Warwick G.F. and Hatton—**

The catch points in the down line at 108m. 59ch. have been replaced by plain line.

(OD.14/GEN/117)

(48)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * * Between Water Orton and Castle Bromwich—

The down goods line has been taken out of use between Water Orton East Jn. and Castle Bromwich Jn.

Signal SY.256 on the down goods line approaching Castle Bromwich Jn., together with the following position light shunting signals have been taken away:—

SY.501 (set-back down main to up slow at Water Orton Station)

SY.503 (set-back down goods to up slow at Water Orton Station).

SY.504 (set-back up slow to down main or down goods at Water Orton East Jn.)

Signal SY.278 on the down goods line approaching Water Orton West Jn. has been temporarily taken out of use.

The following connections at Water Orton East Jn. have been secured out of use:—

trailing crossover between the down and up slow lines.

facing connection from the down slow line to the down goods line and trap points in the down goods line.

facing connection from the down fast line to the down goods line.

(OD.14/82/144)

(48)

Eastern Region:

Three Horse Shoes—Whittlesea—

Three Horse Shoes

The Three Horse Shoes down intermediate block home signal (No. THS277) has been replaced 300 yards further from the signal box by a new 3-aspect intermediate block home signal (No. THS27) situated 227 yards before reaching Eastrea level crossing.

Whittlesea—

The Whittlesea up intermediate block home signal W6 (which also acts as the Three Horse Shoes up distant signal) has been replaced 633 yards further from the signal box by a new 3-aspect intermediate block home signal plated W6 (situated 1,840 yards before reaching THS2 signal).

The Whittlesea down distant signal has been abolished.

A signal-post telephone has been provided on each of the above new signals.

A.W.S. inductor has been provided in association with each of the above signals.

Eastrea Level Crossing Automatic Half-Barriers at 93m, 28ch.—

The automatic half barriers have been altered so as to work automatically when approached in the wrong direction.

A combined St. Andrews Cross/20m.p.h. speed restriction sign has been provided 382 yards from the crossing applicable to each rail approach in the wrong direction of travel.

(50)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Stonea—

The signal box has been resited on the up side of the line adjacent to the level crossing.

All signals with the exception of the up distant have been abolished.

A new (red/green) colour light up home signal plated SA4 has been provided 160 yards nearer to the signalbox and 200 yards on the approach side of the level crossing. (The distance between the up distant and new SA4 signal is 1,326 yards).

A new (red/green) colour light down home signal plated SA2 has been provided 200 yards on the approach side of the level crossing.

A signal post telephone has been provided on each of the new colour light home signals.

A new colour light down distant signal has been provided 1,326 yards on the approach side of the new down home signal SA2.

(50)

Between Brigg Signal Box and Wrawby Junction Signal Box—

The line has been singled between 91m, 30ch, and 93m, 30ch, and takes the form of the down main at Brigg end and the up main at Wrawby end with a slew between up and down at approx. 92m, 20ch.

Associated Signalling—

Wrawby Junction Signal Box—

The up first home, up distant, up second home junction gantry and the down starting signals have been abandoned and new colour light signals brought into use.

WJ,8/9 reads to the up fast (main aspect only) or to the up slow (main aspect with position 1 Junction indicator) or to down siding No.1 (sub with stencil indication 1) or to down siding No.2 (sub. with stencil indication 2).

(50)

SECTION C

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

Eastern Region.—continued

Peterborough Post Office Terminal—

A temporary level crossing has been provided at the south end of Post Office Terminal Sidings for construction traffic for the Electrification Depot.

Hand-operated barriers have been provided.

A crossing-keeper will be in attendance whilst the crossing is in use (between 07 30 and 18 00 daily).

A "Stop and Await Instructions" notice board has been provided on each rail approach.

(49)

* * Alexandra Palace (Wood Green)—

The trailing connection in the Up Hertford line leading from the Ramus Tile Company Siding has been secured out of use pending removal.

Wood Green 'C' ground frame, together with the associated position light signals (K117 and K118) has been abolished.

(48)

* * Shepcote Lane—

No.54 signal applying from down main to down goods will in future only apply into down goods occupied.

(48)

* * Sheffield S.B.—

The ground frame applying from down main to New Dock has been abolished. The associated points have been secured normal, and the route from 89 signal to New Dock has been abolished.

(48)

* * Royston Jn.—

The up main 1st home gantry-mounted signal has been replaced on a straight post with the arm 20ft. above rail level.

(48)

SECTION C

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

Eastern Region.—continued

* * York—Dringhouses Yard (South End)—

Signalling alterations, to improve access at the south end of Dringhouses Yard have been introduced. Reference should be made to the diagram.

The facing points on the up/down reception No.4 to down receptions (No.2408 points) have been altered so as to be in the normal position for running along the down reception No.1.

Signalling Alterations

The position-light signal No.5401 (applying set back — up main to down main or to down reception has been re-positioned 200 yards further south.

Position light signal 5405 controlling entry to the down receptions, has been replaced by a fixed red colourlight signal with an associated position light.

The stencil route indications on signal No.5405 have been altered (from 6-way to 3-way) and these now apply as follows (in conjunction with the associated position-light)

Route Indication

Destination

'R'

Down Reception 1, 2, 3 or 4

'A'

Group 'A' Sidings

'B'

Group 'B' Sidings

The offset position-light on down Leeds 4-aspect signal Y1001 has been replaced by a Junction Route Indicator position 5 applying towards new Y5405 signal.

The offset position-light on down main 4-aspect signal Y1003 has been replaced by a Junction Route Indicator, position 4, applying towards new Y5405 signal.

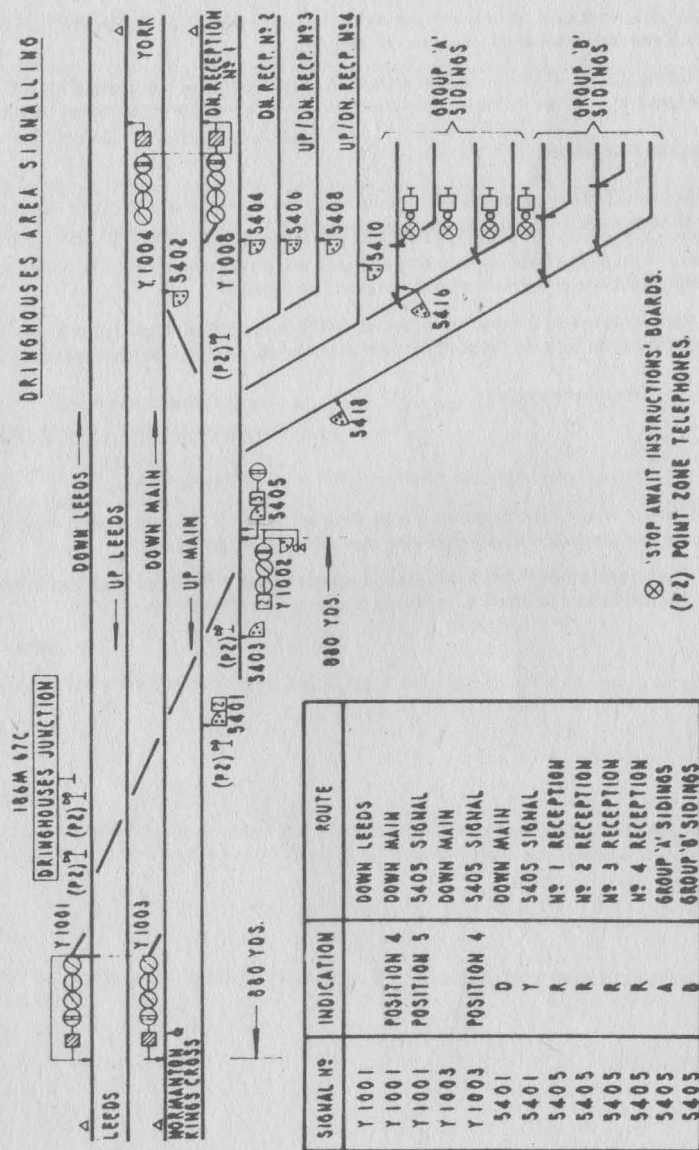
(48)

SECTION C

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

Eastern Region:—continued

** York—Dringhouses Yard (South End)—continued



SIGNAL NO	INDICATION	ROUTE
Y 1001	DOWN LEEDS	DOWN LEEDS
Y 1001	POSITION 4	DOWN MAIN
Y 1001	POSITION 5	5405 SIGNAL
Y 1003	DOWN MAIN	DOWN MAIN
Y 1003	POSITION 4	5405 SIGNAL
5401	D	DOWN MAIN
5401	Y	5405 SIGNAL
5405	R	NO 1 RECEPTION
5405	R	NO 2 RECEPTION
5405	R	NO 3 RECEPTION
5405	R	NO 4 RECEPTION
5405	A	GROUP 'A' SIDINGS
5405	B	GROUP 'B' SIDINGS

SECTION C

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

Western Region:—

Southall and Hayes & Harlington—

Permanent Way Alterations—

New track layout has been brought into use as shown in heavy type on the following sketch.

The facing and trailing crossovers between the up and down relief lines at the London end of Hayes Station have been clipped out of use pending recovery.

All connections will be operated by electro-hydraulic clamp locks.

Signalling Alterations—

Existing signals have been altered and new signals brought into use as shown in heavy type on the following sketch.

Existing signals DM.10, 00.11 (up main), DR.10 and 00.209 (up goods loop) at Southall West Junction have been replaced by new signals, with the same numbers, positioned as shown on the following sketch.

Position light signal 00.558 at the exit from Southall Yard has been removed.

At Hayes & Harlington, the position light signal and position 4 and 5 junction indicators on signal 00.156 (down relief) have been removed. Position light signals 00.564 (up goods loop) and 00.467 (down relief) have been removed.

The up relief line has become bi-directional between Southall West Junction and the Bristol end of Hayes & Harlington station.

The up goods loop has become bi-directional.

All main aspect signals shown on the sketch are provided with telephones connected to Old Oak Common signal box.

SECTION C

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

Western Region:—continued

. Paddington (Platforms 7 & 8)—

In connection with the provision of friction type buffer stops, platform 8 has been shortened by approximately 35 yards.

The temporary stop block on platform 7 has been removed and friction type buffer stops provided.

(48)

. Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington:—

The up main line between 10 m.p. and 9m. 49ch. has been slewed towards the down relief line. A new trailing connection at 9m. 67ch. and a new facing connection at 9m. 64ch. has been provided in the re-aligned up main line, both spiked, clipped and padlocked out of use until further notice.

The existing facing connection in the down main line at 9m. 57ch. has been clipped out of use pending recovery.

The routes from signal 00.11 (up main) to the up through siding and Southall Yard have been temporarily disconnected.

(48)

Southern Region:—

Clapham Jn.—

An "Off" indicator has been provided on the up main local line, 150 yards in rear of signal WF.38.

(R/305)

(50)

Blackheath—

The banner repeater signal positioned 107 yards in rear of and in conjunction with down north Kent signal L.453, has been repositioned 48 yards nearer to signal L.453.

(49)

GENERAL INSTRUCTIONS AND NOTICES

New item.

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

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE
 ELECTRIC TOKEN BLOCK SYSTEM BR.30062/3 DATED OCTOBER 1984

Page 16—Regulation 7

Delete (6.2) from heading

(OD.15/69/7)

(6-10-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 2 (GREEN PAGES).
 LOADING AND CONVEYANCE

Paragraph C1/6 Clause (a) to be amended to read "Runner Wagons must have a tare weight of not less than 11.5 tonnes and a maximum speed of at least 60 m.p.h". All reference to minimum wheelbase of 5 metres to be deleted.

(04/15/771/2)

(3-11-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 3 (PINK PAGES)
 HANDLING AND CONVEYANCE OF DANGEROUS GOODS

With reference to the Southern Region Control Offices shown in Clause F3/15 please note that Croydon Control has moved to Waterloo and operative telephone numbers for S.R. are now to be LONDON (WATERLOO) 01-928-2240 or 9566 BECKENHAM 01-650-0441 or 0510.

NOTE: Beckenham will move to Waterloo in November 1984 and the next amendment to the pink pages (dated December 1984) will only show London (Waterloo).

(04/15/771/3)

(6-10-84)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

49

WEEKLY OPERATING NOTICE containing

**Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations**

General Instructions and Notices

SATURDAY, 1 DECEMBER

to

FRIDAY, 7 DECEMBER 1984

inclusive

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

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

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

At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
LEWISHAM TO DARTFORD JN. (via Woolwich Arsenal)—continued		
Saturday/Sunday, 1/2 and Sunday 2 December		
449 Plumstead and Erith	Down BLOCKED Up BLOCKED	00 50 (Sun) to 07 00 (Sun). 23 45 (Sat) to 06 00 (Sun). } Level crossing work and track renewal 10m. 5c. and 14m. 30c.
Monday/Tuesday, 3/4 and Tuesday 4 to Thursday/Friday, 6/7 and Friday, 7 December		
450 Blackheath and Slade Green/ Crayford Creek Jn.	Down BLOCKED Up BLOCKED	00 25 (Tues to Fri). to 05 30 (Tues to Fri) 23 00 (Mon to Thurs). to 04 00 (Tues to Fri). } Speno rail grinding 7½ and 15½ m.p.
CLAPHAM JN. 'B' TO SELHURST		
Saturday, 1 December		
451 Clapham Jn. and Balham	Down & up fast BLOCKED	00 15 to 05 30. Track maintenance 2½ and 4¼ m.p. Trains to travel over slow lines.
Wednesday, 5 and Thursday, 6 December		
452 Balham and Selhurst	Down & up Brighton/ Victoria Slow and Down & Up Streatham Spur BLOCKED	00 20 to 04 30. Track maintenance and ballast regulating 4m. 78c. and 9½ m.p. Trains to travel over fast lines.
BALHAM TO SELHURST (via Norwood Jn.)		
Saturday, 1 December		
453 Norwood Jn.	Down slow and Down Platform Loop BLOCKED	00 30 to 05 00. Station work, 8m. 48c. and 8m. 62c. Down trains cannot pass.
Tuesday, 4 to Friday, 7 December		
454 Norwood Jn.	Down slow and Down Platform Loop BLOCKED	00 30 to 05 00. Station work 8m. 45ch. and 8m. 62c. Down trains to travel over fast lines.

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * * Items will not appear in future issues.

Sunday, 2 December—Between Water Orton West Jn. and Park Lane Jn.—

The "down & up" goods line between Water Orton West Jn. and Park Lane Jn. will become a passenger line.

(OD.14/82/144)

(52)

Sunday, 2 December—Between Castle Bromwich Jn. and Ryecroft Jn.—

The "down & up" goods line between Castle Bromwich Jn. and Park Lane Jn. and the down and up goods lines between Park Lane Jn. and Ryecroft Jn. will become passenger lines.

(OD.14/82/144)

(52)

Sunday, 2 December—Between Sutton Park G.F. and Aldridge—

The catch points in the down line at 44m. 17ch. (818 yards before reaching signal WL.40) will be replaced by plain line.

(OD.14/GEN/117)

(52)

Sunday, 2 December—Between Washwood Heath and Water Orton—

The final stages of the re-modelling and re-signalling will be carried out and the layout will be as shown in the following diagram. The following points should be noted:—

The down goods line between Water Orton East Jn. and Water Orton West Jn., previously taken out of use, will be re-instated as a continuation of the down slow line from Nuneaton.

A 40 m.p.h. P.S.R. will apply over the down slow line between Water Orton East Jn. and Water Orton West Jn. and the existing 30 m.p.h. P.S.R. warning equipment will be altered accordingly.

The up main line from Water Orton West Jn. will be re-named "up fast" line.

The down main line will become bi-directional between Water Orton East Jn. and Water Orton West Jn. and re-named "down & up" fast line.

The up goods line will become bi-directional between Washwood Heath No.1 S.F. and Castle Bromwich Jn. and re-named "down & up" goods line.

The up goods line between Castle Bromwich Jn. and Water Orton West Jn. will become a bi-directional slow line and re-named "down & up" slow line.

Signal SY.276 situated on the "down & up" fast line (down direction) approaching Water Orton West Jn. will be provided with an additional (position 5) junction route indicator and the signal will now apply as follows:—

Aspect	Indication	Route set
Main	—	Down fast
Main	Position 4	"Down & up" slow
Main	Position 5	Water Orton curve

SECTION C

Signalling and Permanent Way Alterations—continued

Sunday, 2 December—Between Washwood Heath and Water Orton—continued

Signals SY.271 ("down & up" slow), SY.273 (up fast) and SY.275 (Water Orton curve), approaching Water Orton West Jn., will be fitted with position 4 junction route indicators for movements to the "down & up" fast line (up direction).

Signal SY.278 on the former down goods line approaching Water Orton West Jn. (previously taken out of use) will be brought back into use as a 4-aspect C/L signal with position 4 and position 5 junction route indicators and will apply to movements on the down slow line as follows:—

Aspect	Indication	Route set
Main	—	Down fast
Main	Position 4	"Down & up" slow
Main	Position 5	Water Orton curve

The position 4 junction route indicator on signal SY.287 situated on the up fast line approaching Water Orton East Jn. will be removed. The signal will be converted to a 3-aspect (G/Y/R) automatic signal and plated accordingly.

The position 1 junction route indicator and position light signal on signal SY.286 situated on the down slow line approaching Water Orton East Jn. will be removed and a new position 4 junction route indicator provided. The signal will now apply as follows:—

Aspect	Indication	Route set
Main	—	Down slow
Main	Position 4	"Down & up" fast

A new 4-aspect C/L signal (SY.289) will be provided on the "down & up" fast line (up direction) approaching Water Orton East Jn. The signal will be 17 feet in height and will apply to movements proceeding to the up slow line. A.W.S. track equipment and a telephone to Saltley box will be provided at the signal. An "OFF" indicator working in conjunction with signal SY.289 will be provided on the "down & up" fast line platform at Water Orton station.

Signal SY.252 situated on the "up & down" Castle Bromwich curve approaching Castle Bromwich Jn. will be re-numbered SY.258.

When displaying a main aspect with no indication of route, signals SY.258 and SY.256 ("down & up" slow) will now apply to movements to the "down & up" goods line.

A new 3-aspect (R/Y/G) C/L signal (SY.252) will be provided on the "down & up" goods line (down direction), approximately 750 yards on the Saltley side of Castle Bromwich Jn. A telephone to Saltley box will be provided.

Dunlop sidings, situated between Bromford Bridge and Castle Bromwich, previously taken out of use, will be brought back into use. The connection from the "down & up" goods line to the sidings will become power-worked from Saltley box.

A new 3-aspect (R/Y/G) C/L signal (SY.244) with right-hand off-set position light signal will be provided on the "down & up" goods line (down direction) immediately on the Water Orton side of the connection to Dunlop sidings. A telephone to Saltley box will be provided and the signal will apply as follows:—

Aspect	Indication	Route set
Main	—	"Down & up" goods
P/L	—	Dunlop sidings

A new position light shunting signal (SY.489) will be provided at the exit from Dunlop sidings.

The position light signal and stencil route indicator on signal SY.235, situated on the "down & up" goods line (up direction) approaching Dunlop sidings will be taken away. The signal will become a controlled signal and the automatic identification plate removed.

SECTION C

Signalling and Permanent Way Alterations—continued

Monday, 3 December—Between Sutton Park G.F. and Aldridge—

The 30 m.p.h. T.S.R. which applies on the down line from 43m. 20ch. to 44m. 40ch. will become a 30 m.p.h. P.S.R.

(OD.14/84/287) (52)

Monday, 3 December—Between Arley Tunnel and Daw Mill—

The 20 m.p.h. T.S.R. which applies on the down and up lines between 3m. 60ch. and 3m. 10ch. will become a 20 m.p.h. P.S.R.

(OD.14/84/288) (52)

Western Region:—

From 22 40 Hours Saturday, 1 to 17 00 Hours Sunday, 2 December, or until completion—West Ealing—

The Milk Dock ground frame will be removed. The Milk Dock and Milk platform sidings, together with associated connections will be removed.

The loop siding and connection to the up relief line will be removed.

Ground position light signals 00.509 (loop siding to up relief line) and 00.522 (up relief back along up relief or to loop siding or Dock siding) will be removed.

(52)

Maidenhead—

In connection with the reconstruction of the bridge at the London end of the station the following work will be carried out:—

Until further notice—

All platforms will be shortened by approximately 65 yards at the London end.

Temporary 'Stop' boards have been provided on the up main (No.2), up relief (No.4) and bay (No.5) platforms. Drivers of down trains calling at Maidenhead must ensure that they are brought to a stand in the remaining portion of the down main (No.1) or down relief (No.3) platform.

Until 06 00 hours Wednesday, 5 December—

The bay (No.5) platform line will be taken out of use between 24m. 12ch. and 24m. 17ch. A temporary 'Stop' block will be provided at 24m. 19ch. Access to the bay platform line will only be available from the Bourne End branch.

(52)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Branston Junction—

The shunting neck terminating the down goods line has been taken out of use pending removal, the facing connection leading from the down goods line to the down main line has become trap points.

The following signals have been taken away:—

The position light signal DY99 and its associated 'OFF' indicator both situated on the former shunting neck, together with the position light signals and indicators lettered 'NCK' positioned below Sig DY98, down goods line and Sig DY 102, down Birmingham Curve Junction line.

(OD.14/84/221) (Amended Item) (51)

Castle Bromwich Junction—

The facing connection from the Castle Bromwich curve (up direction) to the down main or down goods line together with the associated position light shunting signals SY.495 (down goods) and SY.496 (up goods) has been taken away.

The following new connections, worked from Saltley box, have been provided in single lead form at Castle Bromwich Jn.:—

- (i) facing connection up main/up goods
- (ii) trailing connection down main/up main
- (iii) facing connection down main/down goods

A new position light shunting signal (SY.495) applying to set-back movements from the down goods line has been provided immediately on the Bromford side of connection (iii).

A new 3-aspect (R/Y/G) colour light signal (SY.256), fitted with position 1 and position 2 junction route indicators has been provided on the up goods line immediately on the Water Orton side of Castle Bromwich Junction. The signal applies to down direction movements as follows:—

Aspect	Indication	Route set
Main	Position 1	Down main
Main	Position 2	Down goods

A.W.S. track equipment and a telephone to Saltley box have been provided at the signal.

Signal SY.251 situated on the up main line at Castle Bromwich Junction has been fitted with position 1 and position 2 junction route indicators applying as follows:—

Indication	Route set
Position 1	Up goods
Position 2	Down Castle Bromwich curve

(OD.14/82/144) (51)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Park Lane Junction and Sutton Park G.F.—

The catch points in the down line at 39m. 34ch. (785 yards before reaching signal SY.268) have been replaced by plain line.

(OD.14/GEN/117) (51)

Between Kingsbury S.F. and Baddesley Colliery G.F.—

A notice board, facing Kingsbury and lettered "STOP CHECK HANDPOINTS" has been provided immediately on the Kingsbury side of the points leading to Birch Coppice Sidings or Baddesley. The notice board applies to all trains.

(OD.14/84/63) (51)

Leicester North—

During the period 27-11-84 until 2-12-84 the track layout in the Queens Street Down Sidings area will be remodelled as shown on the following diagram.

(OD.14/73/291) (51)

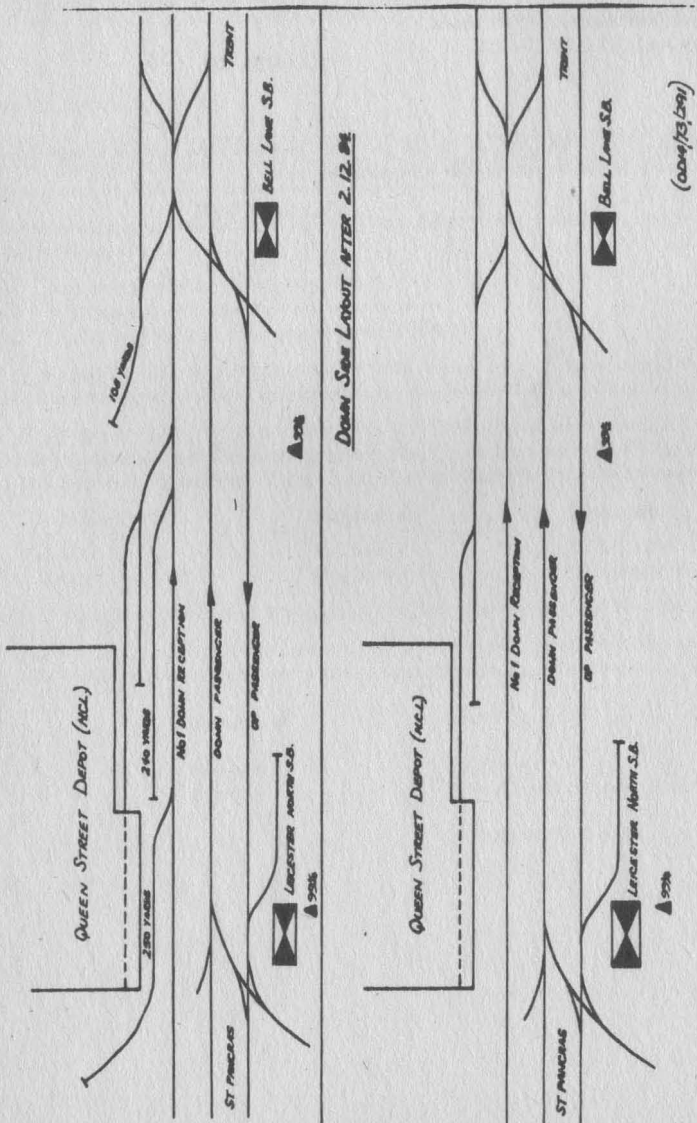
SECTION C

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

Leicester North— continued

Down Side Layout Prior to 27.11.84

Leicester North. Alterations to Down Signings



SECTION C

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

Between Park Lane Junction and Sutton Park G.F.—

The catch points in the down line at 36m. 73ch. (264 yards after passing signal SY.266) have been replaced by plain line.

(OD.14/GEN/117) (50)

Cricklewood Old Carriage Sidings—

Cricklewood old carriage sidings have been closed pending removal. The line at the rear of the TMD serving these sidings has been reduced in length to give an 80 yard headshunt past the Steam Cleaning Plant, and a buffer stop has been erected.

(OD.14/73/410E) (50)

* * * Between Ryecroft Junction and Aldridge—

The catch points in the up line at 47m. 19ch. (640 yards before reaching signal WL.208) and at 46m. 46ch. have been replaced by plain line.

(OD.14/GEN/117) (49)

* * * Between Water Orton and Castle Bromwich—

Signal SY.254 mounted on a right-hand bracket structure and applying to movements on the down fast line approaching Castle Bromwich Jn. has been renewed as a straight post signal, 16 yards nearer Water Orton. The new signal is 14 feet in height and is located to the left of the down fast line.

(OD.14/82/144) (49)

SECTION C

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

Eastern Region:—

Kilnhurst (Between Aldwarke North Jn. and Swinton Jn. — between 165½ and 165¾ m.p.)—

The trailing crossover between the down and up Pontefract lines and the facing points — up Pontefract to up siding have been secured out of use in the normal position pending removal.

The associated signalling has been abolished or disconnected as required.

(New Item) (52)

Willows (Wells) Lane Level Crossing at 110m. 15ch. (Between Grand Sluice Junction and Sibsey)—

Willows Lane Level Crossing has been converted to an Automatic Open Crossing (A.O.C.R.) monitored from Sibsey Signalbox.

A 'WHISTLE' board has been provided 205 yards from the crossing on each rail approach.

Sibsey—

The 'diamond' sign on the post of the up main home signal has been replaced by a signal post telephone.

(51)

Sheffield (South of)—

The down main line in the vicinity of S77 signal (immediately south of Sheffield Station) has been realigned 9ft. further left to become continuous straight track with the down passenger loop, which line has been incorporated into the down main.

The facing connection — down main to down passenger loop, has been relayed as a right-hand turnout.

The position 1 junction route indicator on down main S77 signal has been replaced by a position '4' junction route indicator for the route — down main to down passenger loop (on the alignment of the former down main).

A new platform 2C has been brought into use, using the former New Dock, and the trap points at the outlet therefrom have been replaced by plain line.

Station ground frame has been abolished in favour of signal box operation of points.

A new 3-aspect signal No.S105 (with position-light and stencil-type route indicator) has been provided at the exit from platform 2C and the following route indications apply:—

Aspect	Route Indication	Destination
Main		B line S84 signal
Position light	S	Shunt spur
Position light	B	B line

Down main signal S79 and down passenger loop signal S81, has an additional route application towards new platform 2C as follows:—

Aspect	Route Indication	Destination
Main	D	2C
Position light	D	2C line occupied

"A" line position light shunting signal No.88 and "B" line position shunting signal No.89 now also apply towards platform 2C.

(51)

SECTION C

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

Eastern Region:—continued

Between Hunslet Station Junction and Hunslet South Junction—

Temporary buffer-stops have been erected on the up Hunslet goods line:—

100 yards on the Leeds side of Up Hunslet goods signal L901.

400 yards on the Leeds side of Up Hunslet goods signal S912 (Balm Road).

The portion of the up Hunslet goods between L901 signal and the temporary buffer stops at Balm Road has been taken out of use pending removal.

(51)

Between Peterborough and March—

The line speed has been increased to 80 m.p.h. but lower restrictions of 60 m.p.h. and 70 m.p.h. apply over certain sections of the line. See Section D.

An illuminated advance warning indicator for the up line 40 m.p.h. permanent speed restriction has been provided 1220 yards before reaching the commencement of the 40 m.p.h. permanent speed restriction at 86m. 26ch.

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

(51)

Healey Mills Marshalling Yard—

In consequence of the partial closure of Healey Mills Marshalling Yard, the following lines have been taken out of use pending removal:—

Reception Sidings No's. 1 to 14
 Hump Engine line
 Up Arrival line
 Engine line "Z"
 No.2 Shunt Neck
 Engine Release lines No's. 1 and 2

The following points/connections have been secured out of use pending removal.

Down Slow to No.1 Shunt Neck
 Facing connection Down Fast to Down Slow (nearest to the signal box)
 Engine line "Q" or Engine Release lines to Down Slow or Down Fast including all associated slip connections
 Up Slow to Up Arrival line.
 Up Arrival to Up Slow line
 Engine line "Q" to No.2 Shunt Neck
 Engine line "Q" to Reception lines No's. 1 to 7

All associated signals/signal routes have been abolished.

(51)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Three Horse Shoes—Whittlesea—

Three Horse Shoes

The Three Horse Shoes down intermediate block home signal (No. THS277) has been replaced 300 yards further from the signal box by a new 3-aspect intermediate block home signal (No. THS27) situated 227 yards before reaching Eastrea level crossing.

Whittlesea—

The Whittlesea up intermediate block home signal W6 (which also acts as the Three Horse Shoes up distant signal) has been replaced 633 yards further from the signal box by a new 3-aspect intermediate block home signal plated W6 (situated 1,840 yards before reaching THS2 signal).

The Whittlesea down distant signal has been abolished.

A signal-post telephone has been provided on each of the above new signals.

A.W.S. inductor has been provided in association with each of the above signals.

Eastrea Level Crossing Automatic Half-Barriers at 93m. 28ch.—

The automatic half barriers have been altered so as to work automatically when approached in the wrong direction.

A combined St. Andrews Cross/20m.p.h. speed restriction sign has been provided 382 yards from the crossing applicable to each rail approach in the wrong direction of travel.

(50)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Stonea—

The signal box has been resited on the up side of the line adjacent to the level crossing.

All signals with the exception of the up distant have been abolished.

A new (red/green) colour light up home signal plated SA4 has been provided 160 yards nearer to the signalbox and 200 yards on the approach side of the level crossing. (The distance between the up distant and new SA4 signal is 1,326 yards).

A new (red/green) colour light down home signal plated SA2 has been provided 200 yards on the approach side of the level crossing.

A signal post telephone has been provided on each of the new colour light home signals.

A new colour light down distant signal has been provided 1,326 yards on the approach side of the new down home signal SA2.

(50)

Between Brigg Signal Box and Wrawby Junction Signal Box—

The line has been singled between 91m. 30ch. and 93m. 30ch. and takes the form of the down main at Brigg end and the up main at Wrawby end with a slew between up and down at approx. 92m. 20ch.

Associated Signalling—

Wrawby Junction Signal Box—

The up first home, up distant, up second home junction gantry and the down starting signals have been abandoned and new colour light signals brought into use.

WJ.8/9 reads to the up fast (main aspect only) or to the up slow (main aspect with position 1 Junction indicator) or to down siding No.1 (sub with stencil indication 1) or to down siding No.2 (sub. with stencil indication 2).

(50)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region—continued

. Between Southall and Hayes & Harlington—

In connection with the introduction of a new layout between Southall West Junction and Hayes & Harlington, the Down Main line between 9m. 48ch. and 10 m.p. has been transferred to a new alignment slewed towards the Up Main line. A new facing connection (to Up Main) at 9m. 58ch. and a new trailing connection (from Southall Yard) — at 9m. 57ch. have been provided in the realigned Down Main line and secured out of use until further notice.

The connection at the entrance to Southall Yard between the Yard line and the Down and Up Through sidings and Shunting Spur have been relaid as single leads and secured out of use until further notice. The Shunting Spur has been slewed to the former alignment of the Down Main line.

Until the introduction of the new layout, the following signals will only work for the line on which they are located and will be routed only to the next stop signal on the respective line:—

00.109 — Up Relief line.
00.152 — Down Relief line.
00.11 — Up Main line.
00.52 — Down Main line.

(49)

. Long Dyke Junction—

Signals C.8 (Down Main) and C.31 (Up Main) have been converted to automatic signals and re-numbered DM.168C and UM.169 respectively.

(49)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Southern Region:—

Clapham Junction 'A'—

The four aspect signal WF.45 on the up main through line 239 yards station side of the signal box has been repositioned 18 yards further from the signal box. The red aspect is 12' 0" above rail level. The associated subsidiary signal has been converted to a position light signal and applies as before.

The subsidiary yellow signal London end of the up loop platform leading to No.1 up siding has been converted to a position light signal and applies as before.

(R.1571)

(51)

Clapham Jn.—

An "Off" indicator has been provided on the up main local line, 150 yards in rear of signal WF.38.

(R/305)

(50)

. Blackheath—

The banner repeater signal positioned 107 yards in rear of and in conjunction with down north Kent signal L.453, has been repositioned 48 yards nearer to signal L.453.

(49)

SECTION D

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
OVER THE OTHER REGIONS BR.30063/4—SECTION D—EASTERN REGION—continued

Page D27

TABLE Y—LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

Add

From	To	Line	Remarks
	ALLINGTON JN. TO SKEGNESS		
Sleaford West	Sleaford East Jn.	All	(24-11-84)

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

LOCAL INSTRUCTIONS

HEALEY MILLS TO OAKENSHAW SOUTH JN.

Page E56

HEALEY MILLS

Delete all instructions and substitute:—

YARD SAFETY

Sorting Sidings

Train Preparation and Examination

1. General

A Guard requiring to enter the Sorting Sidings in connection with train preparation must first contact the Yard Supervisor as appropriate and obtain from him a pocket radio which must be returned when his work is completed.

2. **A Guard or Train Preparer working alone** must, when he is ready to examine his train, advise the Yard Supervisor of his intention. The Yard 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 this assurance, he must walk from the East to the West end of the Siding concerned, carrying out an examination only.

On arrival at the West end of the siding, he must advise the Yard Supervisor by radio 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 Yard Supervisor.

If, before permission is given by the Yard Supervisor, 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. If these instructions are not received within a reasonable time, the Yard Supervisor must be contacted via the radio or the nearest ground post telephone.

SECTION D

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

LOCAL INSTRUCTIONS—continued

HEALEY MILLS TO OAKENSHAW SOUTH JN.—continued

Page E56—continued

HEALEY MILLS—continued

2. **A Guard or Train Preparer working alone**—continued

When no more movements are to be made into the siding concerned the Yard Supervisor must then assure the Guard or train preparer, by the radio, that shunting 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 or the nearest ground post telephone to advise the Yard Supervisor that preparation is complete, where upon 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 Yard Supervisor by means of either the radio 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 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.

Protection must only be arranged with the Yard Supervisor for one siding at a time and new arrangements must be made as work progresses from siding to siding.

3. **Train preparers working in teams** may work either as in 2 above, or adopt the most expeditious means possible, provided they observe the principles of obtaining the authority of the Yard Supervisor before entering the siding and arrange for the protection to be removed as soon as the work has been completed. Protection must only be arranged with the Yard Supervisor for one siding at a time and new arrangements must be made as work progresses from siding to siding.

(24-11-84)

SECTION D

MISCELLANEOUS INSTRUCTIONS—continued

* * *

WATER ORTON REMODELLING—SATURDAY 1 DECEMBER 1984

From 00.01 hours to 23.00 hours on Saturday 1 December, trains will be worked over the down and up slow lines between Kingsbury Jn. and Water Orton East Jn, then over the down fast and up fast/main lines between Water Orton East Jn. and Castle Bromwich Jn, in accordance with the following arrangements:—

Each train will be brought to a stand at the appropriate undermentioned signal and the Driver must not proceed until he is instructed to do so by the Handsignalman stationed thereat and is handed a completed printed ticket.

SIGNAL AT WHICH TRAIN WILL BE BROUGHT TO A STAND

Down Slow

SY.286
(Water Orton East Jn.)

Up Fast

SY.273
(Water Orton West Jn.)

After the Driver has been authorised to pass the above signal concerned at Danger, he must proceed cautiously, ignoring any aspect which may be displayed at the following signals:—

SIGNALS TO BE IGNORED BY DRIVER

Down Fast

SY.276
(Water Orton West Jn.)

Up Main

SY.287
(Water Orton East Jn.)

On arrival at the appropriate undermentioned signal, the Driver must act in accordance with the aspect displayed and after passing the signal, he must dispose of the printed ticket.

FIRST SIGNAL BEYOND AFFECTED AREA TO BE OBEYED BY DRIVER

Down fast

SY.254
(Castle Bromwich Jn)

Up Slow

SY.291
(Water Orton East Jn.)

The signal identification plates on signals SY.254 and SY.291 will be illuminated during the hours of darkness.

(OD.14/82/144)

CREWE

28, November 1984

D.J. MAIDMENT

Regional Operations Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION

BR

ME

602

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WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 8 DECEMBER,

to

FRIDAY, 14 DECEMBER 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items will not appear in future issues.

Sunday, 9 December—Between Nuneaton (Abbey Jn.) and Arley Tunnel—

The catch points in the down line at 8m. 16ch. will be replaced by plain line.

(OD.14/GEN/117) (1)

Sunday, 9 December—Between Daw Mill and Arley Tunnel—

The catch points in the up line at 2m. 72ch. will be replaced by plain line.

(OD.14/GEN/117) (1)

Southern Region:—

Saturday/Sunday, 8/9 December—Selhurst—

The Carriage Washer Road, Norwood end of the yard will be extended by 20 yards.

(R/640/16) (1)

DETAILS OF WORK ALREADY CARRIED OUT

Between Water Orton West Jn. and Park Lane Jn.—

The "down & up" goods line between Water Orton West Jn. and Park Lane Jn. has become a passenger line.

(OD.14/82/144) (52)

Between Castle Bromwich Jn. and Ryecroft Jn.—

The "down & up" goods line between Castle Bromwich Jn. and Park Lane Jn. and the down and up goods lines between Park Lane Jn. and Ryecroft Jn. have become passenger lines.

(OD.14/82/144) (52)

Between Sutton Park G.F. and Aldridge—

The catch points in the down line at 44m. 17ch. (818 yards before reaching signal WL.40) have been replaced by plain line.

(OD.14/GEN/117) (52)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Washwood Heath and Water Orton—

The final stages of the re-modelling and re-signalling have been carried out and the layout is as shown in the following diagram. The following points should be noted:—

The down goods line between Water Orton East Jn. and Water Orton West Jn., previously taken out of use, has been re-instated as a continuation of the down slow line from Nuneaton.

A 40 m.p.h. P.S.R. applies over the down slow line between Water Orton East Jn. and Water Orton West Jn. and the former 30 m.p.h. P.S.R. warning equipment has been altered accordingly.

The up main line from Water Orton West Jn. has been re-named "up fast" line.

The down main line has become bi-directional between Water Orton East Jn. and Water Orton West Jn. and re-named "down & up" fast line.

The up goods line has become bi-directional between Washwood Heath No.1 S.F. and Castle Bromwich Jn. and re-named "down & up" goods line.

The up goods line between Castle Bromwich Jn. and Water Orton West Jn. has become a bi-directional slow line and re-named "down & up" slow line.

Signal SY.276 situated on the "down & up" fast line (down direction) approaching Water Orton West Jn. has been provided with an additional (position 5) junction route indicator and the signal now applies as follows:—

Aspect	Indication	Route set
Main	—	Down fast
Main	Position 4	"Down & up" slow
Main	Position 5	Water Orton curve

Signal SY.271 ("down & up" slow), SY.273 (up fast) and SY.275 (Water Orton curve), approaching Water Orton West Jn., have been fitted with position 4 junction route indicators for movements to the "down & up" fast line (up direction).

Signal SY.278 on the former down goods line approaching Water Orton West Jn. (previously taken out of use) has been brought back into use as a 4-aspect C/L signal with position 4 and position 5 junction route indicators and applies to movements on the down slow line as follows:—

Aspect	Indication	Route set
Main	—	Down fast
Main	Position 4	"Down & up" slow
Main	Position 5	Water Orton curve

The position 4 junction route indicator on signal SY.287 situated on the up fast line approaching Water Orton East Jn. has been removed. The signal has been converted to a 3-aspect (G/Y/R) automatic signal and plated accordingly.

The position 1 junction route indicator and position light signal on signal SY.286 situated on the down slow line approaching Water Orton East Jn. has been removed and a new position 4 junction route indicator provided. The signal now applies as follows:—

Aspect	Indication	Route set
Main	—	Down slow
Main	Position 4	"Down & up" fast

SECTION C

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

Between Washwood Heath and Water Orton—continued

A new 4-aspect C/L signal (SY.289) has been provided on the "down & up" fast line (up direction) approaching Water Orton East Jn. The signal is 17 feet in height and applies to movements proceeding to the up slow line. A.W.S. track equipment and a telephone to Saltley box have been provided at the signal. An "OFF" indicator working in conjunction with signal SY.289 has been provided on the "down & up" fast line platform at Water Orton station.

Signal SY.252 situated on the "up & down" Castle Bromwich curve approaching Castle Bromwich Jn. has been re-numbered SY.258.

When displaying a main aspect with no indication of route, signals SY.258 and SY.256 ("down & up" slow) now apply to movements to the "down & up" goods line.

A new 3-aspect (R/Y/G) C/L signal (SY.252) has been provided on the "down & up" goods line (down direction), approximately 750 yards on the Saltley side of Castle Bromwich Jn. A telephone to Saltley box has been provided.

Dunlop sidings, situated between Bromford Bridge and Castle Bromwich, previously taken out of use, have been brought back into use. The connection from the "down & up" goods line to the sidings has become power-worked from Saltley box.

A new 3-aspect (R/Y/G) C/L signal (SY.244) with right-hand off-set position light signal has been provided on the "down & up" goods line (down direction) immediately on the Water Orton side of the connection to Dunlop sidings. A telephone to Saltley box has been provided and the signal applies as follows:—

Aspect	Indication	Route set
Main	—	"Down & up" goods
P/L	—	Dunlop sidings

A new position light shunting signal (SY.489) has been provided at the exit from Dunlop sidings.

The position light signal and stencil route indicator on signal SY.235, situated on the "down & up" goods line (up direction) approaching Dunlop sidings have been taken away. The signal has become a controlled signal and the automatic identification plate removed.

A new 3-aspect (R/Y/G) C/L signal (SY.232) with right-hand off-set position light signal has been provided on the "down & up" goods line (down direction) approaching Bromford Bridge. A telephone to Saltley box has been provided and the signal applies as follows:—

Aspect	Indication	Route set
Main	—	"Down & up" goods
P/L	—	Up sidings

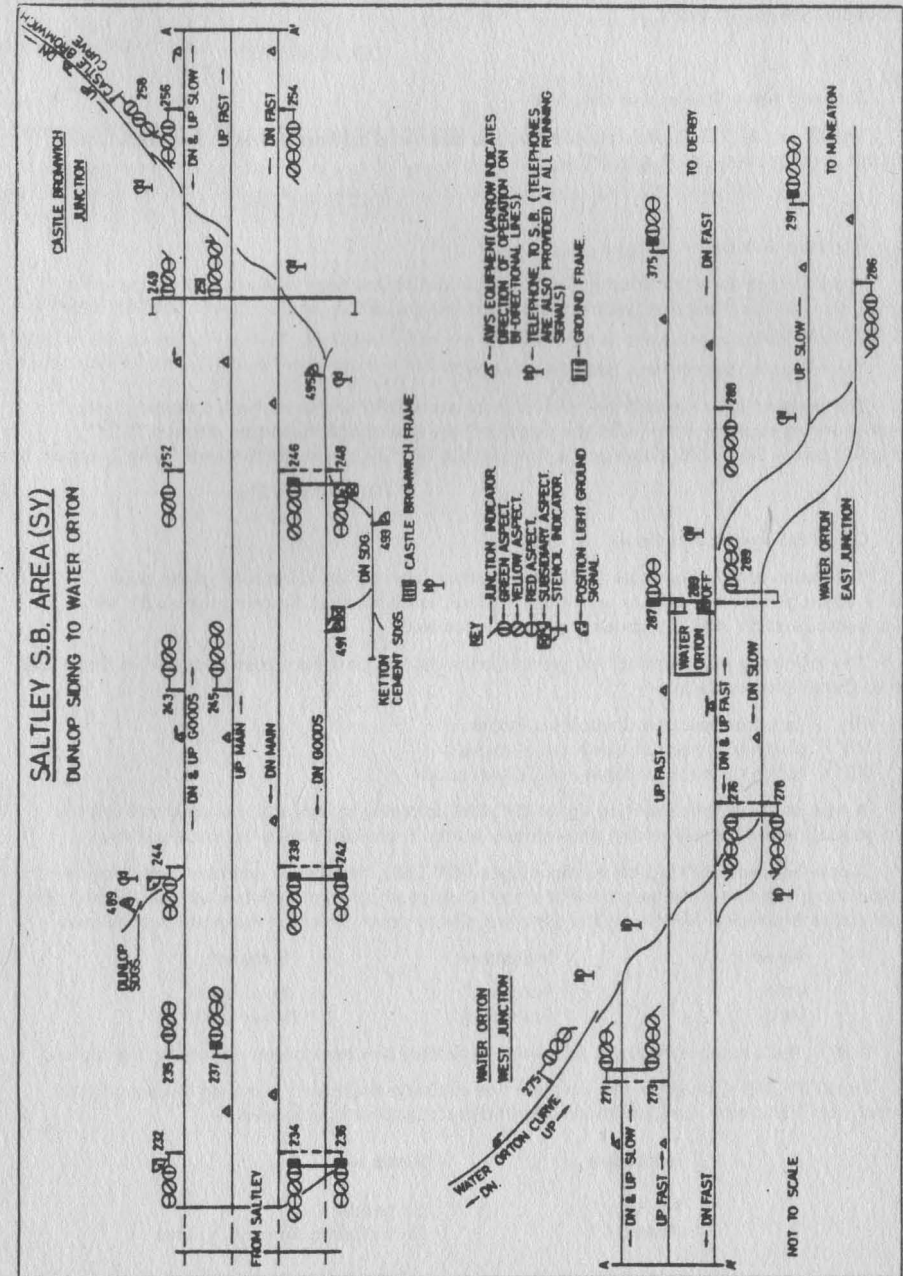
(OD.14/82/144)

(52)

SECTION C

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

Between Washwood Heath and Water Orton—continued



Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Sutton Park G.F. and Aldridge—

The 30 m.p.h. T.S.R. which applied on the down line from 43m. 20ch. to 44m. 40ch. has become a 30 m.p.h. P.S.R.

(OD.14/84/287) (52)

Between Arley Tunnel and Daw Mill—

The 20 m.p.h. T.S.R. which applied on the down and up lines between 3m. 60ch. and 3m. 10ch. has become a 20 m.p.h. P.S.R.

(OD.14/84/288) (52)

Branston Junction—

The shunting neck terminating the down goods line has been taken out of use pending removal, the facing connection leading from the down goods line to the down main line has become trap points.

The following signals have been taken away:—

The position light signal DY99 and its associated 'OFF' indicator both situated on the former shunting neck, together with the position light signals and indicators lettered 'NCK' positioned below Sig DY98, down goods line and Sig DY 102, down Birmingham Curve Junction line.

(OD.14/84/221) (51)

Castle Bromwich Junction—

The facing connection from the Castle Bromwich curve (up direction) to the down main or down goods line together with the associated position light shunting signals SY.495 (down goods) and SY.496 (up goods) has been taken away.

The following new connections, worked from Saltley box, have been provided in single lead form at Castle Bromwich Jn.:—

- (i) facing connection up main/up goods
- (ii) trailing connection down main/up main
- (iii) facing connection down main/down goods

A new position light shunting signal (SY.495) applying to set-back movements from the down goods line has been provided immediately on the Bromford side of connection (iii).

A new 3-aspect (R/Y/G) colour light signal (SY.256), fitted with position 1 and position 2 junction route indicators has been provided on the up goods line immediately on the Water Orton side of Castle Bromwich Junction. The signal applies to down direction movements as follows:—

Aspect	Indication	Route set
Main	Position 1	Down main
Main	Position 2	Down goods

A.W.S. track equipment and a telephone to Saltley box have been provided at the signal.

Signal SY.251 situated on the up main line at Castle Bromwich Junction has been fitted with position 1 and position 2 junction route indicators applying as follows:—

Indication	Route set
Position 1	Up goods
Position 2	Down Castle Bromwich curve

(OD.14/82/144) (51)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Park Lane Junction and Sutton Park G.F.—

The catch points in the down line at 39m. 34ch. (785 yards before reaching signal SY.268) have been replaced by plain line.

(OD.14/GEN/117) (51)

Between Kingsbury S.F. and Baddesley Colliery G.F.—

A notice board, facing Kingsbury and lettered "STOP CHECK HANDPOINTS" has been provided immediately on the Kingsbury side of the points leading to Birch Coppice Sidings or Baddesley. The notice board applies to all trains.

(OD.14/84/63) (51)

Leicester North—

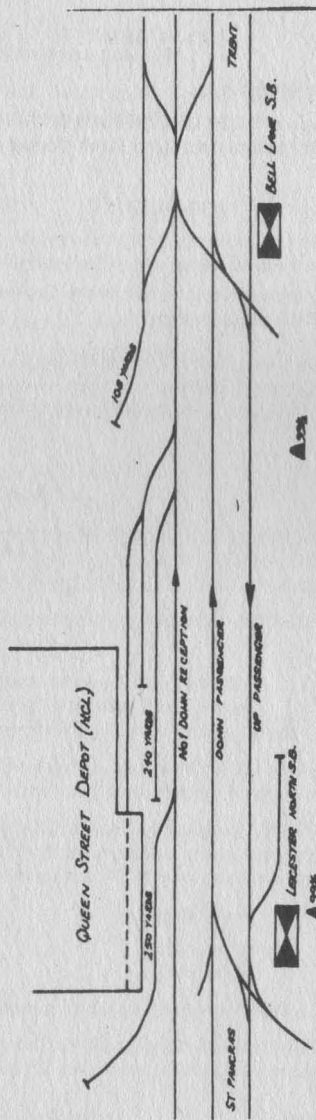
During the period 27-11-84 until 2-12-84 the track layout in the Queens Street Down Sidings area will be remodelled as shown on the following diagram.

(OD.14/73/291) (51)

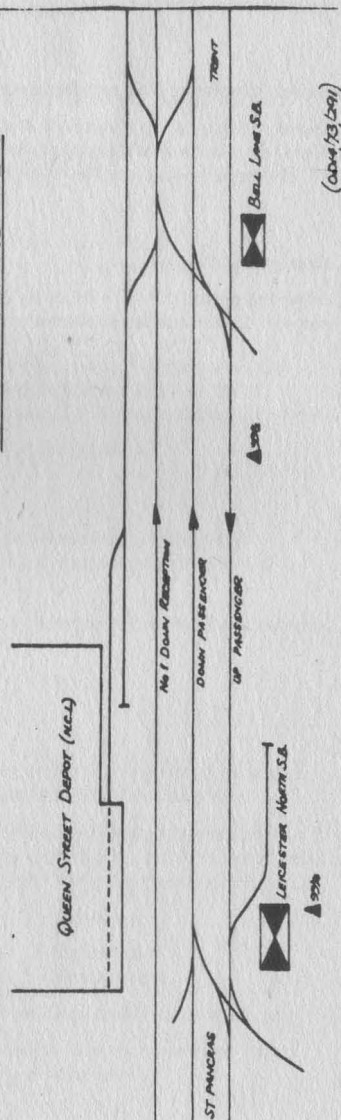
Signalling and Permanent Way Alterations—continued
 Details of Work Already Carried Out—continued

Leicester North—continued

DOWN SIDE LAYOUT PRIOR TO 27.11.84.



DOWN SIDE LAYOUT AFTER 2.12.84



LEICESTER NORTH ALTERATIONS TO DOWN SIDINGS

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

** Between Park Lane Junction and Sutton Park G.F.—

The catch points in the down line at 36m. 73ch. (264 yards after passing signal SY.266) have been replaced by plain line.

(OD.14/GEN/117) (50)

** Cricklewood Old Carriage Sidings—

Cricklewood old carriage sidings have been closed pending removal. The line at the rear of the TMD serving these sidings has been reduced in length to give an 80 yard headshunt past the Steam Cleaning Plant, and a buffer stop has been erected.

(OD.14/73/410E) (50)

Eastern Region:

Tapton Junction

The catch points in the down main at 147m. 72ch. have been repositioned at 147m. 78ch. (820 yards before reaching signal S33)

(New Item) (1)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Kilnhurst (Between Aldwarke North Jn. and Swinton Jn. — between 165½ and 165¾ m.p.)—

The trailing crossover between the down and up Pontefract lines and the facing points — up Pontefract to up siding have been secured out of use in the normal position pending removal.

The associated signalling has been abolished or disconnected as required.

(52)

Willows (Wells) Lane Level Crossing at 110m. 15ch. (Between Grand Sluice Junction and Sibsey)—

Willows Lane Level Crossing has been converted to an Automatic Open Crossing (A.O.C.R.) monitored from Sibsey Signalbox.

A 'WHISTLE' board has been provided 205 yards from the crossing on each rail approach.

Sibsey—

The 'diamond' sign on the post of the up main home signal has been replaced by a signal post telephone.

(51)

Sheffield (South of)—

The down main line in the vicinity of S77 signal (immediately south of Sheffield Station) has been realigned 9ft. further left to become continuous straight track with the down passenger loop, which line has been incorporated into the down main.

The facing connection — down main to down passenger loop, has been relayed as a right-hand turnout.

The position 1 junction route indicator on down main S77 signal has been replaced by a position '4' junction route indicator for the route — down main to down passenger loop (on the alignment of the former down main).

A new platform 2C has been brought into use, using the former New Dock, and the trap points at the outlet therefrom have been replaced by plain line.

Station ground frame has been abolished in favour of signal box operation of points.

A new 3-aspect signal No.S105 (with position-light and stencil-type route indicator) has been provided at the exit from platform 2C and the following route indications apply:—

Aspect	Route Indication	Destination
Main		B line S84 signal
Position light	S	Shunt spur
Position light	B	B line

Down main signal S79 and down passenger loop signal S81, has an additional route application towards new platform 2C as follows:—

Aspect	Route Indication	Destination
Main	D	2C
Position light	D	2C line occupied

"A" line position light shunting signal No.88 and "B" line position shunting signal No.89 now also apply towards platform 2C.

(51)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Between Hunslet Station Junction and Hunslet South Junction—

Temporary buffer-stops have been erected on the up Hunslet goods line:—

100 yards on the Leeds side of Up Hunslet goods signal L901.

400 yards on the Leeds side of Up Hunslet goods signal S912 (Balm Road).

The portion of the up Hunslet goods between L901 signal and the temporary buffer stops at Balm Road has been taken out of use pending removal.

(51)

Between Peterborough and March—

The line speed has been increased to 80 m.p.h. but lower restrictions of 60 m.p.h. and 70 m.p.h. apply over certain sections of the line. See Section D.

An illuminated advance warning indicator for the up line 40 m.p.h. permanent speed restriction has been provided 1220 yards before reaching the commencement of the 40 m.p.h. permanent speed restriction at 86m. 26ch.

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

(51)

Healey Mills Marshalling Yard—

In consequence of the partial closure of Healey Mills Marshalling Yard, the following lines have been taken out of use pending removal:—

Reception Sidings No's. 1 to 14
Hump Engine line
Up Arrival line
Engine line "Z"
No.2 Shunt Neck
Engine Release lines No's. 1 and 2

The following points/connections have been secured out of use pending removal.

Down Slow to No.1 Shunt Neck
Facing connection Down Fast to Down Slow (nearest to the signal box)
Engine line "Q" or Engine Release lines to Down Slow or Down Fast including all associated slip connections
Up Slow to Up Arrival line.
Up Arrival to Up Slow line
Engine line "Q" to No.2 Shunt Neck
Engine line "Q" to Reception lines No's. 1 to 7

All associated signals/signal routes have been abolished.

(51)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

* * Three Horse Shoes—Whittlesea—

Three Horse Shoes

The Three Horse Shoes down intermediate block home signal (No. THS277) has been replaced 300 yards further from the signal box by a new 3-aspect intermediate block home signal (No. THS27) situated 227 yards before reaching Eastrea level crossing.

Whittlesea—

The Whittlesea up intermediate block home signal W6 (which also acts as the Three Horse Shoes up distant signal) has been replaced 633 yards further from the signal box by a new 3-aspect intermediate block home signal plated W6 (situated 1,840 yards before reaching THS2 signal).

The Whittlesea down distant signal has been abolished.

A signal-post telephone has been provided on each of the above new signals.

A.W.S. inductor has been provided in association with each of the above signals.

Eastrea Level Crossing Automatic Half-Barriers at 93m. 28ch.—

The automatic half barriers have been altered so as to work automatically when approached in the wrong direction.

A combined St. Andrews Cross/20m.p.h. speed restriction sign has been provided 382 yards from the crossing applicable to each rail approach in the wrong direction of travel.

(50)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

* * Stonea—

The signal box has been resited on the up side of the line adjacent to the level crossing.

All signals with the exception of the up distant have been abolished.

A new (red/green) colour light up home signal plated SA4 has been provided 160 yards nearer to the signalbox and 200 yards on the approach side of the level crossing. (The distance between the up distant and new SA4 signal is 1,326 yards).

A new (red/green) colour light down home signal plated SA2 has been provided 200 yards on the approach side of the level crossing.

A signal post telephone has been provided on each of the new colour light home signals.

A new colour light down distant signal has been provided 1,326 yards on the approach side of the new down home signal SA2.

(50)

* * Between Brigg Signal Box and Wrawby Junction Signal Box—

The line has been singled between 91m. 30ch. and 93m. 30ch. and takes the form of the down main at Brigg end and the up main at Wrawby end with a slew between up and down at approx. 92m. 20ch.

Associated Signalling—

Wrawby Junction Signal Box—

The up first home, up distant, up second home junction gantry and the down starting signals have been abandoned and new colour light signals brought into use.

WJ.8/9 reads to the up fast (main aspect only) or to the up slow (main aspect with position 1 Junction indicator) or to down siding No.1 (sub with stencil indication 1) or to down siding No.2 (sub. with stencil indication 2).

(50)

SECTION C

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

Western Region:—

West Ealing—

The Milk Dock ground frame has been removed. The Milk Dock and Milk platform sidings, together with associated connections have been removed.

The loop siding and connection to the up relief line have been removed.

Ground position light signals 00.509 (loop siding to up relief line) and 00.522 (up relief back along up relief or to loop siding or Dock siding) have been removed.

(52)

Maidenhead—

In connection with the reconstruction of the bridge at the London end of the station the following work will be carried out:—

Until further notice

All platforms will be shortened by approximately 65 yards at the London end.

Temporary 'Stop' boards have been provided on the up main (No.2), up relief (No.4) and bay (No.5) platforms. Drivers of down trains calling at Maidenhead must ensure that they are brought to a stand in the remaining portion of the down main (No.1) or down relief (No.3) platform.

(52)

SECTION C

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

Western Region:— continued

Until further notice—Burnham—

Platform surfacing work will be carried out in stages on both platforms. Drivers should stop their trains clear of the work. Temporary 'Stop' boards have been provided as necessary.

(51)

* * * Southall and Hayes & Harlington—

Permanent Way Alterations—

New track layout has been brought into use as shown in heavy type on the following sketch.

The facing and trailing crossovers between the up and down relief lines at the London end of Hayes Station have been clipped out of use pending recovery.

All connections will be operated by electro-hydraulic clamp locks.

Signalling Alterations—

Existing signals have been altered and new signals brought into use as shown in heavy type on the following sketch.

Existing signals DM.10, 00.11 (up main), DR.10 and 00.209 (up goods loop) at Southall West Junction have been replaced by new signals, with the same numbers, positioned as shown on the following sketch.

Position light signal 00.558 at the exit from Southall Yard has been removed.

At Hayes & Harlington, the position light signal and position 4 and 5 junction indicators on signal 00.156 (down relief) have been removed. Position light signals 00.564 (up goods loop) and 00.467 (down relief) have been removed.

The up relief line has become bi-directional between Southall West Junction and the Bristol end of Hayes & Harlington station.

The up goods loop has become bi-directional.

All main aspect signals shown on the sketch are provided with telephones connected to Old Oak Common signal box.

(50)

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

TABLE H1—WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR
RULE BOOK, SECTION H, CLAUSE 6

From	To	Line	Number of vehicles and special conditions
DERBY TO BLACKWELL AND BRANCHES			
Page 206 (page 101, MED No.41)—Amend:—			
Washwood Heath (Signal SY.221)	Washwood Heath Up Sidings, rear of signal SY.484	"Down & up" goods	35
		(OD:14/82/144)	(2-12-84)

TABLE K—WORKING OF TRAINS CONVEYING PASSENGERS
OVER GOODS LINES OR GOODS LOOPS

From	To	Lines	
		Down	Up
Page 213 — DERBY TO BLACKWELL AND BRANCHES			
Delete:—			
Water Orton West Jn.	Park Lane Jn.	Single goods	Single goods
Ryecroft Jn.	Castle Bromwich Jn.	—	Goods
			(2-12-84)

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

LOCAL INSTRUCTIONS—continued

DERBY TO BLACKWELL AND BRANCHES

Page 288—Branston Sidings

Delete first paragraph

(OD.14/84/221)

(24-11-84)

Page 293 (page 192, MED (1983) No.23)

KINGSBURY BRANCH

Add as new first and second items:—

Hall End Ground Frame

On arrival at the ground frame, all trains proceeding to either Birch Coppice at Baddesley Colliery must be brought to a stand and the Guard must check that the points are correctly set for the train. Trains leaving Birch Coppice or Baddesley Colliery are not required to stop at the ground frame.

Birch Coppice Colliery.

Arriving trains must be drawn clear onto No.3 road to enable the locomotive to run-round the train via No.2 road. A brake test must then be carried out.

When the N.C.B. Person in charge has lowered the level crossing barriers, the white light set-back signals will be illuminated and the Driver may then commence the setting-back movement slowly towards the loading point. The Driver must bring the train to a stand immediately the white light signals are extinguished. Loading will then commence.

During the loading operation, the Driver must work to handsignals given by the Guard so as to ensure the correct positioning of the empty vehicles for loading.

When loading operations have been completed, the train must be drawn clear onto No. 3 road for C. & W. examination and any crippled vehicles detached onto No.1 road prior to departure.

Delete heading:— Birch Coppice Hall End Sidings NCB Telephone Local Instructions and all particulars.

Delete existing heading:— Birch Coppice Colliery and all particulars.

(26-11-84)

BRITISH RAILWAYS *db*

LONDON MIDLAND REGION

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WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 15 DECEMBER

to

FRIDAY, 21 DECEMBER 1984

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items will not appear in future issues.

Sunday, 16 December—Between Nuneaton (Abbey Junction) and Arley Tunnel—

The catch points in the down line at 7m. 38ch. and 6m. 58ch. will be replaced by plain line.

(OD.14/GEN/117) (2)

Sunday, 16 December—Between Daw Mill and Arley Tunnel—

The catch points in the up line at 4m. 48ch. and 5m. 33ch. will be replaced by plain line.

(OD.14/GEN/117) (2)

Sunday, 16 December—Between Bingham L.C. and Radcliffe—

The catch points in the down line at 120m. 49ch. (650 yards before reaching signal D.121) and in the up line at 122m. 15ch. (650 yards before reaching I.B. home signal) will be replaced by plain line.

(OD.14/GEN/117) (2)

Eastern Region:—

Saturday 15 and Sunday 16 December — Tinsley Marshalling Yard

Express Freight Sidings

The ladder connections in the centre of the Siding will be secured out of use pending removal. The associated notice boards worded "STOP AND AWAIT INSTRUCTIONS", will be abolished.

Secondary Yard

Stop-blocks will be provided at the east end of Sidings 60 to 84 inclusive. The track to the east of the stop-blocks and also the adjacent portion of Siding 85 (B.S.C. Traffic Siding) will be secured out of use pending removal.

The Control Tower and all associated equipment will be abolished.

At the west end of the yard, the notice board on the Secondary Engine Line worded "ENGINES NOT TO PASS THIS BOARD WITHOUT AUTHORITY FROM THE SHUNTER" will be abolished. A new double sided notice board will be provided on same site worded "STOP TELEPHONE". An adjacent telephone to Tinsley Park SB will be provided. The Secondary Yard West Departure will be renamed "Secondary Yard Departure".

Signalling and Permanent Way Alterations—continued

Eastern Region—continued

Saturday 15 and Sunday 16 December — Tinsley Marshalling Yard—continued

Main Yard

Sidings 1 to 5 inclusive and Sidings 50 to 53 inclusive will be taken out of use pending removal.

Stop-blocks will be provided at the east end of Sidings 6, 7 and 8 and also 22 to 49 inclusive. The track to the east of the stop-blocks and also the adjacent portion of the Secondary Hump Engine Return will be secured out of use pending removal.

A new lead will be installed to connect Sidings 16 to 21 inclusive to the Main Yard East Departure. Sidings 9 to 21 inclusive will then be connected to the Main Yard East Departure. All of the associated points will be operated by hand-levers.

The Control Tower and all associated equipment, including notice boards will be abolished.

The main yard East Departure will be renamed "Main Yard East Neck" and the "Brake Kip" will be taken out of use pending removal. All signalling equipment to west of the outlet signal, Tinsley Yard 274, will be abolished.

East End Sidings and Connecting Lines

The Secondary Yard East Departure (Main Hump "Dive-Under") will be renamed "B.S.C. Departure".

The following lines and sidings will be taken out of use pending removal and all associated signals will be abolished:—

North Arrival
South West Arrival, between B.S.C. Departure and Tinsley Yard Signalbox.
Hump Engine Return
Reception Sidings 1 to 11 inclusive, together with associated Spurs
Reversing Siding
Engine By—Pass

The 'Engine Line/Engine Loop/Treeton South Arrival' between the Servicing Depot and the East Arrival will be renamed 'Engine Line' throughout. Trap points will be provided at the east end of this line to protect the East Arrival.

Between Servicing/Maintenance Depots and Tinsley Park Signalbox

The Engine Line (Secondary Hump Dive-Under) will be removed. A replacement Engine Line will be provided by using the Secondary Hump Engine Line between the Depots and Hump and new track between the Hump and Tinsley Park Signalbox.

The diverted Engine Line will be signalled for two-way permissive working and the notice boards on the former Secondary Hump Engine Return will be abolished.

Tinsley Park signal No.4 will be provided with an additional route indication "E". This route indication will apply towards Tinsley Park signal No.262.

Tinsley Park Signal No.6 will be on the right-hand side of the diverted Engine Line but its position and application will be unaltered.

The route indicators will be removed from Tinsley Yard signals 263 (Maintenance Depot) and 265 (Servicing Depot). Signals 263, 265 and 267 (Breakdown Train Road) will apply towards Tinsley Park Engine Line Signal No.6.

Signalling and Permanent Way Alterations—continued

Eastern Region—continued

Saturday 15 and Sunday 16 December — Tinsley Marshalling Yard—continued

Between Shepcote Lane Signalbox and Catcliffe Junction

The "North West Arrival/East Departure/Down" between Shepcote Lane Signalbox and Catcliffe Junction will be renamed "East Departure" throughout. The stencil route indicators will be removed from Signals TY 258 and TY 240.

The "Up/East Arrival" between Catcliffe Junction and Tinsley Park Signalbox will be renamed "East Arrival" throughout. The "LIMIT OF SHUNT" between Tinsley Yard signals 205 and 219 will be abolished.

The route indicator will be removed from East Arrival position-light Signal No.219.

(2)

Sunday 16 December— Eastfield (between Eastfield signal box and the south end of Post Office Terminal Sidings)

The Parcels Depot Arrival (2-Way line) will be renamed Construction Depot Arrival/Departure line.

The Parcels Depot Departure (up direction line) will be converted to 2-way working and renamed Post Office Terminal Arrival/Departure.

The connection between these lines at the north end will be taken out of use pending removal. (The available routes will be between Post Office Terminal Arrival/Departure line and the Parcels Depot and between the Construction Depot Arrival/Departure and the Construction Depot, (former line to Down Yard only).

Signalling alterations (North end)

The shunting signal applying from Down Yard Sidings and Parcels Depot (to Construction Depot Arrival/Departure) will now only apply from the Construction Depot.

A new shunting signal will be provided adjacent to the above Construction Depot exit signal applying (Up direction) from Post Office Terminal Sidings along the Post Office Terminal Arrival/Departure line.

Eastfield

The route indications associated with the signals applying (Down direction) on the Down Arrival, Up Departure and Shunt line will be altered as follows:—

Route Indication (unchanged in brackets)	Application to or towards
(D)	(Down Departure)
(X)	(Up Arrival Limit of Shunt)
C	Construction Depot Arrival /Departure
P	Post Office Terminal Arrival /Departure
(R)	(West Yard Receptions)
(W)	(West Sidings)
(E)	(East Sidings)

A notice board worded "STOP FOR ORDERS" will be provided, on either side of the temporary level crossing at the South end of Post Office Terminal Sidings.

(2)

Signalling and Permanent Way Alterations—continued

Eastern Region—continued

Sunday 16 December —Sheffield Station

Double sided "OFF" indicators will be commissioned on the station platform as follows:—

Platform Line	Signal to be cleared before the "OFF" indication illuminated
No. 1b (North End)	S126
No.2b (North End)	S127
No.7a (South End)	S110
No.8a(South End)	S111

(2)

Monday 17 December — Between Rufford Jn. and Clipstone East Jn.

The maximum permissible speed on the down and up lines between Rufford Jn. and Clipstone East Jn. will be increased to 40 m.p.h.

A 25 m.p.h. permanent speed restriction will be imposed on the down and up lines between 10m. 66ch. (Clipstone South Jn.) and 11m. 09ch. (Clipstone East Jn.). (See Section D).

(2)

Monday 17 December — Between Blidworth Colliery and Rufford Jn.

The maximum permissible speed on the single line between Blidworth Colliery and Rufford Jn. will be increased to 40 m.p.h.

The 15 m.p.h. permanent speed restriction (applicable to down and up trains) between Blidworth Colliery and 3½ m.p. will continue to apply. A 25 m.p.h. permanent speed restriction will apply at Rufford Jn. in the down direction through the connection from the Blidworth Colliery line to the down line (See Section D).

(2)

Tuesday 18 December — Sheffield (South of)

From 15 00 hours, a 40 m.p.h. permanent speed restriction will apply through the new connection from the down main line to the down passenger loop at 157m. 42ch. (See Section D)

(2)

SECTION C

Signalling and Permanent Way Alterations—continued

Western Region:—

Between Southall West Jn. and Hayes & Harlington—

The routes of signal 00.209, at the exit from the up/down goods loop, are as follows:—

A	Up relief	113	M	ST	UR
B	Up main	15	M	ST	UM
C	Up through siding	479	PL	ST	S
D	Yard	—	PL	ST	Y

This amends the detail shown in the sketch published in recent editions of the Weekly Operating Notice in connection with the introduction of the new layout between Southall West Jn. and Hayes & Harlington.

(2)

Southern Region

Wednesday 19 December — Norwood Junction

The facing crossover between the down Crystal Palace Spur and the Reception Road 307 yards London side of the station will be brought into use.

The position light signal associated with signal T15 will be brought into use and will apply to movements to the Reception Sidings.

(R640/16)

(2)

Friday 21 December — Stewarts Lane

A floodlit "STOP: DO NOT PROCEED WITHOUT PERMISSION" board will be provided at the entrance gate of South Lambeth yard, facing for traffic entering. Standing room of 76' 0" will be provided between the board and the exit position light signal 563.

(R312)

(2)

SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

Kingsbury Shunt Frame—

The set-back signal No.24 reading from the down Derby line into the sidings has been removed and replaced in the same position by a Position Light Ground Signal.

(OD.14/83/189)

(New Item) (1)

Between Nuneaton (Abbey Jn.) and Arley Tunnel—

The catch points in the down line at 8m. 16ch. have been replaced by plain line.

(OD.14/GEN/117)

(1)

Between Daw Mill and Arley Tunnel—

The catch points in the up line at 2m. 72ch. have been replaced by plain line.

(OD.14/GEN/117)

(1)

Between Water Orton West Jn. and Park Lane Jn.—

The "down & up" goods line between Water Orton West Jn. and Park Lane Jn. has become a passenger line.

(OD.14/82/144)

(52)

Between Castle Bromwich Jn. and Ryecroft Jn.—

The "down & up" goods line between Castle Bromwich Jn. and Park Lane Jn. and the down and up goods lines between Park Lane Jn. and Ryecroft Jn. have become passenger lines.

(OD.14/82/144)

(52)

Between Sutton Park G.F. and Aldridge—

The catch points in the down line at 44m. 17ch. (818 yards before reaching signal WL.40) have been replaced by plain line.

(OD.14/GEN/117)

(52)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Washwood Heath and Water Orton—

The final stages of the re-modelling and re-signalling have been carried out and the layout is as shown in the following diagram. The following points should be noted:—

The down goods line between Water Orton East Jn. and Water Orton West Jn., previously taken out of use, has been re-instated as a continuation of the down slow line from Nuneaton.

A 40 m.p.h. P.S.R. applies over the down slow line between Water Orton East Jn. and Water Orton West Jn. and the former 30 m.p.h. P.S.R. warning equipment has been altered accordingly.

The up main line from Water Orton West Jn. has been re-named "up fast" line.

The down main line has become bi-directional between Water Orton East Jn. and Water Orton West Jn. and re-named "down & up" fast line.

The up goods line has become bi-directional between Washwood Heath No.1 S.F. and Castle Bromwich Jn. and re-named "down & up" goods line.

The up goods line between Castle Bromwich Jn. and Water Orton West Jn. has become a bi-directional slow line and re-named "down & up" slow line.

Signal SY.276 situated on the "down & up" fast line (down direction) approaching Water Orton West Jn. has been provided with an additional (position 5) junction route indicator and the signal now applies as follows:—

Aspect	Indication	Route set
Main	—	Down fast
Main	Position 4	"Down & up" slow
Main	Position 5	Water Orton curve

Signal SY.271 ("down & up" slow), SY.273 (up fast) and SY.275 (Water Orton curve), approaching Water Orton West Jn., have been fitted with position 4 junction route indicators for movements to the "down & up" fast line (up direction).

Signal SY.278 on the former down goods line approaching Water Orton West Jn. (previously taken out of use) has been brought back into use as a 4-aspect C/L signal with position 4 and position 5 junction route indicators and applies to movements on the down slow line as follows:—

Aspect	Indication	Route set
Main	—	Down fast
Main	Position 4	"Down & up" slow
Main	Position 5	Water Orton curve

The position 4 junction route indicator on signal SY.287 situated on the up fast line approaching Water Orton East Jn. has been removed. The signal has been converted to a 3-aspect (G/Y/R) automatic signal and plated accordingly.

The position 1 junction route indicator and position light signal on signal SY.286 situated on the down slow line approaching Water Orton East Jn. has been removed and a new position 4 junction route indicator provided. The signal now applies as follows:—

Aspect	Indication	Route set
Main	—	Down slow
Main	Position 4	"Down & up" fast

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Between Washwood Heath and Water Orton—continued

A new 4-aspect C/L signal (SY.289) has been provided on the "down & up" fast line (up direction) approaching Water Orton East Jn. The signal is 17 feet in height and applies to movements proceeding to the up slow line. A.W.S. track equipment and a telephone to Saltley box have been provided at the signal. An "OFF" indicator working in conjunction with signal SY.289 has been provided on the "down & up" fast line platform at Water Orton station.

Signal SY.252 situated on the "up & down" Castle Bromwich curve approaching Castle Bromwich Jn. has been re-numbered SY.258.

When displaying a main aspect with no indication of route, signals SY.258 and SY.256 ("down & up" slow) now apply to movements to the "down & up" goods line.

A new 3-aspect (R/Y/G) C/L signal (SY.252) has been provided on the "down & up" goods line (down direction), approximately 750 yards on the Saltley side of Castle Bromwich Jn. A telephone to Saltley box has been provided.

Dunlop sidings, situated between Bromford Bridge and Castle Bromwich, previously taken out of use, have been brought back into use. The connection from the "down & up" goods line to the sidings has become power-worked from Saltley box.

A new 3-aspect (R/Y/G) C/L signal (SY.244) with right-hand off-set position light signal has been provided on the "down & up" goods line (down direction) immediately on the Water Orton side of the connection to Dunlop sidings. A telephone to Saltley box has been provided and the signal applies as follows:—

Aspect	Indication	Route set
Main	—	"Down & up" goods
P/L	—	Dunlop sidings

A new position light shunting signal (SY.489) has been provided at the exit from Dunlop sidings.

The position light signal and stencil route indicator on signal SY.235, situated on the "down & up" goods line (up direction) approaching Dunlop sidings have been taken away. The signal has become a controlled signal and the automatic identification plate removed.

A new 3-aspect (R/Y/G) C/L signal (SY.232) with right-hand off-set position light signal has been provided on the "down & up" goods line (down direction) approaching Bromford Bridge. A telephone to Saltley box has been provided and the signal applies as follows:—

Aspect	Indication	Route set
Main	—	"Down & up" goods
P/L	—	Up sidings

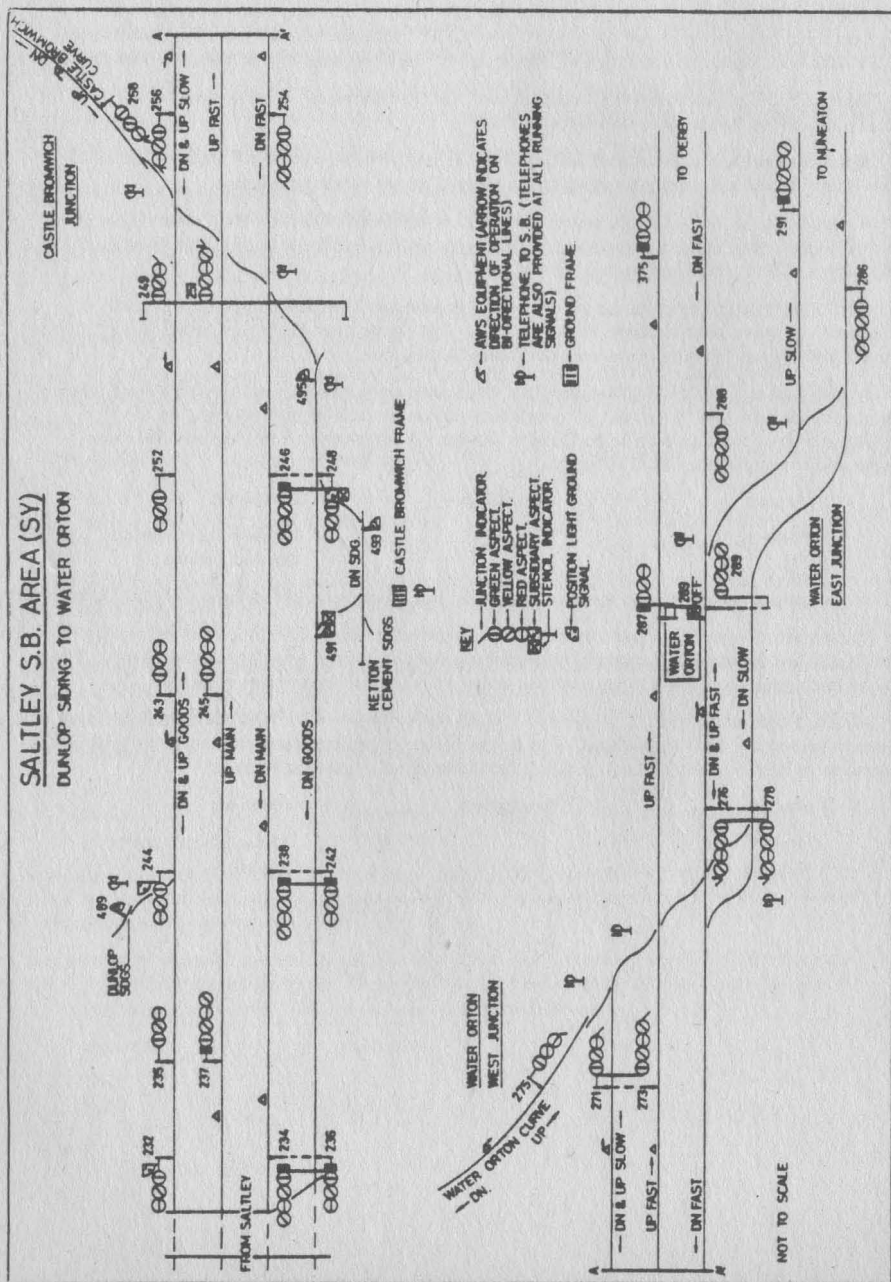
(OD.14/82/144)

(52)

SECTION C

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

Between Washwood Heath and Water Orton—continued



SECTION C

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

Between Sutton Park G.F. and Aldridge—

The 30 m.p.h. T.S.R. which applied on the down line from 43m. 20ch. to 44m. 40ch. has become a 30 m.p.h. P.S.R.

(OD.14/84/287) (52)

Between Arley Tunnel and Daw Mill—

The 20 m.p.h. T.S.R. which applied on the down and up lines between 3m. 60ch. and 3m. 10ch. has become a 20 m.p.h. P.S.R.

(OD.14/84/288) (52)

*** Branston Junction—

The shunting neck terminating the down goods line has been taken out of use pending removal, the facing connection leading from the down goods line to the down main line has become trap points.

The following signals have been taken away:—

The position light signal DY99 and its associated 'OFF' indicator both situated on the former shunting neck, together with the position light signals and indicators lettered 'NCK' positioned below Sig DY98, down goods line and Sig DY 102, down Birmingham Curve Junction line.

(OD.14/84/221) (51)

*** Castle Bromwich Junction—

The facing connection from the Castle Bromwich curve (up direction) to the down main or down goods line together with the associated position light shunting signals SY.495 (down goods) and SY.496 (up goods) has been taken away.

The following new connections, worked from Saltley box, have been provided in single lead form at Castle Bromwich Jn.:—

- (i) facing connection up main/up goods
- (ii) trailing connection down main/upmain
- (iii) facing connection down main/down goods

A new position light shunting signal (SY.495) applying to set-back movements from the down goods line has been provided immediately on the Bromford side of connection (iii).

A new 3-aspect (R/Y/G) colour light signal (SY.256), fitted with position 1 and position 2 junction route indicators has been provided on the up goods line immediately on the Water Orton side of Castle Bromwich Junction. The signal applies to down direction movements as follows:—

Aspect	Indication	Route set
Main	Position 1	Down main
Main	Position 2	Down goods

A.W.S. track equipment and a telephone to Saltley box have been provided at the signal.

Signal SY.251 situated on the up main line at Castle Bromwich Junction has been fitted with position 1 and position 2 junction route indicators applying as follows:—

Indication	Route set
Position 1	Up goods
Position 2	Down Castle Bromwich curve

(OD.14/82/144) (51)

SECTION C

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

* * * Between Park Lane Junction and Sutton Park G.F.—

The catch points in the down line at 39m. 34ch. (785 yards before reaching signal SY.268) have been replaced by plain line.

(OD.14/GEN/117) (51)

* * * Between Kingsbury S.F. and Baddesley Colliery G.F.—

A notice board, facing Kingsbury and lettered "STOP CHECK HANDPOINTS" has been provided immediately on the Kingsbury side of the points leading to Birch Coppice Sidings or Baddesley. The notice board applies to all trains.

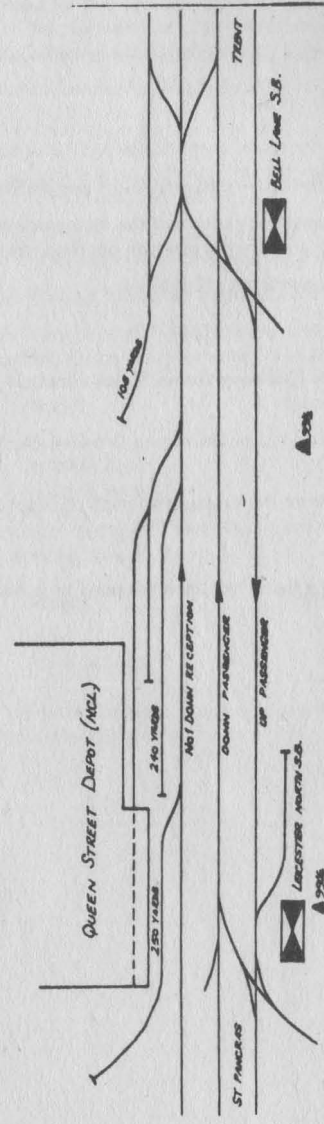
(OD.14/84/63) (51)

* * * Leicester North—

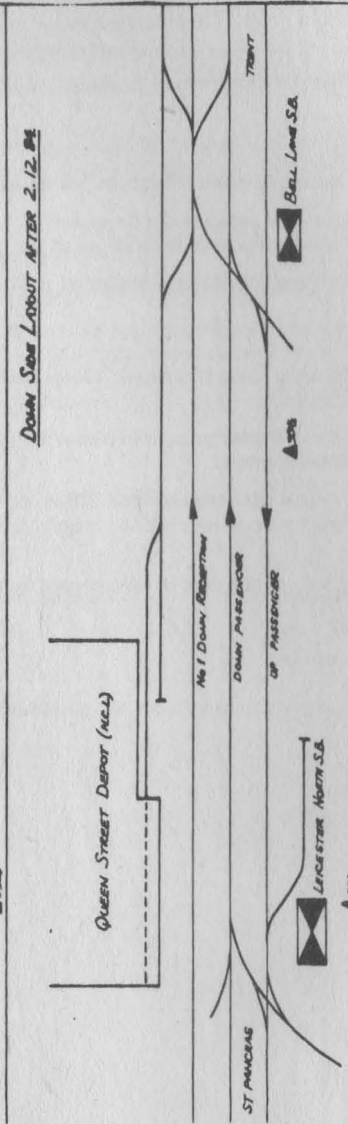
During the period 27-11-84 until 2-12-84 the track layout in the Queens Street Down Sidings area will be remodelled as shown on the following diagram.

(OD.14/73/291) (51)

LEICESTER NORTH. ALTERATIONS TO DOWN SIDINGS



DOWN SIDE LAYOUT PRIOR TO 27.11.84



DOWN SIDE LAYOUT AFTER 2.12.84

(OD.14/73/291)

SECTION C

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

Leicester North—continued

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:

Tapton Junction

The catch points in the down main at 147m. 72ch. have been repositioned at 147m. 78ch. (820 yards before reaching signal S33)

(1)

Kilnhurst (Between Aldwarke North Jn. and Swinton Jn. — between 165½ and 165¾ m.p.)—

The trailing crossover between the down and up Pontefract lines and the facing points — up Pontefract to up siding have been secured out of use in the normal position pending removal.

The associated signalling has been abolished or disconnected as required.

(52)

. Willows (Wells) Lane Level Crossing at 110m. 15ch. (Between Grand Sluice Junction and Sibsey)—

Willows Lane Level Crossing has been converted to an Automatic Open Crossing (A.O.C.R.) monitored from Sibsey Signalbox.

A 'WHISTLE' board has been provided 205 yards from the crossing on each rail approach.

Sibsey—

The 'diamond' sign on the post of the up main home signal has been replaced by a signal post telephone.

(51)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

. Sheffield (South of)—

The down main line in the vicinity of S77 signal (immediately south of Sheffield Station) has been realigned 9ft. further left to become continuous straight track with the down passenger loop, which line has been incorporated into the down main.

The facing connection — down main to down passenger loop, has been relayed as a right-hand turnout.

The position 1 junction route indicator on down main S77 signal has been replaced by a position '4' junction route indicator for the route — down main to down passenger loop (on the alignment of the former down main).

A new platform 2C has been brought into use, using the former New Dock, and the trap points at the outlet therefrom have been replaced by plain line.

Station ground frame has been abolished in favour of signal box operation of points.

A new 3-aspect signal No.S105 (with position-light and stencil-type route indicator) has been provided at the exit from platform 2C and the following route indications apply:—

Aspect	Route Indication	Destination
Main		B line S84 signal
Position light	S	Shunt spur
Position light	B	B line

Down main signal S79 and down passenger loop signal S81, has an additional route application towards new platform 2C as follows:—

Aspect	Route Indication	Destination
Main	D	2C
Position light	D	2C line occupied

"A" line position light shunting signal No.88 and "B" line position shunting signal No.89 now also apply towards platform 2C.

(51)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

* * Between Hunslet Station Junction and Hunslet South Junction—

Temporary buffer-stops have been erected on the up Hunslet goods line:—

100 yards on the Leeds side of Up Hunslet goods signal L901.

400 yards on the Leeds side of Up Hunslet goods signal S912 (Balm Road).

The portion of the up Hunslet goods between L901 signal and the temporary buffer stops at Balm Road has been taken out of use pending removal.

(51)

* * Between Peterborough and March—

The line speed has been increased to 80 m.p.h. but lower restrictions of 60 m.p.h. and 70 m.p.h. apply over certain sections of the line. See Section D.

An illuminated advance warning indicator for the up line 40 m.p.h. permanent speed restriction has been provided 1220 yards before reaching the commencement of the 40 m.p.h. permanent speed restriction at 86m. 26ch.

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

(51)

* * Healey Mills Marshalling Yard—

In consequence of the partial closure of Healey Mills Marshalling Yard, the following lines have been taken out of use pending removal:—

Reception Sidings No's. 1 to 14
Hump Engine line
Up Arrival line
Engine line "Z"
No.2 Shunt Neck
Engine Release lines No's. 1 and 2

The following points/connections have been secured out of use pending removal.

Down Slow to No.1 Shunt Neck
Facing connection Down Fast to Down Slow (nearest to the signal box)
Engine line "Q" or Engine Release lines to Down Slow or Down Fast including all associated slip connections
Up Slow to Up Arrival line.
Up Arrival to Up Slow line
Engine line "Q" to No.2 Shunt Neck
Engine line "Q" to Reception lines No's. 1 to 7

All associated signals/signal routes have been abolished.

(51)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

West Ealing—

The Milk Dock ground frame has been removed. The Milk Dock and Milk platform sidings, together with associated connections have been removed.

The loop siding and connection to the up relief line have been removed.

Ground position light signals 00.509 (loop siding to up relief line) and 00.522 (up relief back along up relief or to loop siding or Dock siding) have been removed.

(52)

Maidenhead—

In connection with the reconstruction of the bridge at the London end of the station the following work will be carried out:—

Until further notice

All platforms will be shortened by approximately 65 yards at the London end.

Temporary 'Stop' boards have been provided on the up main (No.2), up relief (No.4) and bay (No.5) platforms. Drivers of down trains calling at Maidenhead must ensure that they are brought to a stand in the remaining portion of the down main (No.1) or down relief (No.3) platform.

(52)

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

Western Region:— continued

** Until further notice—Burnham—

Platform surfacing work will be carried out in stages on both platforms. Drivers should stop their trains clear of the work. Temporary 'Stop' boards have been provided as necessary.

(51)

Southern Region:—

Selhurst:—

The Carriage Washer Road, Norwood end of the yard has been extended by 20 yards.

(R/640/16)

(1)

SECTION C

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

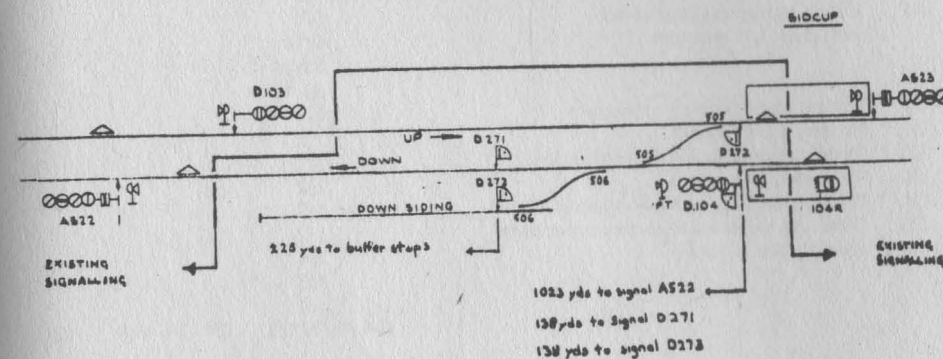
Southern Region:— continued

Sidcup—

Alterations to the signalling and permanent way have been introduced as shown on the following diagram. The signals will apply as follows:—

Signal No.	Aspect	Indication	Application
D.271	position light	Nil	Up main
D.272	position light	Nil	Down siding Down main
D.273	position light	Nil	Up main
D.104	Main position light	Nil	Down main Down siding

(R/1634) (New Item) (1)



(R/1634)

** Clapham Junction 'A'—

The four aspect signal WF.45 on the up main through line 239 yards station side of the signal box has been repositioned 18 yards further from the signal box. The red aspect is 12' 0" above rail level. The associated subsidiary signal has been converted to a position light signal and applies as before.

The subsidiary yellow signal London end of the up loop platform leading to No.1 up siding has been converted to a position light signal and applies as before.

(R.1571)

(51)

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

OTHER GENERAL INSTRUCTIONS

Page 250 (MED No.49 Page 23)

Amend

CLASSES 253 AND 254 TRAINS—WORKING INSTRUCTIONS (BR.33069/2)

Routes over which Power Cars are authorised to run singly—Clause 19.1 (iii). Derby—Burton-on-Trent—Leicester Jn.—Branston Jn.—Birmingham Curve Jn.—Derby.

Derby—Clay Cross Jn.—Chesterfield—Dore South Jn.—Sheffield—Darnall West Jn.—Woodhouse—Beighton Jn.—Barrow Hill—Chesterfield—Clay Cross Jn.—Derby.

Special Conditions

Each movement must be accompanied by an R.S.I., a Fitter and an Electrician.

(OD.15/852)

(15—12—84)

LOCAL INSTRUCTIONS

DERBY TO BLACKWELL AND BRANCHES

Page 288—Branston Sidings

Delete first paragraph

(OD.14/84/221)

(24—11—84)

Page 293 (page 192, MED (1983) No.23)

KINGSBURY BRANCH

Add as new first and second items:—

Hall End Ground Frame

On arrival at the ground frame, all trains proceeding to either Birch Coppice at Baddesley Colliery must be brought to a stand and the Guard must check that the points are correctly set for the train. Trains leaving Birch Coppice or Baddesley Colliery are not required to stop at the ground frame.

Birch Coppice Colliery.

Arriving trains must be drawn clear onto No.3 road to enable the locomotive to run-round the train via No.2 road. A brake test must then be carried out.

When the N.C.B. Person in charge has lowered the level crossing barriers, the white light set-back signals will be illuminated and the Driver may then commence the setting-back movement slowly towards the loading point. The Driver must bring the train to a stand immediately the white light signals are extinguished. Loading will then commence.

During the loading operation, the Driver must work to hand signals given by the Guard so as to ensure the correct positioning of the empty vehicles for loading.

When loading operations have been completed, the train must be drawn clear onto No. 3 road for C. & W. examination and any crippled vehicles detached onto No.1 road prior to departure.

Delete heading:— **Birch Coppice Hall End Sidings NCB Telephone Local Instructions** and all particulars.

Delete existing heading:— **Birch Coppice Colliery** and all particulars.

(26—11—84)

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

LOCAL INSTRUCTIONS

BRIGHTSIDE STATION JN. TO TREETON NORTH JN.

Pages E53 and E54

TINSLEY MAIN YARD

Delete all particulars and substitute:—

Preparation of trains in sidings 9—21

1. The Train Preparer or Guard must:—
 - 1.1 Contact the Chargeman at the appropriate end of the sidings and request permission to prepare the train and obtain details of sidings number etc.
 - 1.2 On receiving permission from the Chargeman, commence train preparation. On completion of work, advise the Chargeman that preparation is complete and that he is clear of the siding.
2. The Chargeman must:—
 - 2.1 On receiving a request from a Train Preparer or Guard to commence train preparation, provided the Chargeman is in a position at his end of the sidings to allow work to commence, contact the Chargeman at the opposite end of the sidings and confirm that train preparation may be carried out, agree siding number and enter details on "Current Details of Occupation of Through Sidings No's. 9 – 21" record.
 - 2.2 Ensure there are no movements made towards the train being prepared (except a locomotive under the control of the Train Preparer or Guard) until advised by the Train Preparer or Guard that he is clear of the sidings.
 - 2.3 When advised by the Train Preparer or Guard that he has completed his work and is clear of the sidings, advise the Chargeman at the opposite end of the sidings. "Current Details of Occupation of Through Sidings 9 – 21" record must be up-dated accordingly.

Pages E55 and E56—TINSLEY YARD

Delete the undermentioned headings and items:—

Reception Sidings

Reception Sidings : Securing of Trains

Look TODAY-

or

TOMORROW

may never come

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602

52 / 1

WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

SATURDAY, 22 DECEMBER 1984

to

FRIDAY, 4 JANUARY, 1985

inclusive

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

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

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

. Items will not appear in future issues.

DETAILS OF WORK ALREADY CARRIED OUT

Leicester North—Queen St. Down Sidings

The siding off the No.1 down reception line serving Queen St. depot (NCL) has been severed and a stop block erected approx 105 yards on the Queen St. depot side of the connection. It should be specially noted, that there is now **no rail access into Queen St. depot (NCL)**

(OD.14/73/291) (New Item) (2)

Between Nuneaton (Abbey Junction) and Arley Tunnel

The catch points in the down line at 7m. 38ch. and 6m. 58ch. have been replaced by plain line.

(OD.14/GEN/117) (2)

Between Daw Mill and Arley Tunnel

The catch points in the up line at 4m. 48ch. and 5m. 33ch. have been replaced by plain line.

(OD.14/GEN/117) (2)

Between Bingham L.C. and Radcliffe

The catch points in the down line at 120m. 49ch. (650 yards before reaching signal D.121) and in the up line at 122m. 15ch. (650 yards before reaching I.B. home signal) have been replaced by plain line.

(OD.14/GEN/117) (2)

. Kingsbury Shunt Frame—

The set-back signal No.24 reading from the down Derby line into the sidings has been removed and replaced in the same position by a Position Light Ground Signal.

(OD.14/83/189) (1)

. Between Nuneaton (Abbey Jn.) and Arley Tunnel—

The catch points in the down line at 8m. 16ch. have been replaced by plain line.

(OD.14/GEN/117) (1)

. Between Daw Mill and Arley Tunnel—

The catch points in the up line at 2m. 72ch. have been replaced by plain line.

(OD.14/GEN/117) (1)

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

. Between Water Orton West Jn. and Park Lane Jn.—

The "down & up" goods line between Water Orton West Jn. and Park Lane Jn. has become a passenger line.

(OD.14/82/144) (52)

. Between Castle Bromwich Jn. and Ryecroft Jn.—

The "down & up" goods line between Castle Bromwich Jn. and Park Lane Jn. and the down and up goods lines between Park Lane Jn. and Ryecroft Jn. have become passenger lines.

(OD.14/82/144) (52)

. Between Sutton Park G.F. and Aldridge—

The catch points in the down line at 44m. 17ch. (818 yards before reaching signal WL.40) have been replaced by plain line.

(OD.14/GEN/117) (52)

. Between Washwood Heath and Water Orton—

The final stages of the re-modelling and re-signalling have been carried out and the layout is as shown in the following diagram. The following points should be noted:—

The down goods line between Water Orton East Jn. and Water Orton West Jn., previously taken out of use, has been re-instated as a continuation of the down slow line from Nuneaton.

A 40 m.p.h. P.S.R. applies over the down slow line between Water Orton East Jn. and Water Orton West Jn. and the former 30 m.p.h. P.S.R. warning equipment has been altered accordingly.

The up main line from Water Orton West Jn. has been re-named "up fast" line.

The down main line has become bi-directional between Water Orton East Jn. and Water Orton West Jn. and re-named "down & up" fast line.

The up goods line has become bi-directional between Washwood Heath No.1 S.F. and Castle Bromwich Jn. and re-named "down & up" goods line.

The up goods line between Castle Bromwich Jn. and Water Orton West Jn. has become a bi-directional slow line and re-named "down & up" slow line.

Signal SY.276 situated on the "down & up" fast line (down direction) approaching Water Orton West Jn. has been provided with an additional (position 5) junction route indicator and the signal now applies as follows:—

Aspect	Indication	Route set
Main	—	Down fast
Main	Position 4	"Down & up" slow
Main	Position 5	Water Orton curve

Signal SY.271 ("down & up" slow), SY.273 (up fast) and SY.275 (Water Orton curve), approaching Water Orton West Jn., have been fitted with position 4 junction route indicators for movements to the "down & up" fast line (up direction).

Signal SY.278 on the former down goods line approaching Water Orton West Jn. (previously taken out of use) has been brought back into use as a 4-aspect C/L signal with position 4 and position 5 junction route indicators and applies to movements on the down slow line as follows:—

Aspect	Indication	Route set
Main	—	Down fast
Main	Position 4	"Down & up" slow
Main	Position 5	Water Orton curve

SECTION C

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

** Between Washwood Heath and Water Orton—continued

The position 4 junction route indicator on signal SY.287 situated on the up fast line approaching Water Orton East Jn. has been removed. The signal has been converted to a 3-aspect (G/Y/R) automatic signal and plated accordingly.

The position 1 junction route indicator and position light signal on signal SY.286 situated on the down slow line approaching Water Orton East Jn. has been removed and a new position 4 junction route indicator provided. The signal now applies as follows:-

Aspect	Indication	Route set
Main	—	Down slow
Main	Position 4	"Down & up" fast

A new 4-aspect C/L signal (SY.289) has been provided on the "down & up" fast line (up direction) approaching Water Orton East Jn. The signal is 17 feet in height and applies to movements proceeding to the up slow line. A.W.S. track equipment and a telephone to Saltley box have been provided at the signal. An "OFF" indicator working in conjunction with signal SY.289 has been provided on the "down & up" fast line platform at Water Orton station.

Signal SY.252 situated on the "up & down" Castle Bromwich curve approaching Castle Bromwich Jn. has been re-numbered SY.258.

When displaying a main aspect with no indication of route, signals SY.258 and SY.256 ("down & up" slow) now apply to movements to the "down & up" goods line.

A new 3-aspect (R/Y/G) C/L signal (SY.252) has been provided on the "down & up" goods line (down direction), approximately 750 yards on the Saltley side of Castle Bromwich Jn. A telephone to Saltley box has been provided.

Dunlop sidings, situated between Bromford Bridge and Castle Bromwich, previously taken out of use, have been brought back into use. The connection from the "down & up" goods line to the sidings has become power-worked from Saltley box.

A new 3-aspect (R/Y/G) C/L signal (SY.244) with right-hand off-set position light signal has been provided on the "down & up" goods line (down direction) immediately on the Water Orton side of the connection to Dunlop sidings. A telephone to Saltley box has been provided and the signal applies as follows:-

Aspect	Indication	Route set
Main	—	"Down & up" goods
P/L	—	Dunlop sidings

A new position light shunting signal (SY.489) has been provided at the exit from Dunlop sidings.

The position light signal and stencil route indicator on signal SY.235, situated on the "down & up" goods line (up direction) approaching Dunlop sidings have been taken away. The signal has become a controlled signal and the automatic identification plate removed.

A new 3-aspect (R/Y/G) C/L signal (SY.232) with right-hand off-set position light signal has been provided on the "down & up" goods line (down direction) approaching Bromford Bridge. A telephone to Saltley box has been provided and the signal applies as follows:-

Aspect	Indication	Route set
Main	—	"Down & up" goods
P/L	—	Up sidings

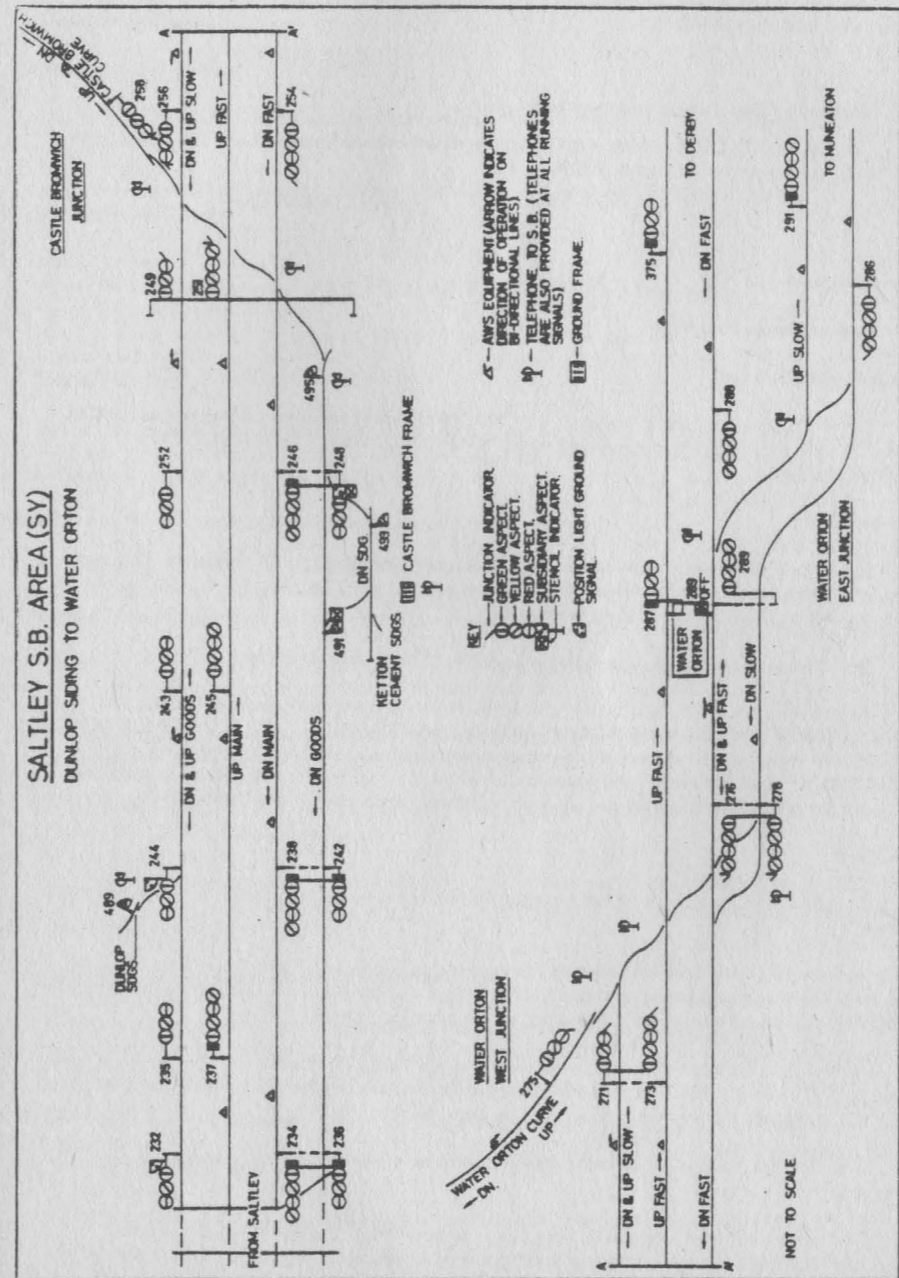
(OD.14/82/144)

(52)

SECTION C

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

** Between Washwood Heath and Water Orton—continued



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

* * * Between Sutton Park G.F. and Aldridge—

The 30 m.p.h. T.S.R. which applied on the down line from 43m. 20ch. to 44m. 40ch. has become a 30 m.p.h. P.S.R.

(OD.14/84/287) (52)

* * * Between Arley Tunnel and Daw Mill—

The 20 m.p.h. T.S.R. which applied on the down and up lines between 3m. 60ch. and 3m. 10ch. has become a 20 m.p.h. P.S.R.

(OD.14/84/288) (52)

Eastern Region:—

Tinsley Marshalling Yard

Express Freight Sidings

The ladder connections in the centre of the Siding have been secured out of use pending removal. The associated notice boards worded "STOP AND AWAIT INSTRUCTIONS" have been abolished.

Secondary Yard

Stop-blocks have been provided at the east end of Sidings 60 to 84 inclusive. The track to the east of the stop-blocks and also the adjacent portion of Siding 85 (B.S.C. Traffic Siding) have been secured out of use pending removal.

The Control Tower and all associated equipment have been abolished.

At the west end of the yard, the notice board on the Secondary Engine line worded "ENGINES NOT TO PASS THIS BOARD WITHOUT AUTHORITY FROM THE SHUNTER" has been abolished. A new double sided notice board has been provided on the same site worded "STOP TELEPHONE". An adjacent telephone to Tinsley Park SB has been provided. The Secondary Yard West Departure has been renamed "Secondary Yard Departure".

Main Yard

Sidings 1 to 5 inclusive and Sidings 50 to 53 inclusive have been taken out of use pending removal.

Stop-blocks have been provided at the east end of Sidings 6, 7 and 8 and also 22 to 49 inclusive. The track to the east of the stop-blocks and also the adjacent portion of the Secondary Hump Engine Return have been secured out of use pending removal.

A new lead has been installed to connect Sidings 16 to 21 inclusive to the Main Yard East Departure. Sidings 9 to 21 inclusive have now been connected to the Main Yard East Departure. All of the associated points will be operated by hand-levers.

The Control Tower and all associated equipment, including notice boards have been abolished.

The main yard East Departure has been renamed "Main Yard East Neck" and the "Brake Kip" has been taken out of use pending removal. All signalling equipment to west of the outlet signal, Tinsley Yard 274 has been abolished.

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Tinsley Marshalling Yard—continued

East End Sidings and Connecting Lines

The Secondary Yard East Departure (Main Hump "Dive-Under") has been renamed "B.S.C. Departure".

The following lines and sidings have been taken out of use pending removal and all associated signals abolished.

North Arrival
South West Arrival, between B.S.C. Departure and Tinsley Yard Signalbox.
Hump Engine Return
Reception Sidings 1 to 11 inclusive, together with associated Spurs
Reversing Siding
Engine By—Pass

The 'Engine Line/Engine Loop/Treeton South Arrival' between the Servicing Depot and the East Arrival has been renamed 'Engine Line' throughout. Trap points have been provided at the east end of this line to protect the East Arrival.

Between Servicing/Maintenance Depots and Tinsley Park Signalbox

The Engine Line (Secondary Hump Dive-Under) has been removed. A replacement Engine Line has been provided by using the Secondary Hump Engine Line between the Depots and Hump and new track between the Hump and Tinsley Park Signalbox.

The diverted Engine Line is signalled for two-way permissive working and the notice boards on the former Secondary Hump Engine Return have been abolished.

Tinsley Park signal No. 4 has been provided with an additional route indication "E". This route indication applies towards Tinsley Park signal No. 262.

Tinsley Park Signal No. 6 is now on the right-hand side of the diverted Engine Line but its position and application is unaltered.

The route indicators have been removed from Tinsley Yard signals 263 (Maintenance Depot) and 265 (Servicing Depot). Signals 263, 265 and 267 (Breakdown Train Road) apply towards Tinsley Park Engine Line Signal No.6.

Between Shepcote Lane Signalbox and Catcliffe Junction

The "North West Arrival/East Departure/Down" between Shepcote Lane Signalbox and Catcliffe Junction have been renamed "East Departure" throughout. The stencil route indicators have been removed from Signals TY 258 and TY 240.

The "Up/East Arrival" between Catcliffe Junction and Tinsley Park Signalbox has been renamed "East Arrival" throughout. The "LIMIT OF SHUNT" between Tinsley Yard signals 205 and 219 has been abolished.

The route indicator has been removed from East Arrival position-light Signal No.219.

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Eastfield (between Eastfield signal box and the South end of Post Office Terminal Sidings)

The Parcels Depot Arrival (2-Way line) has been renamed Construction Depot Arrival/Departure line.

The Parcels Depot Departure (up direction line) has been converted to 2-way working and renamed Post Office Terminal Arrival/Departure.

The connection between these lines at the north end has been taken out of use pending removal. (The available routes are between Post Office Terminal Arrival/Departure line and the Parcels Depot and between the Construction Depot Arrival/Departure and the Construction Depot, (former line to Down Yard only).

Signalling alterations (North end)

The shunting signal applying from Down Yard Sidings and Parcels Depot (to Construction Depot Arrival/Departure) now only applies from the Construction Depot.

A new shunting signal has been provided adjacent to the above Construction Depot exit signal applying (Up direction) from Post Office Terminal Sidings along the Post Office Terminal Arrival/Departure line.

Eastfield

The route indications associated with the signals applying (Down direction) on the Down Arrival, Up Departure and Shunt line have been altered as follows:—

Route indication (unchanged in brackets)	Application to or towards
(D)	(Down Departure)
(X)	(Up Arrival Limit of Shunt)
C	Construction Depot Arrival/ Departure
P	Post Office Terminal Arrival/ Departure
(R)	(West Yard Receptions)
(W)	(West Sidings)
(E)	(East Sidings)

(2)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region—continued

Sheffield Station

Double sided "OFF" indicators have been commissioned on the station platform as follows:—

Platform Line	Signal to be cleared before the "OFF" indication illuminated
No.1b (North End)	S126
No.2b (North End)	S127
No.7a (South End)	S110
No.8a(South End)	S111

(2)

Between Rufford Jn. and Clipstone East Jn.

The maximum permissible speed on the down and up lines between Rufford Jn. and Clipstone East Jn. has been increased to **40 m.p.h.**

A **25 m.p.h.** permanent speed restriction has been imposed on the **down** and **up** lines between **10m. 66ch.** (Clipstone South Jn.) and **11m. 09ch.** (Clipstone East Jn.)

(2)

Between Blidworth Colliery and Rufford Jn.

The maximum permissible speed on the single line between Blidworth Colliery and Rufford Jn. has been increased to **40 m.p.h.**

The **15 m.p.h.** permanent speed restriction (applicable to down and up trains) between Blidworth Colliery and $3\frac{1}{2}$ m.p. will continue to apply. A **25 m.p.h.** permanent speed restriction applies at Rufford Jn. in the **down** direction through the connection from the Blidworth Colliery line to the down line.

(2)

Sheffield (South of)

From **15 00 hours** a **40 m.p.h.** permanent speed restriction applies through the new connection from the down main line to the down passenger loop at **157m. 42ch.**

(2)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:— continued

. Tapton Junction

The catch points in the down main at 147m. 72ch. have been repositioned at 147m. 78ch. (820 yards before reaching signal S33)

-- (1)

. Kilnhurst (Between Aldwarke North Jn. and Swinton Jn. — between 165½ and 165¾ m.p.)—

The trailing crossover between the down and up Pontefract lines and the facing points -- up Pontefract to up siding have been secured out of use in the normal position pending removal.

The associated signalling has been abolished or disconnected as required.

(52)

Western Region:—

Between Southall West Jn. and Hayes & Harlington—

The routes of signal 00.209, at the exit from the up/down goods loop, are as follows:—

A	Up relief	113	M	ST	UR
B	Up main	15	M	ST	UM
C	Up through siding	479	PL	ST	S
D	Yard	—	PL	ST	Y

This amends the detail shown in the sketch published in recent editions of the Weekly Operating Notice in connection with the introduction of the new layout between Southall West Jn. and Hayes & Harlington.

(2)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:— continued

. West Ealing—

The Milk Dock ground frame has been removed. The Milk Dock and Milk platform sidings, together with associated connections have been removed.

The loop siding and connection to the up relief line have been removed.

Ground position light signals 00.509 (loop siding to up relief line) and 00.522 (up relief back along up relief or to loop siding or Dock siding) have been removed.

(52)

. Maidenhead—

In connection with the reconstruction of the bridge at the London end of the station the following work will be carried out:—

Until further notice

All platforms will be shortened by approximately 65 yards at the London end.

Temporary 'Stop' boards have been provided on the up main (No.2), up relief (No.4) and bay (No.5) platforms. Drivers of down trains calling at Maidenhead must ensure that they are brought to a stand in the remaining portion of the down main (No.1) or down relief (No.3) platform.

(52)

Southern Region

Norwood Junction

The facing crossover between the down Crystal Palace Spur and the Reception Road 307 yards London side of the station has been brought into use.

The position light signal associated with signal T15 has been brought into use and applies to movements to the Reception Sidings.

(R640/16)

(2)

Stewarts Lane

A floodlit "STOP: DO NOT PROCEED WITHOUT PERMISSION" board has been provided at the entrance gate of South Lambeth Yard, facing for traffic entering. Standing room of 76' 0" has been provided between the board and the exit position light signal 563.

(R312)

(2)

. Selhurst:—

The Carriage Washer Road, Norwood end of the yard has been extended by 20 yards.

(R/640/16)

(1)

SECTION C

44

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

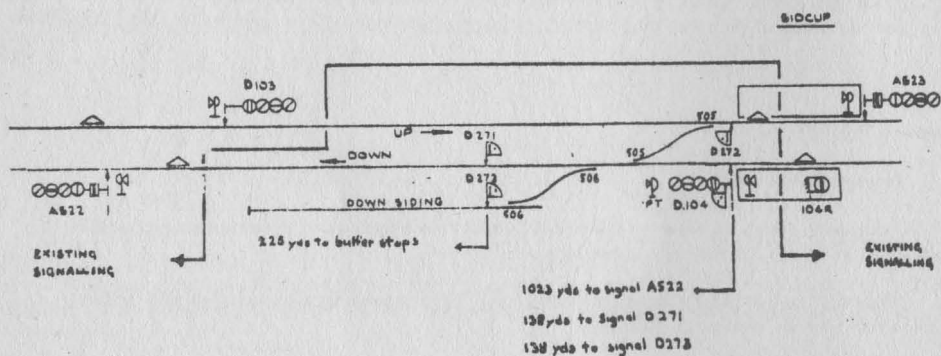
Southern Region:— continued

** Sidcup—

Alterations to the signalling and permanent way have been introduced as shown on the following diagram. The signals will apply as follows:—

Signal No.	Aspect	Indication	Application
D.271	position light	Nil	Up main
D.272	position light	Nil	Down siding Down main
D.273	position light	Nil	Up main
D.104	Main position light	Nil	Down main Down siding

(R/1634) (1)



(R/1634)

SECTION D

45

GENERAL INSTRUCTIONS AND NOTICES

New item.

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

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES)
 PREPARATION AND WORKING OF FREIGHT TRAINS

The re-issue of the White Pages dated May 1984 has page C11 dated May 1982. All staff issued with a copy of the White Pages of the Working Manual please amend this date to be May 1984 as shown in the index.

(04/15/771/6) (1-12-84)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 6 (WHITE PAGES)
 PREPARATION AND WORKING OF FREIGHT TRAINS

H.2 General Instructions

H.2.1 amend:—

second line to "..... Hams Hall CEGB/Fletton CEGB"
 fourth line to "..... Hams Hall/Fletton and return services"
 fifth line: "two rear-most" to read "three rear most".
 thirteenth line: amend page "145" to read "14.5".

(P7/J800/27) (1-12-84)

ROUTE AVAILABILITY: DIESEL AND ELECTRIC LOCOMOTIVES
 BOOKLET BR.29947/G: DATED JUNE, 1981

Section 4: Page 4 Add—

Route No. (1a): Bletchley — Bedford

Section 4: Page 5

Route No. (16): Amend to read Walsall—Water Orton West Jn.—Castle Bromwich Jn.

Route No. (17): Amend to read Wolverhampton North Jn./Bushbury Jn.—Oxley—Wellington and as shown.

(601/P7/G/500) (1-12-84)