

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**2**

## WEEKLY OPERATING NOTICE containing

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

**SATURDAY, 5 JANUARY**

to

**FRIDAY, 11 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.

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

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# SIGNALLING RECORD SOCIETY

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

Sunday, 6 January—Leicester (Bell Lane) Humberstone Road—

The track layout in the Humberstone Road Sidings area will be remodelled as shown in diagram on the following page.

(OD.14/73/291) (5)

Western Region:—

Tuesday, 8 January—Bristol Temple Meads—

The yellow cross signs on platforms 3/4 and 7/8 will be repositioned approximately 40 yards towards Plymouth.

(5)

### 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) (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 have been replaced by plain line.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 have been replaced by plain line.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)

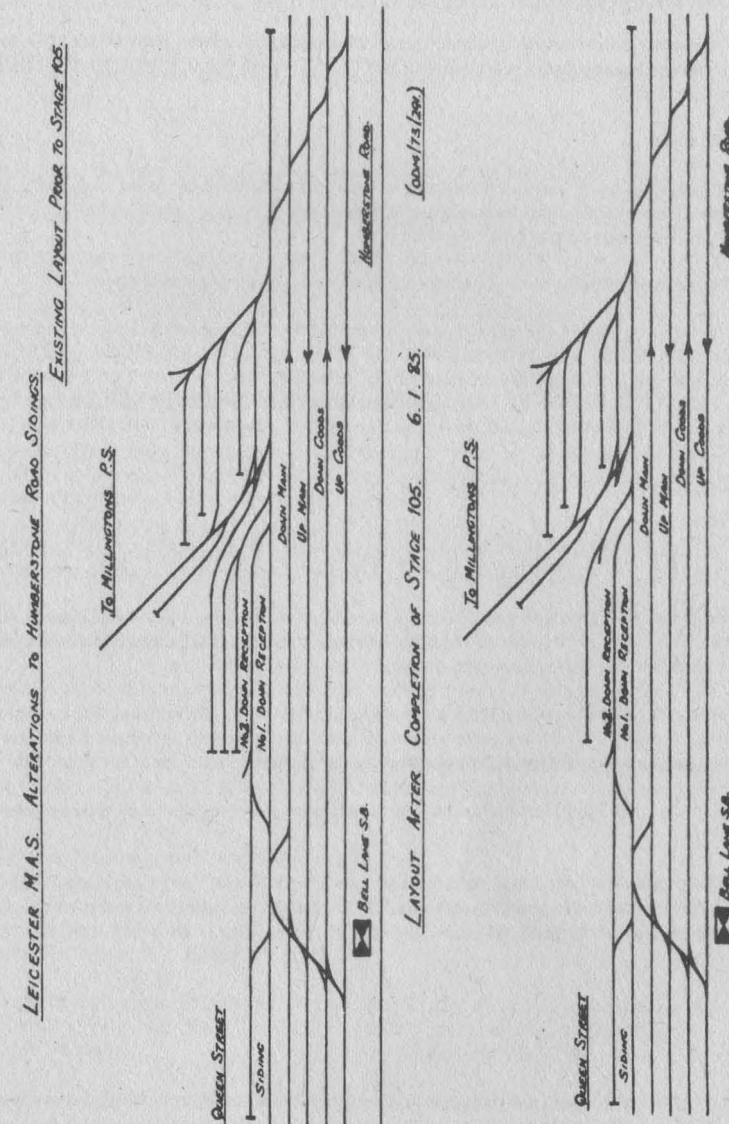
Between Bingham L.C. and Radcliffe

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)

Signalling and Permanent Way Alterations—continued

Sunday, 6 January—Leicester (Bell Lane) Humberstone Road—continued



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## 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

Stop-blocks have been provided at the east end of Sidings 1 to 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 Yard 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.

(Amended item)

(2)

## SECTION C

46

**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	<b>Construction Depot Arrival/ Departure</b>
P	<b>Post Office Terminal Arrival/ Departure</b>
(R)	(West Yard Receptions)
(W)	(West Sidings)
(E)	(East Sidings)

(2)

## SECTION C

47

**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 3½ 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)

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.

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region:—

## \*.\* Between Southall West Jn. and Hayes &amp; 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

## \*.\* 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)

## GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

## RULE BOOK BR.87109

## Section H

Delete clauses 3.8.1, 3.8.2, and 3.8.3 and substitute:—

- 3.8.1 If the Driver observes anything which may endanger his or any other train, he must inform the Signaller as quickly as possible and, if necessary, stop his train immediately. If the safety of other trains is endangered, the Driver must also sound the horn and exhibit a red light to any approaching train, and when practicable place a track circuit operating clip, also 3 detonators, 20 yards apart, on the opposite line(s) at least one mile (1¼ miles when permissible speed is 100 m.p.h. or above) from the obstruction.
- 3.8.2 If the Driver observes something not of immediate danger to trains he must report it at the first suitable opportunity.
- 3.8.3 If, however, the Driver sees any animals on or near the line, he must observe clause 3.8.1 if he considers they may endanger trains, but he must always carry out the provisions of that clause if he sees a cow, bull or other large animal within the boundary fence.

## Section O

## 11. Maintenance of Fencing and Removal of Cattle from Line

Delete complete paragraph and substitute:—

- 11.1 The Civil Engineer's man-in-charge must keep his portion of line safe and clear, and the fences in repair. Any animals coming onto railway property, must be immediately driven off and, when necessary, the fence must be made good without delay.
- 11.2 If, however, he is unable to immediately remove either:—
- (a) animals on or near the line which may endanger trains,  
or
- (b) a cow, bull or other large animal within the boundary fence,
- he must arrange as quickly as possible for trains to be cautioned, and take any other action necessary.
- 11.3 The circumstances must be reported to the Permanent Way Supervisor.

## MISCELLANEOUS INSTRUCTION

**RULE BOOK, SECTION 'T', PART III  
PROTECTION OF ENGINEERING WORK WHEN  
THE ENGINEER TAKES 'ABSOLUTE POSSESSION' OF THE LINE**

**INTRODUCTION OF MARKER BOARDS**

1. Commencing Saturday, 2 February, 1985, marker boards will be provided for each individual work site in any 'Absolute Possession' in which there are to be train movements. Marker Boards will not be provided for 'Absolute Possessions' with only one work site in which only on-track machines are to be operated.
2. Marker boards will denote the boundaries of responsibility between the Person in Charge of the Possession and Engineering Supervisors and must not be passed by trains without appropriate authority.
3. Each Marker board is double sided and comprise two flashing lights as follows: -

## INDICATION

## MEANING



Blue

Red

ENTRANCE to work site area. Not to be passed without authority of Engineering Supervisor in charge of work.



Blue

White

EXIT from work site area. Not to be passed without authority of Person in charge of the Possession.

4. Marker boards will be positioned, whenever practicable, on the left hand side of the line in the normal direction of travel.
5. Marker boards will be positioned a minimum of 100 yards from each end of the work site.
6. If the marker boards for adjacent work sites would otherwise be closer to each other than 100 yards, only one pair of marker boards will be provided to protect both sites.
7. Alterations to the Rule Book, Section T, Part III associated with the introduction of marker boards will be published in the Periodical Operating Notice operative from 2 February, 1985.

(OD.15/6TIII) (5-1-85) (6)

CREWE

2, January 1985

D. J. MAIDMENT

Regional Operations Manager

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**3**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 12 JANUARY**

to

**FRIDAY, 18 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.

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# WARNING

## D.C. ELECTRIFIED LINES

### ENERGISATION OF CONDUCTOR RAILS DALSTON TO NORTH WOOLWICK ELECTRIFICATION

As from 00 01 on Monday, 14 January 1985, the conductor rail and its connections on the up and down lines between Dalston Western Junction and North Woolwich, including Stratford Market Stabling Sidings, and the conductor rail and its connections on the No. 1 down road from a point approximately 191 yards (175 metres) on the Camden Road side of the connections between No. 1 and No. 2 lines at Dalston Western Junction, will be energised at 750 volts and must be regarded as being alive at all times.

The working instructions for D.C. Electrified lines between Euston - Watford - Croxley Green and Richmond - North Woolwich (BR.29636) will apply.

(OD.15/26) (12-1-85)

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 13 January—Between Selly Oak and Bournville—

The catch points in the down line at 46m. 45ch. (935 yards before reaching signal SY.46) will be replaced by plain line.

(OD.14/GEN/117) (6)

### Sunday, 13 January—Between Bordesley Junction and Moseley Tunnel—

The catch points in the down line at 42m. 60ch. (999 yards before reaching signal SY.76) will be replaced by plain line.

(OD.14/GEN/117) (6)

### Sunday, 13 January—Leicester (Bell Lane) Humberstone Road—

The track layout in the Humberstone Road Sidings area will be further remodelled as shown in the diagram on the following page.

(OD.14/73/291) (6)

### Monday, 14 January—Between Water Orton West Jn. and Park Lane Jn.—

A temporary level crossing will be installed over the "down and up" Water Orton Curve line at 35m. 30ch. The crossing will be used by the Civil Engineer in connection with the reconstruction of bridge No.118.

(OD.14/LC/1170) (6)

### Eastern Region:—

#### Sunday, 13 January—Between Dalston Western Junction and North Woolwich—

The Automatic Warning System will be brought into use between Dalston Western Jn. (exclusive) and Lea Jn. and between Channelsea North Jn. and North Woolwich.

(6)

### Western Region:—

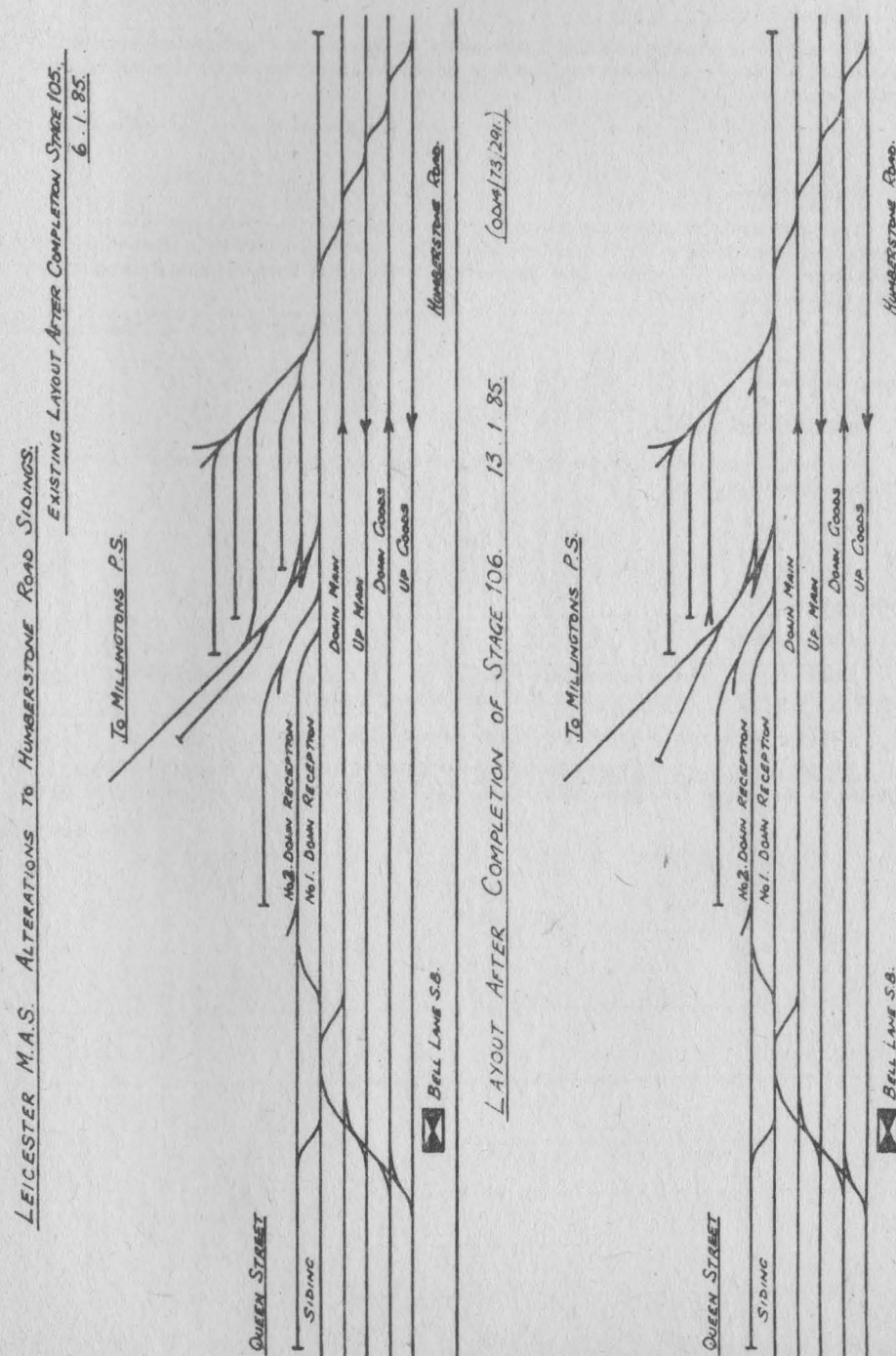
#### Monday, 14 January to Friday, 25 January—Burnham—

Platform surfacing work will be carried out in stages on both platforms. Drivers should stop their trains clear of work. Temporary 'stop' boards will be provided as necessary.

(6)

## Signalling and Permanent Way Alterations—continued

Sunday, 13 January—Leicester (Bell Lane) Humberstone Road—continued



SECTION C

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

Banbury South-

The connection situated immediately behind the box leading to the goods shed, has been replaced by plain line. A stop block has been provided on the goods shed road on the station side of this connection.

(OD.14/-) (New Item) (6)

Stanton Gate-

The facing connection from the down goods line to the down main line together with the associated route on signal TT.161 applying through the connection, have been taken out of use pending removal. The down goods line north of Stapleford & Sandiacre now gives access to West Hallam Colliery only.

(OD.14/84/329) (New Item) (5)

Western Region:-

Bristol Temple Meads-

The yellow cross signs on platforms 3/4 and 7/8 have been repositioned approximately 40 yards towards Plymouth.

(5)

Southern Region:-

Hither Green-

Down Yard 'A' section has been taken out of use. The connections giving access to 'A' section located in the arrival and departure roads have been secured towards 'B' section.

Position light signal 1305 ceases to display A1 and A0 indications.

'STOP, DO NOT PROCEED WITHOUT SHUNTERS PERMISSION' boards have been provided on No.1 slip and the down siding, Grove Park side of the hand points leading to the yard.

(New Item) (6)

SECTION D

APPENDIX INSTRUCTIONS  
 SECTIONAL APPENDIX SOUTHERN SECTION, DATED APRIL, 1980  
 TABLE 'A' LIST OF SIGNAL BOXES, RUNNING LINES, ETC.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage		Permanent Speed Restrictions	Catch, Spring and Unworked trailing points	Remark	
			M.	Ch.				
	Pages 94 and 95 (page 128, MED (1983) No.23 and page 83 MED (1984) No.41) Delete Water Orton East Junction to Landor Street Goods Line Junction all particulars and substitute:-	Water Orton East Junction (see page 107)	33.34	40	Slow line Water Orton East Jn. and Water Orton West Jn. To Nuneston line			
		Water Orton	34.54	30	Through all connections at Water Orton West Junction "Down & up" slow/"down & up" goods Water Orton West Jn. and 37m. 10ch. (also applies to passenger trains).			
		Water Orton West Junction (see page 107)	35.15	30	Through all connections except down main to down goods to 37m. 70ch. "Down & up" goods line 37m. 10ch. and 38m. 15ch. (also applies to passenger trains)			
		Castle Bromwich Junction (see page 107)	36.14	25	Through all connections except down main to down goods to 37m. 70ch. "Down & up" goods/"down & up" slow 37m. 10ch. and Water Orton West Jn. (also applies to passenger trains).			
		Bromford Bridge	38.18	45	Goods line 37m. 70ch. and Landor Street Junction "Down & up" goods line 38m. 15ch. and 38½ m.p.			
		Washwood Heath East Junction	38.44	30	"Down & up" goods 38m. 15ch. and 37m. 10ch. (also applies to passenger trains). "Down & up" goods line 38½ m.p. and 38m. 15ch.			

(PRIVATE and not for publication)

B.R. 31146/1

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# BRITISH RAILWAYS

## LONDON MIDLAND REGION

**ME**

**4**

### WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 19 JANUARY**

to

**FRIDAY, 25 JANUARY, 1985**

**inclusive**

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At or between	Lines affected	Remarks
<b>SOUTHERN REGION—continued</b>		
<b>BRIXTON TO STREATHAM COMMON</b>		
<b>Saturday, 19 January</b>		
373 Tulse Hill	Down & up Holborn BLOCKED	08 00 to 16 00. Station work, 4m. 75ch. and 5m. 10ch.
<b>Sunday, 20 January</b>		
374 Herne Hill and Tulse Hill	Down & up Cheetham Main, Up Platform Loop, Down & up Holborn BLOCKED	00 30 to 06 30. Track renewal and track maintenance. 3½ m.p. and 4m. 10ch/5m.p.
375 Tulse Hill and Streatham	Down & up Portsmouth Down & up Streatham Spurs BLOCKED	00 05 to 20 00. Track renewals. 6m. 25ch. and 7 m.p.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 20 January—Between Bordesley Jn. and Moseley Tunnel—

The catch points in the down line at 41m. 57ch. (645 yards before reaching signal SY.82) will be replaced by plain line.

(OD.14/GEN/117)

(7)

### Sunday, 20 January—Between University and Selly Oak—

The catch points in the down line at 45m. 12ch. (939 yards before reaching signal SY.52) will be replaced by plain line.

(OD.14/GEN/117)

(7)

### Sunday, 20 January—Leicester (Bell Lane) Humberstone Road—

The track layout in the Humberstone Road Sidings area will be further remodelled as shown in the diagram on the following page.

(OD.14/73/291)

(7)

### EASTERN REGION

#### Monday, 21 January—Between Harringay Stadium and South Tottenham West Jn.

The 5 m.p.h. Permanent Speed Restriction on the up line between 5½ m.p. and 5m. 36ch. will be increased to 20 m.p.h.

A 20 m.p.h. Permanent Speed Restriction will then apply on the up line between 5m. 66ch. and 4m. 79ch.

(7)

### WESTERN REGION

#### Sunday, 20 January—Southcote Junction (Reading)

The facing connection previously secured out of use, in the Down Westbury line leading to the Coley Branch will be recovered. The following associated signals will be recovered:—

R. 533 (ground position light) reading from the Coley Branch.

R. 348 position light signal, reading to the Coley Branch.

(7)

## SECTION C

Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

**Between Selly Oak and Bournville—**

The catch points in the down line at 46m. 45ch. (935 yards before reaching signal SY.46) have been replaced by plain line.

(OD.14/GEN/117) (6)

**Between Bordesley Junction and Moseley Tunnel—**

The catch points in the down line at 42m. 60ch. (999 yards before reaching signal SY.76) have been replaced by plain line.

(OD.14/GEN/117) (6)

**Between Water Orton West Jn. and Park Lane Jn.—**

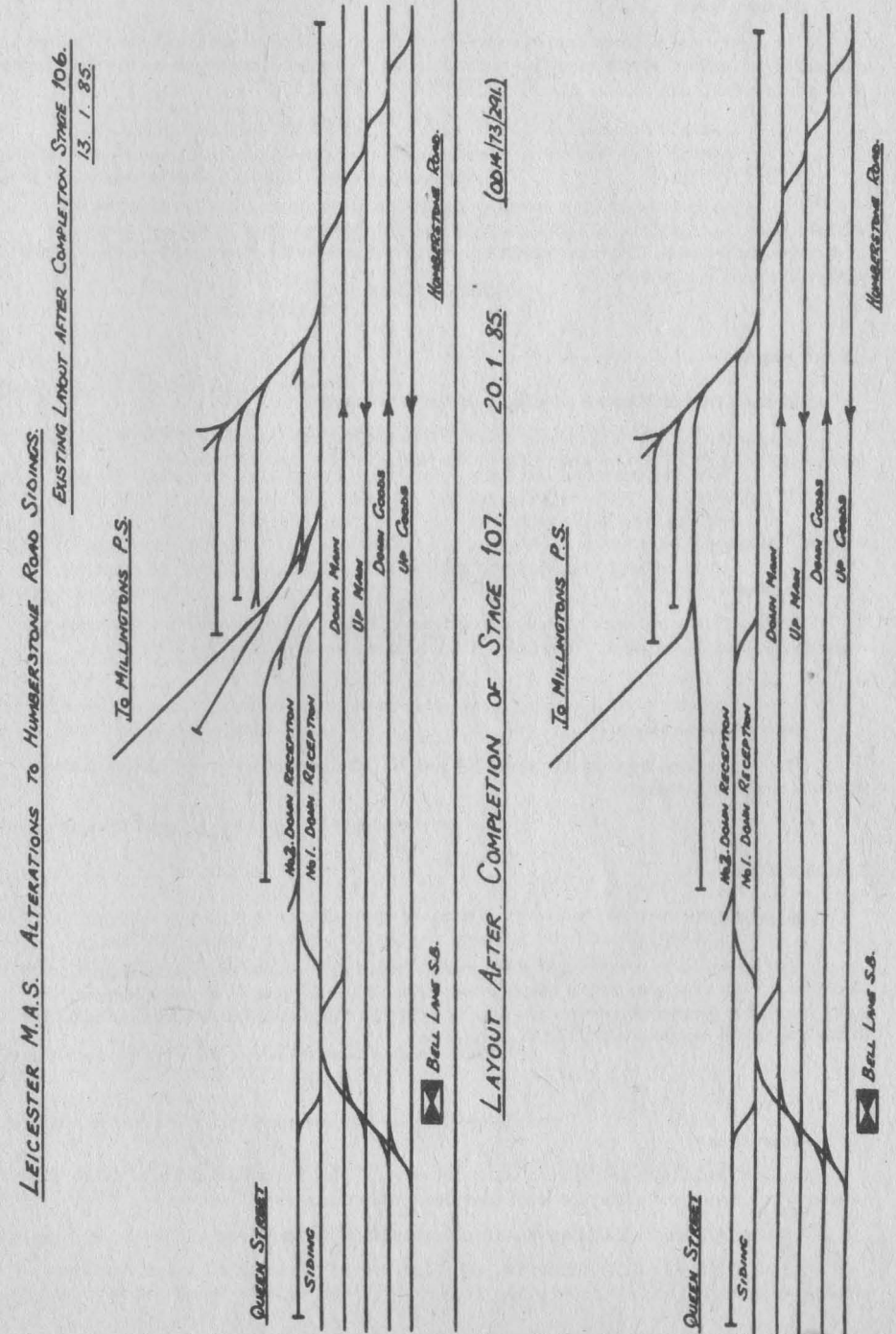
A temporary level crossing has been installed over the "down and up" Water Orton Curve line at 35m. 30ch. The crossing is used by the Civil Engineer in connection with the reconstruction of bridge No.118.

(OD.14/LC/1170) (6)

## SECTION C

Signalling and Permanent Way Alterations—continued

Sunday, 20 January—Leicester (Bell Lane) Humberstone Road—continued



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

**Banbury South—**

The connection situated immediately behind the box leading to the goods shed, has been replaced by plain line. A stop block has been provided on the goods shed road on the station side of this connection.

(OD.14/-) (6)

**Stanton Gate—**

The facing connection from the down goods line to the down main line together with the associated route on signal TT.161 applying through the connection, have been taken out of use pending removal. The down goods line north of Stapleford & Sandiacre now gives access to West Hallam Colliery only.

(OD.14/84/329) (5)

**Eastern Region:—****Between Dalston Western Junction and North Woolwich—**

The Automatic Warning System has been brought into use between Dalston Western Jn. (exclusive) and Lea Jn. and between Channelsea North Jn. and North Woolwich.

(6)

**Western Region:—****Burnham—**

Platform surfacing work has been carried out in stages on both platforms. Drivers should stop their trains clear of work. Temporary 'stop' boards have been provided as necessary.

(6)

**Bristol Temple Meads—**

The yellow cross signs on platforms 3/4 and 7/8 have been repositioned approximately 40 yards towards Plymouth.

(5)

**Southern Region:—****Micheldever—**

A stopping mark, consisting of a white cross on a post, has been provided alongside the Down Main Line 524 yards on the Eastleigh side of the ground frame. Four white indicator lights situated at intervals between the stopping mark and the ground frame have been provided to control propelling movements to the oil terminal.

(R/1645) (6)

**Hither Green—**

Down Yard 'A' section has been taken out of use. The connections giving access to 'A' section located in the arrival and departure roads have been secured towards 'B' section.

Position light signal 1305 ceases to display A1 and A0 indications.

'STOP, DO NOT PROCEED WITHOUT SHUNTERS PERMISSION' boards have been provided on No.1 slip and the down siding, Grove Park side of the hand points leading to the yard.

(6)

## GENERAL INSTRUCTIONS AND NOTICES

New item.

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

## WEEKLY OPERATING NOTICE

Commencing Saturday, 2 February, the order of the line headings in Sections A and B of the Weekly Operating Notice will be re-arranged to conform with the order in which they appear in the re-issued Sectional Appendix.

(5)

## RULE BOOK BR.87109

## Section H

Delete clauses 3.8.1, 3.8.2, and 3.8.3 and substitute:—

- 3.8.1 If the Driver observes anything which may endanger his or any other train, he must inform the Signaller as quickly as possible and, if necessary, stop his train immediately. If the safety of other trains is endangered, the Driver must also sound the horn and exhibit a red light to any approaching train, and when practicable place a track circuit operating clip, also 3 detonators, 20 yards apart, on the opposite line(s) at least one mile (1½ miles when permissible speed is 100 m.p.h. or above) from the obstruction. A cow, bull or other large animal within the boundary fence must be considered as a danger to all trains.
- 3.8.2 If the Driver sees other animals on or near the line, he must observe clause 3.8.1 if he considers they may endanger trains.
- 3.8.3 If the Driver observes something not of immediate danger to trains he must report it at the first suitable opportunity.

## Section O

## 11. Maintenance of Fencing and Removal of Cattle from Line

Delete complete paragraph and substitute:—

- 11.1 The Civil Engineer's man-in-charge must keep his portion of line safe and clear, and the fences in repair. Any animals coming onto railway property, must be immediately driven off and, when necessary, the fence must be made good without delay.
- 11.2 If, however, he is unable to immediately remove either:—
- (a) animals on or near the line which may endanger trains,  
or
- (b) a cow, bull or other large animal within the boundary fence,
- he must arrange as quickly as possible for trains to be cautioned, and take any other action necessary.
- 11.3 The circumstances must be reported to the Permanent Way Supervisor.

(Amended 12-1-85)

#100  
10  
25

**THE LOOKOUTMAN**

**LOOKS OUT  
FOR YOU-**

**TAKE NOTE OF  
HIS WARNING**



# BRITISH RAILWAYS

2

## LONDON MIDLAND REGION

**ME**

602

**5**

### WEEKLY OPERATING NOTICE

containing

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

**SATURDAY, 26 JANUARY**

to

**FRIDAY, 1 FEBRUARY 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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

Sunday, 27 January—Between Bournville and Selly Oak—

The catch points situated in the up line at mileage 46m. 40ch. will be removed and replaced with plain line.

(OD.14/GEN/117) (8)

Sunday, 27 January—Between Lifford West Jn. and Pershore Road Tunnel—

The catch points situated in the down line at mileage 47m. 28ch. will be removed and replaced with plain line.

(OD.14/GEN/117) (8)

Sunday, 27 January—Moir West Jn.—

The up and down branch lines and the up and down sidings will be secured out of use pending removal and all associated signalling taken away.

(OD.14/84/128) (8)

Sunday, 27 January—Market Harborough—

The down and up Western lines, Long Neck and No's. 1 and 2 sidings will be taken out of use pending removal and all associated signalling taken away.

(OD.14/81/218) (8)

Sunday, 27 January—Leicester (Bell Lane) Humberstone Road—

The track layout in the Humberstone Road Sidings area will be further remodelled as shown in the diagram on the following page.

(OD.14/73/291) (8)

Tuesday, 29 January—Market Harborough—

The up main starting signal with Little Bowden Jn. up distant arm beneath will be re-positioned 14 yards nearer the box.

(OD.14/81/218) (8)

Western Region:—

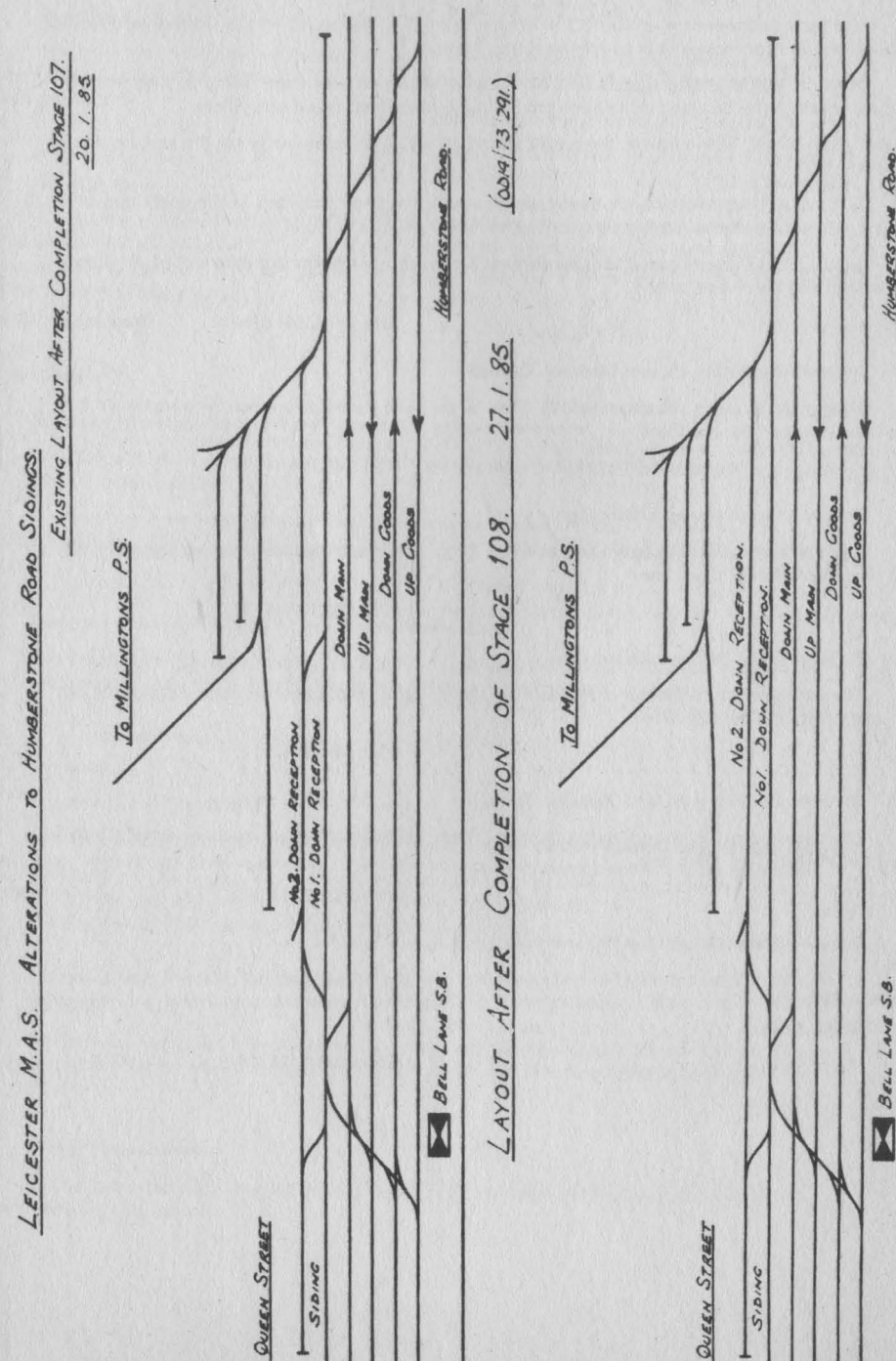
From Sunday, 27 January, until further notice—Didcot—

During reconstruction work, the up main (No.2) platform will be taken out of public use.

(8)

Signalling and Permanent Way Alterations—continued

Sunday, 27 January—Leicester (Bell Lane) Humberstone Road—continued



## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

**St. Pancras (Churchyard Sidings)—**

The facing connection to siding 3 or engine siding 1 at the south end of Churchyard sidings has been secured for movements to engine siding 1 only.

Position light shunting signal WH.514 applying to movements from siding 3, together with all signal routes from St. Pancras station into siding 3, have been taken out of use.

A stop block, facing north, has been erected on siding 3 immediately on the station side of signal WH.514.

A 'Stop & Telephone' notice board, facing south, has been provided at the north end of siding 3, 30 yards before reaching position light shunting signal WH.511.

Siding 3 has been renamed 'Engine Siding 3' and all movements into and out of the siding are made at the north end only.

(OD.14/73/410/N) (New Item) (7)

**Between Bordesley Jn. and Moseley Tunnel—**

The catch points in the down line at 41m. 57ch. (645 yards before reaching signal SY.82) have been replaced by plain line.

(OD.14/GEN/117) (7)

**Between University and Selly Oak—**

The catch points in the down line at 45m. 12ch. (939 yards before reaching signal SY.52) have been replaced by plain line.

(OD.14/GEN/117) (7)

**Between Selly Oak and Bournville—**

The catch points in the down line at 46m. 45ch. (935 yards before reaching signal SY.46) have been replaced by plain line.

(OD.14/GEN/117) (6)

**Between Bordesley Jn. and Moseley Tunnel—**

The catch points in the down line at 42m. 60ch. (999 yards before reaching signal SY.76) have been replaced by plain line.

(OD.14/GEN/117) (6)

**Between Water Orton West Jn. and Park Lane Jn.—**

A temporary level crossing has been installed over the "down and up" Water Orton Curve line at 35m. 30ch. The crossing is used by the Civil Engineer in connection with the reconstruction of bridge No.118.

(OD.14/LC/1170) (6)

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

**Banbury South—**

The connection situated immediately behind the box leading to the goods shed, has been replaced by plain line. A stop block has been provided on the goods shed road on the station side of this connection.

(OD.14/—) (6)

**\*.\* Stanton Gate—**

The facing connection from the down goods line to the down main line together with the associated route on signal TT.161 applying through the connection, have been taken out of use pending removal. The down goods line north of Stapleford & Sandiacre now gives access to West Hallam Colliery only.

(OD.14/84/329) (5)

**Eastern Region:—****Between Harringay Stadium and South Tottenham West Jn.—**

The 5 m.p.h. Permanent Speed Restriction on the up line between 5½ m.p. and 5m. 36ch. has been increased to 20 m.p.h.

A 20 m.p.h. Permanent Speed Restriction now applies on the up line between 5m. 66ch. and 4m. 79ch.

(7)

**Between Dalston Western Jn. and North Woolwich—**

The Automatic Warning System has been brought into use between Dalston Western Jn. (exclusive) and Lea Jn. and between Channelsea North Jn. and North Woolwich.

(6)

**Western Region:—****Southcote Jn. (Reading)—**

The facing connection previously secured out of use, in the down Westbury line leading to the Coley Branch has been recovered. The following associated signals have been recovered:—

R.533 (ground position light) reading from the Coley Branch.

R.348 position light signal, reading to the Coley Branch.

(7)

**Burnham—**

Platform surfacing work has been carried out in stages on both platforms. Drivers should stop their trains clear of work. Temporary 'stop' boards have been provided as necessary.

(6)

**\*.\* Bristol Temple Meads—**

The yellow cross signs on platforms 3/4 and 7/8 have been repositioned approximately 40 yards towards Plymouth.

(5)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Southern Region:—

## Micheldever—

A stopping mark, consisting of a white cross on a post, has been provided alongside the down main line 524 yards on the Eastleigh side of the ground frame. Four white indicator lights situated at intervals between the stopping mark and the ground frame have been provided to control propelling movements to the oil terminal.

(R/1645)

(6)

## Hither Green—

Down Yard 'A' section has been taken out of use. The connections giving access to 'A' section located in the arrival and departure roads have been secured towards 'B' section.

Position light signal 1305 ceases to display A1 and A0 indications.

'STOP, DO NOT PROCEED WITHOUT SHUNTERS PERMISSION' boards have been provided on No.1 slip and the down siding, Grove Park side of the hand points leading to the yard.

(6)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

## \*.\* WEEKLY OPERATING NOTICE

Commencing Saturday, 2 February, the order of the line headings in Sections A and B of the Weekly Operating Notice will be re-arranged to conform with the order in which they appear in the re-issued Sectional Appendix.

(5)

## RULE BOOK BR.87109

## Section H

Delete clauses 3.8.1, 3.8.2, and 3.8.3 and substitute:—

- 3.8.1 If the Driver observes anything which may endanger his or any other train, he must inform the Signaller as quickly as possible and, if necessary, stop his train immediately. If the safety of other trains is endangered, the Driver must also sound the horn and exhibit a red light to any approaching train, and when practicable place a track circuit operating clip, also 3 detonators, 20 yards apart, on the opposite line(s) at least one mile (1½ miles when permissible speed is 100 m.p.h. or above) from the obstruction. A cow, bull or other large animal within the boundary fence must be considered as a danger to all trains.
- 3.8.2 If the Driver sees other animals on or near the line, he must observe clause 3.8.1 if he considers they may endanger trains.
- 3.8.3 If the Driver observes something not of immediate danger to trains he must report it at the first suitable opportunity.

## Section O

## 11. Maintenance of Fencing and Removal of Cattle from Line

Delete complete paragraph and substitute:—

- 11.1 The Civil Engineer's man-in-charge must keep his portion of line safe and clear, and the fences in repair. Any animals coming onto railway property, must be immediately driven off and, when necessary, the fence must be made good without delay.
- 11.2 If, however, he is unable to immediately remove either:—
- (a) animals on or near the line which may endanger trains,  
or
- (b) a cow, bull or other large animal within the boundary fence,
- he must arrange as quickly as possible for trains to be cautioned, and take any other action necessary.
- 11.3 The circumstances must be reported to the Permanent Way Supervisor.

(Amended 12- 1-85)

## SECTION D

APPENDIX INSTRUCTIONS—continued  
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING  
 OVER THE OTHER REGIONS BR.30063/11—SECTION L—LONDON AREA—continued

## LOCAL INSTRUCTIONS

## HITHER GREEN TO LEE SPUR JUNCTION

## HITHER GREEN

Page L43—Arrival of freight trains

Amend first two lines to:—

“Guards of incoming trains which are brought to a stand on ‘B’ section In road must remain.....”  
 then as printed.

Page L44—Detention of trains

	Signal	Line
Delete	1308	‘A’ section In road
	1312	‘A’ section Out road

Working of class 7, 8 or 9 trains—Delete heading and instruction.

(12-1-85)

Page L48 (Page 193 MED 41)

## HAYES TARMAC SIDINGS

Delete Clause 3 and substitute:—

## Trains arriving in Down Direction

The train will run to the up goods loop and come to a stand at signal 00.356.

(17-11-84)

## SECTION D

APPENDIX INSTRUCTIONS—continued  
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING  
 OVER THE OTHER REGIONS BR.30063/11—SECTION L—LONDON AREA—continued

## LOCAL INSTRUCTIONS—continued

## OLD OAK COMMON TO LANGLEY

## LANGLEY

Page L49 (Page 189 MED 49)

## Oil Terminal

Add immediately after NOTE:—

## Reach Wagon

A reach wagon is provided in the Refuge siding (Slough end). The reach wagon must be attached to the London end of trains entering or leaving the Terminal. It must be returned to the Refuge siding before departure of trains from the loop and must remain available at all times.

## Procedure after arrival

Delete clauses 1.1.1, 1.1.2 and 1.2 and substitute:—

On arrival at Langley, trains for the Oil Terminal must be drawn on to the Loop. Up trains must be brought to a stand at the marker post provided to the rear of signal S.273.

The locomotive(s) must then be detached and must shunt the reach wagon, with the automatic brake operative, to the London end of the train. A brake continuity test must then be carried out.

The Guard must then examine the train to ensure that:—

- (a) there are no defective rail cars in the train
- (b) there are no heat or ignition sources on any of the rail cars.

Delete clause 1.13 and substitute:—

The Guard must then uncouple the locomotive(s) and reach wagon. The reach wagon must then be returned to the Refuge siding.

## Procedure prior to departure

Delete clause 2.4 and substitute:—

When the Guard has received the Certificate, he must advise the Signaller that the train is ready to be moved. The locomotive(s) must then enter the Refuge siding and attach to the reach wagon. They must then proceed to the ground frame where the Guard must obtain a release and handsignal the locomotive(s) and reach wagon back onto the train and couple them to it. The locomotive(s) must be moved very slowly. When the brake hoses have been connected, the Guard must carry out a brake continuity test and ensure that all handbrakes are released.

Delete clause 2.7 and substitute:—

The train must be brought to a stand on the Loop clear of all points. The locomotive(s) and reach wagon must be detached from the train and the reach wagon returned to the Refuge siding. The locomotive(s) must then return to the train and a second brake continuity test carried out before departure.

(26-1-85)

**SECTION D** APPENDIX INSTRUCTIONS—continued  
 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—continued  
 TABLE A—LIST OF SIGNAL BOXES, RUNNING LINES, ETC.—continued

Description of Block Signaling on Main Lines (Dots indicate Block Posts)	Stations Signal Boxes, etc.		Distance from location next above		Running Lines			Loops and Refuge Sidings		Permanent Speed restrictions miles per hour		Catch points, spring or unworked trailing points		Remarks
	M	Yds.	Additional Up	Principal	Additional Down	Description	Standage Wagons L.& V.	Down	Up	Line	Position	Gradient (Rising unless otherwise shown) 1 in		
	GLOUCESTER BARNWOOD JN. TO GLOUCESTER STATION													
	Page 31 (Page 266 MED 23 (1983))													
	At Signal G60													
	Delete													
	Add													
								25	25	Down Main to and from Up Main 114½ m.p.				
								40	40	Down Main to and from Up Main 114m. 16ch.				(19-1-86)

## SECTION D

APPENDIX INSTRUCTIONS—continued  
 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—continued

## LOCAL INSTRUCTIONS

Page 64 (Page 270 MED 41)

## HAYES TARMAC SIDING

Delete clause 3 and substitute:—

Trains arriving in Down Direction

The train will run to the up goods loop and come to a stand at signal 00.356.

(17-11-84)

## PADDINGTON TO FOXHALL JN.

## LANGLEY

Page 65 (Page 272 MED 49)

## Oil Terminal

Add immediately after NOTE:—

## Reach wagon

A reach wagon is provided in the Refuge siding (Slough end). The reach wagon must be attached to the London end of trains entering or leaving the Terminal. It must be returned to the Refuge siding before departure of trains from the Loop and must remain available at all times.

## Procedure after arrival

Delete clauses 1.1.1, 1.1.2 and 1.2 and substitute:—

On arrival at Langley, trains for the Oil Terminal must be drawn on to the Loop. Up trains must be brought to a stand at the marker post provided to the rear of signal S.273.

The locomotive(s) must then be detached and must shunt the reach wagon, with the automatic brake operative, to the London end of the train. A brake continuity test must then be carried out.

The Guard must then examine the train to ensure that:—

- (a) there are no defective rail cars in the train
- (b) there are no heat or ignition sources on any of the rail cars.

Delete clause 1.13 and substitute:—

The Guard must then uncouple the locomotive(s) and reach wagon. The reach wagon must then be returned to the Refuge siding.

APPENDIX INSTRUCTIONS—continued  
 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—continued

## LOCAL INSTRUCTIONS—continued

## PADDINGTON TO FOXHALL JN.—continued

## LANGLEY—continued

Page 65 (Page 272 MED 49)—continued

## Procedure prior to departure

## Delete clause 2.4 and substitute:—

When the Guard has received the Certificate, he must advise the Signaller that the train is ready to be moved. The locomotive(s) must then enter the Refuge siding and attach to the reach wagon. They must then proceed to the ground frame where the Guard must obtain a release and handsignal the locomotive(s) and reach wagon back onto the train and couple them to it. The locomotive(s) must be moved very slowly. When the brake hoses have been connected the Guard must carry out a brake continuity test and ensure that all handbrakes are released.

## Delete clause 2.7 and substitute:—

The train must be brought to a stand on the Loop clear of all points. The locomotive(s) and reach wagon must be detached from the train and the reach wagon returned to the Refuge siding. The locomotive(s) must then return to the train and a second brake continuity test carried out before departure.

(26-1-85)

ROUTE AVAILABILITY  
 MARK III COACHING STOCK

Item (43) — (page 297 MED No.41)

Add note — Blackpool North — Platforms 7 &amp; 8 — PROHIBITED

Item (58) — (page 298 MED No.41)

## Delete note in brackets and substitute:—

“Previous reference to 10 m.p.h. restriction between Nottingham West Jn. and Nottingham East Jn. does not now apply”.

(015/407/Mk III)

(1-12-84)

## RRB WAGONS—DISTRIBUTORS

RRB wagons to diagram RR039A are shown on TOPS as equipped with fixed passenger-timed distributors. These vehicles were former VQB Palvans, and on conversion to RRB the distributors were altered to fixed goods-timed. The incorrect information on TOPS is causing difficulty with the computer safety checks on train formation and will be amended as soon as possible.

(04/15/2556)

(5-1-85)

## MISCELLANEOUS INSTRUCTION

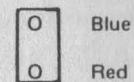
RULE BOOK, SECTION 'T', PART III  
 PROTECTION OF ENGINEERING WORK WHEN  
 THE ENGINEER TAKES 'ABSOLUTE POSSESSION' OF THE LINE

## \* \* \* INTRODUCTION OF MARKER BOARDS

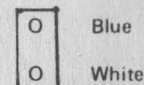
- Commencing Saturday, 2 February, 1985, marker boards will be provided for each individual work site in any 'Absolute Possession' in which there are to be train movements. Marker Boards will not be provided for 'Absolute Possessions' with only one work site in which only on-track machines are to be operated.
- Marker boards will denote the boundaries of responsibility between the Person in Charge of the Possession and Engineering Supervisors and must not be passed by trains without appropriate authority.
- Each Marker board is double sided and comprises two flashing lights as follows:—

## INDICATION

## MEANING



ENTRANCE to work site area. Not to be passed without authority of Engineering Supervisor in charge of work.



EXIT from work site area. Not to be passed without authority of Person in charge of the Possession.

- Marker boards will be positioned, whenever practicable, on the left hand side of the line in the normal direction of travel.
- Marker boards will be positioned a minimum of 100 yards from each end of the work site.
- If the marker boards for adjacent work sites would otherwise be closer to each other than 100 yards, only one pair of marker boards will be provided to protect both sites.
- Alterations to the Rule Book, Section T, Part III associated with the introduction of marker boards will be published in the Periodical Operating Notice operative from 2 February, 1985.

(OD.15/6TIII) (5-1-85)

(5)

# BRITISH RAILWAYS



LONDON MIDLAND REGION

**ME**

602

**6**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 2 FEBRUARY**

to

**FRIDAY, 8 FEBRUARY 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.

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At or between	Lines affected	Remarks
SOUTHERN REGION —continued		
CLAPHAM JN. 'B' TO SELHURST—continued		
Sunday, 3 February		
408 Balham and Selhurst/ Streatham Jn.	Down Brighton/ Victoria slow, Down slow spur Down Streatham Spur BLOCKED Up Brighton/ Victoria slow down slow spur and down Streatham spur BLOCKED	00 30 to 05 25 } Track renewals 4m. 78ch and 9m. 30ch. Trains to travel over Brighton/ Victoria fast lines. — 00 30 to 04 20 }
BRIXTON STATION TO STREATHAM COMMON		
Sunday, 3 February		
409 Herne Hill	Up loop BLOCKED	08 00 to 18 00. Building work 4m. 2ch and 3m. 70ch. Up trains to travel over up main.
410 Tulse Hill	Down & up Portsmouth BLOCKED	08 00 to 16 00. Station work 6m.p. and 6m. 15 ch.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 3 February—Between Daw Mill and Arley Tunnel

The catch points in the up line at 3m. 53ch. will be replaced by plain line.

(OD.14/GEN/117)

(9)

### Eastern Region:—

#### Sunday, 3 February—Between Nottingham Branch Junction (exclusive) and Aslockton—

The Automatic Warning System will be provided in conjunction with all colour light signals (a) on the down main between Allington Junction down main distant and the Aslockton Gate Box down main home signal No.A2 (inclusive) and (b) on the up main between the Aslockton Gate Box up main distant signal and the up main distant signal D48R immediately on the Nottingham Branch Junction side of Gonerby Tunnel (inclusive).

#### Allington Junction (from Barkston East Junction direction)—

An A.W.S. inductor will also be provided 200 yards before reaching the down branch distant signal.

#### Bottesford West Junction (from Newark direction)—

An A.W.S. Inductor will also be provided 200 yards before reaching the semaphore distant signal on the up single line.

(9)

### Western Region:—

#### From 22 15 hours, Saturday, 2 February to 17 00 hours Sunday, 3 February, or until completion—Stoke Gifford East—

The connection in the up reception siding leading from the up siding and operated by Stoke Gifford East ground frame, will be removed.

Position light signal B.593 reading from the up siding will be removed.

(9)

## SECTION C

Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Between Bournville and Selly Oak—

The catch points situated in the up line at mileage 46m. 40ch. have been removed and replaced with plain line.

(OD.14/GEN/117) (8)

## Between Lifford West Jn. and Pershore Road Tunnel—

The catch points situated in the down line at mileage 47m. 28ch. have been removed and replaced with plain line.

(OD.14/GEN/117) (8)

## Moira West Jn.—

The up and down branch lines and the up and down sidings have been secured out of use pending removal and all associated signalling taken away.

(OD.14/84/128) (8)

## Market Harborough—

The down and up Western lines, Long Neck and No's. 1 and 2 sidings have been taken out of use pending removal and all associated signalling taken away.

(OD.14/81/218) (8)

## Market Harborough—

The up main starting signal with Little Bowden Jn. up distant arm beneath has been re-positioned 14 yards nearer the box.

(OD.14/81/218) (8)

## Leicester (Bell Lane) Humberstone Road—

The track layout in the Humberstone Road Sidings area has been further remodelled as shown in the diagram on the following page.

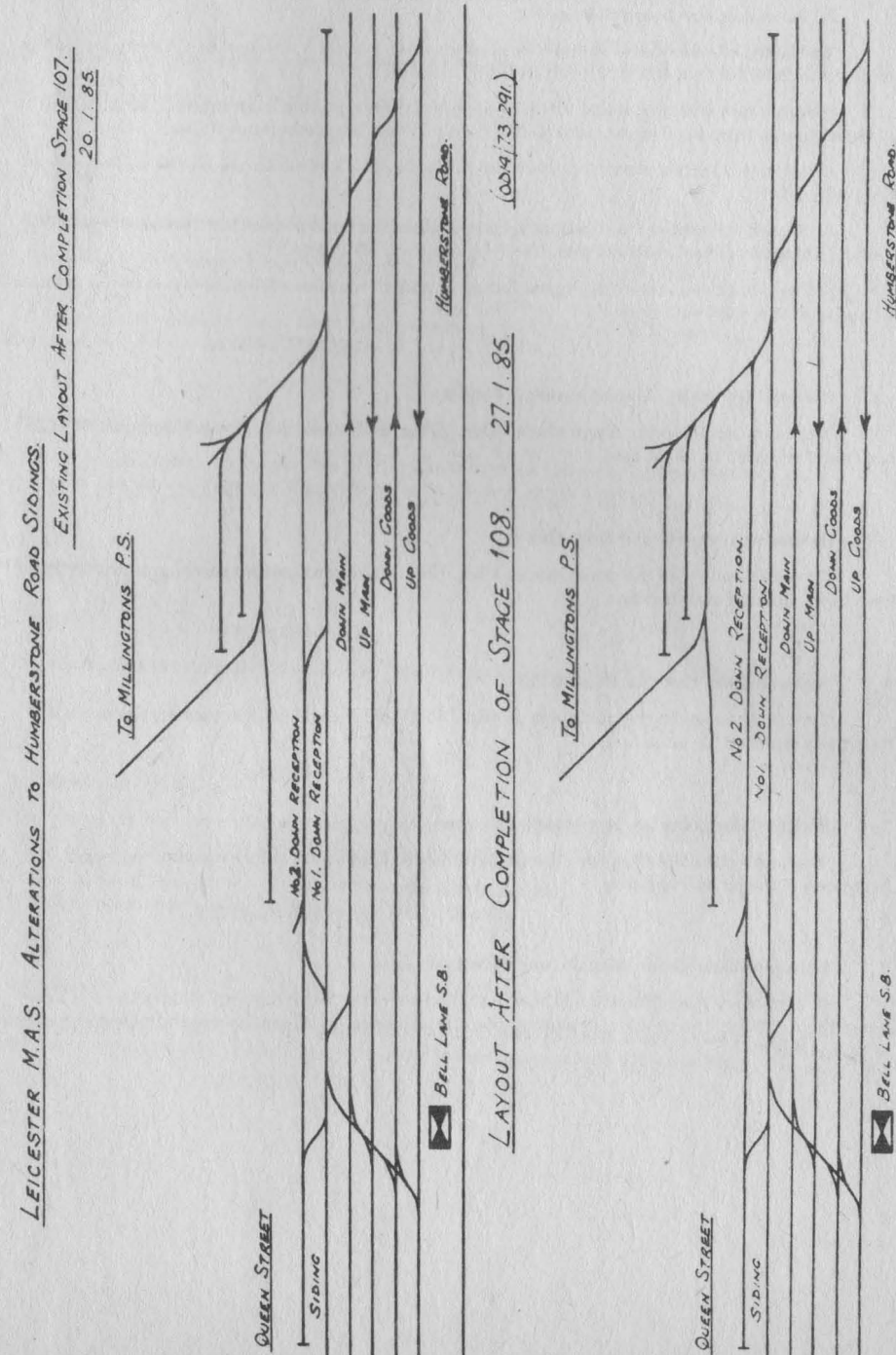
(OD.14/73/291) (8)

## SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

## Leicester (Bell Lane) Humberstone Road—continued



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of work already carried out—continued

**St. Pancras (Churchyard Sidings)—**

The facing connection to siding 3 or engine siding 1 at the south end of Churchyard sidings has been secured for movements to engine siding 1 only.

Position light shunting signal WH.514 applying to movements from siding 3, together with all signal routes from St. Pancras station into siding 3, have been taken out of use.

A stop block, facing north, has been erected on siding 3 immediately on the station side of signal WH.514.

A 'Stop & Telephone' notice board, facing south, has been provided at the north end of siding 3, 30 yards before reaching position light shunting signal WH.511.

Siding 3 has been renamed 'Engine Siding 3' and all movements into and out of the siding are made at the north end only.

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

**Between Bordesley Jn. and Moseley Tunnel—**

The catch points in the down line at 41m. 57ch. (645 yards before reaching signal SY.82) have been replaced by plain line.

(OD.14/GEN/117) (7)

**Between University and Selly Oak—**

The catch points in the down line at 45m. 12ch. (939 yards before reaching signal SY.52) have been replaced by plain line.

(OD.14/GEN/117) (7)

**\* \* \* Between Selly Oak and Bournville—**

The catch points in the down line at 46m. 45ch. (935 yards before reaching signal SY.46) have been replaced by plain line.

(OD.14/GEN/117) (6)

**\* \* \* Between Bordesley Jn. and Moseley Tunnel—**

The catch points in the down line at 42m. 60ch. (999 yards before reaching signal SY.76) have been replaced by plain line.

(OD.14/GEN/117) (6)

**\* \* \* Between Water Orton West Jn. and Park Lane Jn.—**

A temporary level crossing has been installed over the "down and up" Water Orton Curve line at 35m. 30ch. The crossing is used by the Civil Engineer in connection with the reconstruction of bridge No.118.

(OD.14/LC/1170) (6)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

**\* \* \* Banbury South—**

The connection situated immediately behind the box leading to the goods shed, has been replaced by plain line. A stop block has been provided on the goods shed road on the station side of this connection.

(OD.14/ ) (6)

**Eastern Region:—****Between Harringay Stadium and South Tottenham West Jn.—**

The 5 m.p.h. Permanent Speed Restriction on the up line between 5½ m.p. and 5m. 36ch. has been increased to 20 m.p.h.

A 20 m.p.h. Permanent Speed Restriction now applies on the up line between 5m. 66ch. and 4m. 79ch.

(7)

**\* \* \* Between Dalston Western Jn. and North Woolwich—**

The Automatic Warning System has been brought into use between Dalston Western Jn. (exclusive) and Lea Jn. and between Channelsea North Jn. and North Woolwich.

(6)

**Western Region:—****Didcot—**

During reconstruction work, the up main (No. 2) platform has been taken out of public use.

(8)

**Southcote Jn. (Reading)—**

The facing connection previously secured out of use, in the down Westbury line leading to the Coley Branch has been recovered. The following associated signals have been recovered:—

R.533 (ground position light) reading from the Coley Branch.

R.348 position light signal, reading to the Coley Branch.

(7)

**\* \* \* Burnham—**

Platform surfacing work has been carried out in stages on both platforms. Drivers should stop their trains clear of work. Temporary 'stop'.boards have been provided as necessary.

(6)

SECTION C

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

Southern Region:—

\*\* Micheldever—

A stopping mark, consisting of a white cross on a post, has been provided alongside the down main line 524 yards on the Eastleigh side of the ground frame. Four white indicator lights situated at intervals between the stopping mark and the ground frame have been provided to control propelling movements to the oil terminal.

(R/1645)

(6)

\*\* Hither Green—

Down Yard 'A' section has been taken out of use. The connections giving access to 'A' section located in the arrival and departure roads have been secured towards 'B' section.

Position light signal 1305 ceases to display A1 and A0 indications.

'STOP, DO NOT PROCEED WITHOUT SHUNTERS PERMISSION' boards have been provided on No.1 slip and the down siding, Grove Park side of the hand points leading to the yard.

(6)

SECTION D

APPENDIX INSTRUCTIONS  
 SECTIONAL APPENDIX SOUTHERN SECTION, DATED FEBRUARY 1985  
 TABLE 'A' LIST OF SIGNAL BOXES, RUNNING LINES, ETC.

GENERAL INSTRUCTIONS AND NOTICES

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

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h. At or Between	
Page 55 — Kibworth Add - Locomotive horn code:—					
Page 69 Between Bromford Bridge and Washwood Heath East Jn. Add: Amend Note: Saitrey (SY) (Landon Street Goods Line Junc.) (See page 162)					L.H.C. Up 3S. Trains conveying more than 35 loaded PGA vehicles.  Tail 38m. 40ch. either side of Staff foot crossing between down goods line & up sidings.
Page 139 — BESTWOOD PARK JN. TO CALVERTON COLLIERY Between Bestwood Park Jn. and Calverton Colliery Amend speed restriction:—			15	15	(2-2-85)  (2-2-85)  132% m.p. and 136m. 53ch.
Page 160 —Between Arley Tunnel and Daw Mill Delete catch points:—					C. Up at 3m. 53ch.

# BRITISH RAILWAYS *fr*

LONDON MIDLAND REGION

**ME**

602

**8**

## WEEKLY OPERATING NOTICE containing

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

**SATURDAY, 16 FEBRUARY**

to

**FRIDAY, 22 FEBRUARY 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.

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

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**RULE BOOK BR.87109**

Reference to the amendments issued on pages 5-7 MED 6 in respect of Section T III of the Rule Book as applicable to the use of marker boards.

All concerned to note that so far as the Southern and London Midland Regions are concerned the introduction of marker boards has been postponed until further notice and the existing Rules apply.

Where an Absolute possession extends across a Regional Boundary, arrangements must be made for the provision of marker boards throughout the possession if either of the Regions concerned has introduced marker boards.

(OD.15/6/T III) (Further amended  
16-2-85) (UFN)

# WARNING

**D.C. ELECTRIFIED LINES****ENERGISATION OF CONDUCTOR RAILS  
DALSTON TO NORTH WOOLWICH ELECTRIFICATION**

The conductor rail and its connections on the up and down lines between Dalston Western Junction and North Woolwich, including Stratford Market Stabling Sidings, and the conductor rail and its connections on the No.1 down road from a point approximately 191 yards (175 metres) on the Camden Road side of the connections between No.1 and No.2 lines at Dalston Western Junction, has been energised at 750 volts and must be regarded as being alive at all times.

The working instructions for D.C. Electrified lines between Euston-Watford-Croxley Green and Richmond-North Woolwich (BR.29636) will apply.

(OD.15/26) (12-1-85)

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 17 February — Between Leicester London Rd. and Leicester North

The centre siding between platforms 2 and 3 at Leicester Station will be secured out of use pending removal, and all signals applying to movements to and from the siding will be taken away.

(OD.14/73/291A) (11)

### Sunday, 17 February — Between Bath Row Tunnel and Five Ways.

The catch points in the down line at 43m. 08ch. (558 yards before reaching signal NS.247) will be replaced by plain line.

(OD.14/GEN/117) (11)

### Wednesday, 20 February—Wigston North Junction

The trailing connection from the Down goods line to the Cripple siding will be secured out of use pending removal. All the associated signalling together with the Tail Lamp telephone will be taken away. The down goods Home 1 signal situated 300 yds. on the Kilby side of the box will be abolished.

The two-armed set-back shunting signal on the Down main line situated 120 yds on the Leicester side of the box and applying to movements to the Down goods line and the Down Nuneaton line will be taken away together with the Down goods limit of shunt indicator.

The position light signals and stencil indicators beneath the main aspects of the up main home and up goods home signals will be taken away.

The middle arm of the Three arm shunting signal situated 198 yds. on the Leicester side of the box and applying to set-back movements to the former down goods line limit of shunt indicator will be taken away.

(OD.14/73/291A) (11)

### Eastern Region:—

#### Saturday, 16 and Sunday, 17 February—Between Stamford and Ketton—

The catch points in the down main line at 7m. 30ch. (962 yards before reaching the home signal) will be removed and plain line installed.

(11)

#### Monday, 18 February—Between Loughton Branch Jn. South and Temple Mills West—

The Permanent Speed Restrictions on the down main line will be revised and the following Permanent Speed Restrictions will then apply:—

20 m.p.h. between 4m. 47ch. and 4m. 57ch.

15 m.p.h. between 4m. 57ch. and 5½ m.p.

30 m.p.h. between 5½ m.p. and 6m. 15ch.

See also Sectional Appendix amendments shown in Section D.

(11)

### Signalling and Permanent Way Alterations—continued

#### Western Region:—

#### Until further notice—Between Westerleigh Junction and Yate—

Signal B.147 (up line) and associated signal post telephone has been taken out of use.

(11)

#### DETAILS OF WORK ALREADY CARRIED OUT

#### Between Landor Street Jn. and St. Andrews Jn.

The catch points in the down line at 41m. 14ch. have been replaced by plain line.

(OD.14/GEN/117) (10)

#### Between Daw Mill and Arley Tunnel

The catch points in the up line at 3m. 53ch. have been replaced by plain line.

(OD.14/GEN/117) (9)

#### \*.\* Between Bournville and Selly Oak—

The catch points situated in the up line at mileage 46m. 40ch. have been removed and replaced with plain line.

(OD.14/GEN/117) (8)

#### \*.\* Between Lifford West Jn. and Pershore Road Tunnel—

The catch points situated in the down line at mileage 47m. 28ch. have been removed and replaced with plain line.

(OD.14/GEN/117) (8)

## SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

## \*\* Moira West Jn.—

The up and down branch lines and the up and down sidings have been secured out of use pending removal and all associated signalling taken away.

(OD.14/84/128) (8)

## \*\* Market Harborough—

The down and up Western lines, Long Neck and No's. 1 and 2 sidings have been taken out of use pending removal and all associated signalling taken away.

(OD.14/81/218) (8)

## \*\* Market Harborough—

The up main starting signal with Little Bowden Jn. up distant arm beneath has been re-positioned 14 yards nearer the box.

(OD.14/81/218) (8)

## \*\* Leicester (Bell Lane) Humberstone Road—

The track layout in the Humberstone Road Sidings area has been further remodelled as shown in the diagram on the following page.

(OD.14/73/291) (8)

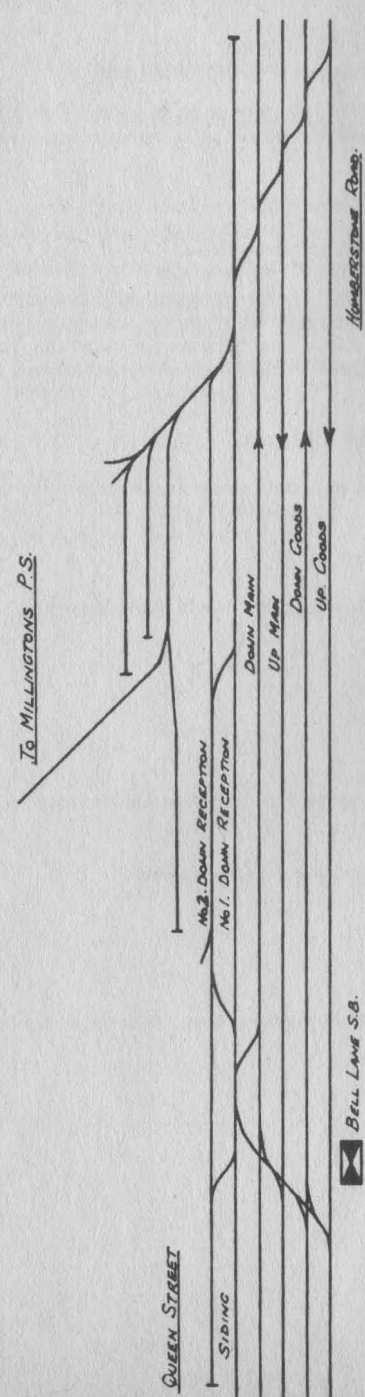
## SECTION C

Signalling and Permanent Way Alterations—continued

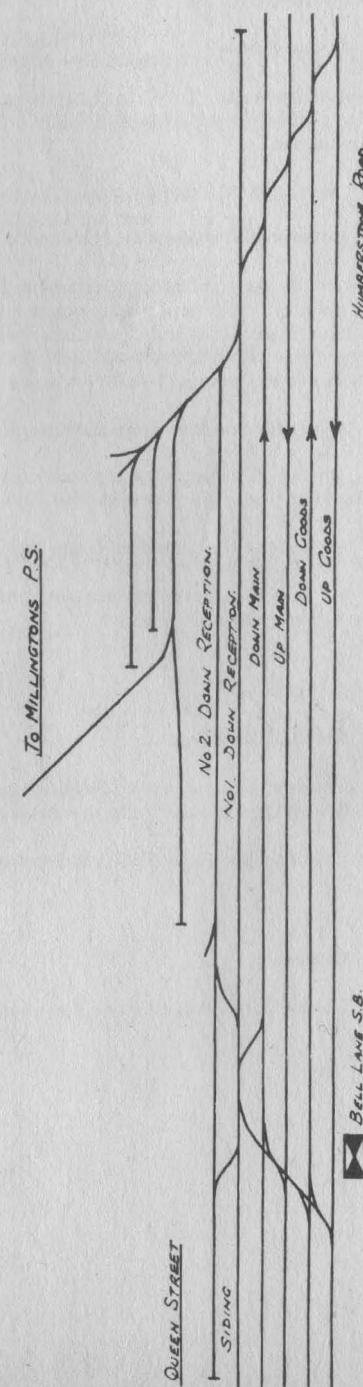
Details of Work Already Carried Out—continued

## \*\* Leicester (Bell Lane) Humberstone Road—continued

LEICESTER M.A.S. ALTERATIONS TO HUMBERSTONE ROAD SIDINGS.

EXISTING LAYOUT AFTER COMPLETION STAGE 107.  
20.1.85

LAYOUT AFTER COMPLETION OF STAGE 108. 27.1.85.





## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—

## Tinsley East—

A double-sided "OFF" indicator has been provided 280 yards on the signalbox side of the shunting signal applying set back-down main to down sidings and will be illuminated when that signal is cleared.

(10)

## Between Nottingham Branch Junction (exclusive) and Aslockton—

The Automatic Warning System has been provided in conjunction with all colour light signals (a) on the down main between Allington Junction down main distant and the Aslockton Gate Box down main home signal No.A2 (inclusive) and (b) on the up main between the Aslockton Gate Box up main distant signal and the up main distant signal D48R immediately on the Nottingham Branch Junction side of Gonerby Tunnel (inclusive).

## Allington Junction (from Barkston East Junction direction)—

An A.W.S. inductor has also been provided 200 yards before reaching the down branch distant signal.

## Bottesford West Junction (from Newark direction)—

An A.W.S. inductor has also been provided 200 yards before reaching the semaphore distant signal on the up single line.

(9)

## Western Region:—

## Stoke Gifford East—

The connection in the up reception siding leading from the up siding and operated by Stoke Gifford East ground frame, has been removed.

Position light signal B.593 reading from the up siding has been removed.

(9)

## \* \* \* Didcot—

During reconstruction work, the up main (No.2) platform has been taken out of public use.

(8)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

New item.

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

REGULATIONS FOR TRAIN SIGNALLING AND  
SIGNALMENS GENERAL INSTRUCTIONS (BR.30082)

## SIGNALMENS GENERAL INSTRUCTIONS

## Page 41

40. Occupation/Accommodation Level Crossings and Level Crossings Equipped with Miniature Red/Green Warning Lights, where a Telephone is Provided for the User.

Clause 40.4 Delete preamble and paragraph (a) and substitute:—

40.4 If the person concerned advises that he requires to take a large or slow moving vehicle or animals over the crossing, the following arrangements must apply:—

- (a) The Signalman must request the user to advise him when the movement has passed clear of the crossing.

## Page 42

Clause 40.6 Amend asterisk note:—

\* (e) or (f) to be entered as applicable when permission has been given for a large or slow moving vehicle or animals to cross.

(OD.14/LC/9—OD15/69/2) (9—2—85)

# BRITISH RAILWAYS

*B*

## LONDON MIDLAND REGION

**ME**

602

**9**

### WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 23 FEBRUARY**

to

**FRIDAY, 1 MARCH 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.

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

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

Sunday, 24 February—Pye Bridge Jn.

The catch points in the down main line at 133m. 56ch. (996 yards before reaching signal TT.79) will be replaced by plain line.

(OD.14/GEN/117) (12)

Western Region:—

**Paddington Station—Until further notice**

In connection with the installation of new shore supplies on Platforms 1 to 8, contractors staff will be working on the platform lines in the vicinity of the new friction buffer-stops.

While work is in progress a "stop" board will be provided on the platforms "(S)", approximately 7 yards from the normal stopping points, (yellow line on platform).

Trains must be brought to a stand at the "stop" (S) lamp.

(12)

Sunday, 24 February—Stoke Gifford East

A new signal bracket will be erected over the Swindon end of the down loop and down reception lines. The signals on the bracket will be covered pending introduction at a later date. (12)

## SECTION C

Signalling and Permanent Way Alterations—continued

DETAILS OF WORK ALREADY CARRIED OUT

**Between Leicester London Rd. and Leicester North**

The centre siding between platforms 2 and 3 at Leicester Station has been secured out of use pending removal, and all signals applying to movements to and from the siding have been taken away.

(OD.14/73/291A) (11)

**Between Bath Row Tunnel and Five Ways.**

The catch points in the down line at 43m. 08ch. (558 yards before reaching signal NS.247) have been replaced by plain line.

(OD.14/GEN/117) (11)

**Wigston North Junction**

The trailing connection from the Down goods line to the Cripple siding has been secured out of use pending removal. All the associated signalling together with the Tail Lamp telephone has been taken away. The down goods Home 1 signal situated 300 yds. on the Kilby side of the box has been abolished.

The two-armed set-back shunting signal on the Down main line situated 120 yds on the Leicester side of the box and applying to movements to the Down goods line and the Down Nuneaton line has been taken away together with the Down goods limit of shunt indicator.

The position light signals and stencil indicators beneath the main aspects of the up main home and up goods home signals have been taken away.

The middle arm of the Three arm shunting signal situated 198 yds. on the Leicester side of the box and applying to set-back movements to the former Down goods line limit of shunt indicator has been taken away.

(OD.14/73/291A) (11)

**Between Landor Street Jn. and St. Andrews Jn.**

The catch points in the down line at 41m. 14ch. have been replaced by plain line.

(OD.14/GEN/117) (10)

\*.\* **Between Daw Mill and Arley Tunnel**

The catch points in the up line at 3m. 53ch. have been replaced by plain line.

(OD.14/GEN/117) (9)

Eastern Region:—

**Between Stamford and Ketton—**

The catch points in the down main line at 7m. 30ch. (962 yards before reaching the home signal) have been removed and plain line installed.

(11)

## SECTION C

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

## Eastern Region—continued

## Between Loughton Branch Jn. South and Temple Mills West—

The Permanent Speed Restrictions on the down main line have been revised and the following Permanent Speed Restrictions now apply:—

- 20 m.p.h. between 4m. 47ch. and 4m. 57ch.
- 15 m.p.h. between 4m. 57ch. and 5½ m.p.
- 30 m.p.h. between 5½ m.p. and 6m. 15ch.

See also Sectional Appendix amendments shown in Section D.

(11)

## Tinsley East —

A double-sided "OFF" indicator has been provided 280 yards on the signalbox side of the shunting signal applying set back-down main to down sidings and will be illuminated when that signal is cleared.

(10)

## \* \* \* Between Nottingham Branch Junction (exclusive) and Aslockton—

The Automatic Warning System has been provided in conjunction with all colour light signals (a) on the down main between Allington Junction down main distant and the Aslockton Gate Box down main home signal No.A2 (inclusive) and (b) on the up main between the Aslockton Gate Box up main distant signal and the up main distant signal D48R immediately on the Nottingham Branch Junction side of Gonerby Tunnel (inclusive).

## Allington Junction (from Barkston East Junction direction)—

An A.W.S. inductor has also been provided 200 yards before reaching the down branch distant signal.

## Bottesford West Junction (from Newark direction)—

An A.W.S. inductor has also been provided 200 yards before reaching the semaphore distant signal on the up single line.

(9)

## Western Region:—

## Between Westerleigh Junction and Yate—

Signal B.147 (up line) and associated signal post telephone has been taken out of use until further notice.

(11)

## \* \* \* Stoke Gifford East—

The connection in the up reception siding leading from the up siding and operated by Stoke Gifford East ground frame, has been removed.

Position light signal B.593 reading from the up siding has been removed.

(9)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

New item.

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

REGULATIONS FOR TRAIN SIGNALLING AND  
 SIGNALMENS GENERAL INSTRUCTIONS (BR.30062)

## SIGNALMENS GENERAL INSTRUCTIONS

## Page 41

40. Occupation/Accommodation Level Crossings and Level Crossings Equipped with Miniature Red/Green Warning Lights, where a Telephone is Provided for the User.

Clause 40.4 Delete preamble and paragraph (a) and substitute:—

- 40.4 If the person concerned advises that he requires to take a large or slow moving vehicle or animals over the crossing, the following arrangements must apply:—

- (a) The Signalman must request the user to advise him when the movement has passed clear of the crossing.

## Page 42

Clause 40.6 Amend asterisk note:—

- \* (e) or (f) to be entered as applicable when permission has been given for a large or slow moving vehicle or animals to cross.

(OD.14/LC/9—OD15/69/2) (9—2—85)

## SECTION D

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING OVER THE WESTERN REGION BR.30063/9—continued  
SECTION J —continued

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down	Up	
			At or Between		
			m.p.h.		
<b>ABBOTSWOOD JN. TO HEREFORD</b> Page J25 Between Down siding GF and Hereford (H) Delete details of running lines and substitute:—  Amend note in remarks column:—	Down Siding GF Salop Bay Sidings GF Hereford Hereford (H)	50.54 50.75 51.03 51.13			Station Yard working authorised over platform lines. (23-2-85)

84

85

## SECTION D

APPENDIX INSTRUCTIONS—continued  
INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF  
WHEN WORKING OVER THE WESTERN REGION BR.30063/9—continued  
SECTION J—continued

## LOCAL INSTRUCTIONS

## BETWEEN MALVERN WELLS AND LEDBURY

Page J42

## Ledbury Tunnel

Delete item and substitute:—

Ledbury Tunnel. Owing to the restricted clearance, only stock with gangway connections either throughout or within each set, must be used for loaded and empty passenger trains requiring to pass through the tunnel.

(23-2-85)

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF  
WHEN WORKING OVER THE WESTERN REGION BR.30063/10  
SECTION K

## LOCAL INSTRUCTIONS

## PADDINGTON TO FOXHALL JN.

Page K36 — LANGLEY

## LANGLEY

Delete existing instructions and substitute:—

## Oil Terminal

Note: The use of any sort of naked flame in the sidings is forbidden and no hand lamp or ignitable material must be taken into the terminal.

## Reach Wagon

A reach wagon is provided in the Refuge Siding (South end). The reach wagon must be attached to the London end of trains entering or leaving the Terminal. It must be returned to the Refuge Siding before departure of trains from the loop and must remain available at all times.

## SECTION D

APPENDIX INSTRUCTIONS—continued  
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF  
 WHEN WORKING OVER THE WESTERN REGION BR.30063/10—continued  
 SECTION K —continued

## LOCAL INSTRUCTIONS —continued

## PADDINGTON TO FOXHALL JN.—continued

Page K36—continued

## Procedure After Arrival

On arrival at Langley, trains for the Oil Terminal must be drawn on to the Loop-Up trains must be brought to a stand at the marker post provided to the rear of signal S273.

The locomotive(s) must then be detached and must shunt the reach wagon, with the automatic brake operative, to the London end of the train. A brake continuity test must then be carried out.

The Guard must then examine the train to ensure that:—

- (a) there are no defective rail cars in the train
- (b) there are no heat or ignition sources on any of the rail cars.

The tail lamp must be removed.

The Guard must then walk to the siding gates to meet the Terminal Supervisor, and hand him the train invoice. The Terminal Supervisor can be called to the gates through use of a public address system installed on the gate post between Nos. 2 and 3 sidings.

The Guard must obtain from the Supervisor details of the siding into which the train is to be placed, after which the Supervisor will unlock and secure open the relevant siding gate.

The Guard must then telephone the Signaller and ask for a release for the ground frame and set the points, making sure that they are set for the correct siding.

When the points have been set, the Guard must advise the Supervisor that the train is ready to be moved into the Terminal.

When the Supervisor is satisfied that everything is in order within the Terminal he will tell the Guard the exact position he requires the train to be placed and will then authorise the Guard to commence the movement.

The Guard is in sole control of the movement, which must be made at a very slow speed, and, throughout the whole movement, the Guard must place himself in the vicinity of the Supervisor but in such a position that he is visible to both the Supervisor, where practicable, and the locomotive Driver at all times, and must be ready to stop the movement at any time.

If at any time the Guard is not in visual contact with the Supervisor he must be prepared to obey the standard whistle code STOP given by the Supervisor.

When the propelling movement is being made, the locomotive must not in any circumstances pass the 'Locomotive Stop' board.

## SECTION D

APPENDIX INSTRUCTIONS—continued  
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF  
 WHEN WORKING OVER THE WESTERN REGION BR.30063/10—continued  
 SECTION K —continued

## LOCAL INSTRUCTIONS —continued

## PADDINGTON TO FOXHALL JN.—continued

Page K36—continued

## Procedure After Arrival—continued

After the movement has been completed, the Guard must obtain the permission of the Supervisor to enter the Terminal so that he (the Guard) can check that all buffers are fully extended. The Guard must then apply the handbrakes on the three rail cars nearest to the siding gate.

The Guard must then uncouple the locomotive(s) and reach wagon. The reach wagon must then be returned to the Refuge siding.

The Supervisor will then close and lock the siding gate and place a red disc on the lamp bracket at the London end of the rail car nearest the siding gate.

## Procedure prior to Departure

The Terminal Supervisor will remove the red disc, will advise the Guard that the train is ready to be moved and will unlock and fasten the relevant siding gate.

The Supervisor will complete and sign the Certificate of Readiness and this must be countersigned by the Guard.

The Guard will then be handed the duplicate copy of the Certificate and until this is in his possession he must not make any attempt to move the train.

When the Guard has received the Certificate, he must advise the Signaller that the train is ready to be moved. The locomotive(s) must then enter the Refuge siding and attach to the reach wagon. They must then proceed to the ground frame where the Guard must obtain a release and handsignal the locomotive(s) and reach wagon back onto the train and couple them to it. The locomotive(s) must be moved very slowly. When the brake hoses have been connected, the Guard must carry out a brake continuity test and ensure that all handbrakes are released.

The Driver must then be instructed to draw the train out onto the Loop. The movement must be made very slowly, and while it is being made the Guard must again position himself in the vicinity of the Supervisor, where practicable, but in such a position that he is visible to both the Supervisor and the Driver at all times and must be prepared to stop the movement at any time.

If, at any time the Guard is not in visual contact with the Supervisor he must be prepared to obey the standard whistle code STOP, given by the Supervisor.

The train must be brought to a stand on the Loop clear of all points. The locomotive(s) and the reach wagon must be detached from the train and the reach wagon returned to the Refuge siding. The locomotive(s) must then return to the train and a second brake continuity test carried out before departure.

The Guard must hand in his copy of the Certificate of Readiness at his Depot when booking off duty, and this must be forwarded to the Area Manager Slough.

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**10**

## WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 2 MARCH**

to

**FRIDAY, 8 MARCH 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.

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

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At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
BALHAM TO SELHURST (via Norwood)		
Saturday/Sunday, 2/3 March		
441 Selhurst Depot and Norwood Jn.	Fork arrival and Arrival & departure roads BLOCKED	00 01 (Sat) to 20 00 (Sun). Track renewals clear of main line connections 9m. 4ch.
Friday, 8 March		
442 Balham Jn. and Tulse Hill/West Norwood	Down & up Crystal Palace Down & up Leigham spurs BLOCKED	01 05 to 04 50. Unloading materials, 4m. 70ch. and 6¼ m.p./6¼ m.p.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

Eastern Region:—

Sunday, 3 March — Tinsley Yard and Tinsley Park

**Tinsley Yard**

A new position light signal No. TY211 will be provided between the East Departure and East Arrival lines, and adjacent to the East end of the points leading from the East Departure to the East Arrival. This signal will apply set-back from East Departure to East Arrival.

East Departure position light signal TY251 will be replaced by an elevated position light signal 8 ft. above rail level and 20 yards further east. A 2-way stencil route indicator will be provided applying as follows:—

"B" — Breakdown Train Road  
"Y" — Main Yard

**Tinsley Park**

The crossover between the East Departure and East Arrival lines will be repositioned 34 yards further East. East arrival signal TP20 will be repositioned to the new clearance point.

(13)

Sunday, 3 March — York — Dringhouses Yard

Hump shunting will be abolished.

The Hump Control Tower will be taken out of use and all signals worked therefrom will be abolished.

The points giving access to No's 17 to 22 Roads at the North end will be abolished. These roads will be Stop-blocked at the North end and will be accessible only from the South end. All other points worked from the Control tower will be converted to hand-operation.

(13)

Sunday, 3 March — Healey Mills

The connection between the Departure Line and Down Slow, together with the associated signal routes will be abolished. (Departure line 3—aspect signal No. 184 will apply towards No. 209 signal only).

(13)

Monday, 4 March — Swineshead

The 50 m.p.h. permanent speed restriction on the down line approaching Swineshead between 129m. 42ch. and 130m. 21ch. will be removed.

The 50 m.p.h. permanent speed restriction on the up line approaching Swineshead between 130m. 72ch. and 130¼ m.p. will be removed.

(See Section D)

(13)



## SECTION C

## Signalling and Permanent Way Alterations —continued

## Western Region:—

## Stoke Gifford—

The following work will be carried out in connection with the introduction of a new layout and new signalling at a later date:—

## Between 22 15 hours, Saturday, 2 March and 21 00 hours Sunday, 3 March

The Down and Up Avonmouth lines between Stoke Gifford Junction and Filton West Junction will be taken out of use. The facing connection in the Down Tunnel line leading to the Down Avonmouth line at approximately 112m. 5ch. will be removed and replaced with plain line.

The routes on the following signals will be disconnected:—

B.112	}	To Down Avonmouth
B.312		
B.412		
B.516		
B.812	}	To Down Avonmouth and Tip Sidings.
B.510		
B.512		

B.387 (At Filton West Junction) To Up Avonmouth.

The trailing crossover between the down and up Badminton lines at approximately 111m. 75ch. will be secured out of use pending re-introduction at a later date.

## Wednesday, 6 March.

The connection in the Up Loop leading to the Up Reception siding (No.963 points) will be secured out of use in the normal position pending re-introduction at a later date.

## Between 08 35 hours, Thursday, 7 March and 17 00 hours, Friday, 8 March.

The facing connection in the Up Badminton line leading to the Up Loop (No.962 points) will be secured out of use in the normal position pending re-introduction at a later date.

(13)

## Stoke Gifford Junction Resignalling—

In connection with the introduction of a new layout and new signalling between Saturday 9 March and Monday 18 March, a "Notice to Trainmen — Signalling and Permanent Way Alterations" is in the process of being distributed to Depots concerned.

Trainmen who have not received a copy of this publication by Monday, 4 March, must advise their Supervisor.

(13)

## SECTION C

## Signalling and Permanent Way Alterations —continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Pye Bridge Jn.

The catch points in the down main line at 133m. 56ch. (996 yards before reaching signal TT.79) have been replaced by plain line.

(OD.14/GEN/117)

(12)

## Between Leicester London Rd. and Leicester North

The centre siding between platforms 2 and 3 at Leicester Station has been secured out of use pending removal, and all signals applying to movements to and from the siding have been taken away.

(OD.14/73/291A)

(11)

## Between Bath Row Tunnel and Five Ways.

The catch points in the down line at 43m. 08ch. (558 yards before reaching signal NS.247) have been replaced by plain line.

(OD.14/GEN/117)

(11)

## Wigston North Junction

The trailing connection from the Down goods line to the Cripple siding has been secured out of use pending removal. All the associated signalling together with the Tail Lamp telephone has been taken away. The down goods Home 1 signal situated 300 yds. on the Kilby side of the box has been abolished.

The two-armed set-back shunting signal on the Down main line situated 120 yds on the Leicester side of the box and applying to movements to the Down goods line and the Down Nuneaton line has been taken away together with the Down goods limit of shunt indicator.

The position light signals and stencil indicators beneath the main aspects of the up main home and up goods home signals have been taken away.

The middle arm of the Three arm shunting signal situated 198 yds. on the Leicester side of the box and applying to set-back movements to the former Down goods line limit of shunt indicator has been taken away.

(OD.14/73/291A)

(11)

## \* \* \* Between Landor Street Jn. and St. Andrews Jn.

The catch points in the down line at 41m. 14ch. have been replaced by plain line.

(OD.14/GEN/117)

(10)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—

## Peterborough Fletton Junction—

Fletton "A" ground frame and the signalling worked therefrom (PE.52 position light) has been abolished.

The points-Fly Ash Arrival/Hicks Brick Yard Sidings have been secured out of use pending removal.

The position light signal on the Down Slow (No. PE56), previously applying to wards Fletton A ground frame controlled signal PE.52 at the entrance to Hicks Yard; to Fly Ash Arrival or to Orton Mere Branch, now applies:—

Indication A — to Fly Ash Arrival  
Indication B — to Orton Mere Branch

Fletton "B" ground frame and the signalling worked therefrom has been abolished.

The points — Down slow/Down Brick line have been secured out of use pending removal.

(New Item) (12)

## Between Stamford and Ketton—

The catch points in the down main line at 7m. 30ch. (962 yards before reaching the home signal) have been removed and plain line installed.

(11)

## Between Loughton Branch Jn. South and Temple Mills West—

The Permanent Speed Restrictions on the down main line have been revised and the following Permanent Speed Restrictions now apply:—

20 m.p.h. between 4m. 47ch. and 4m. 57ch.

15 m.p.h. between 4m. 57ch. and 5½ m.p.

30 m.p.h. between 5½ m.p. and 6m. 15ch.

See also Sectional Appendix amendments shown in Section D.

(11)

## \*\* Tinsley East —

A double-sided "OFF" indicator has been provided 280 yards on the signalbox side of the shunting signal applying set back-down main to down sidings and will be illuminated when that signal is cleared.

(10)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region:—

## Maidenhead—

Signal S.136 at the Bristol end of the Down relief Platform has been renewed as a straight post signal and repositioned 30 yards towards Bristol.

(New Item) (12)

## Reading Diesel Depot—

No. 5 Road (former Washing Road) has been temporarily shortened and a temporary stop block has been provided at 36m. 45ch.

(New Item) (12)

## Paddington Station—Until further notice

In connection with the installation of new shore supplies on Platforms 1 to 8, contractors staff will be working on the platform lines in the vicinity of the new friction buffer-stops.

While work is in progress a "stop" board will be provided on the platforms "(S)", approximately 7 yards from the normal stopping points, (yellow line on platform).

Trains must be brought to a stand at the "stop" (S) lamp.

(12)

## Stoke Gifford East

A new signal bracket has been erected over the Swindon end of the down loop and down reception lines. The signals on the bracket are covered pending introduction at a later date.

(12)

## Between Westerleigh Junction and Yate—

Signal B.147 (up line) and associated signal post telephone has been taken out of use until further notice.

# BRITISH RAILWAYS

## LONDON MIDLAND REGION

**ME**

602

**11**

*Passenger Officer*

### WEEKLY OPERATING NOTICE containing

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

**SATURDAY, 9 MARCH** (83)

to

**FRIDAY, 15 MARCH 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 M', 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.

### Eastern Region:—

#### Sunday, 10 March—Between Dore Station Junction and Dore West Junction.

Down Manchester 3—aspect signal S55, will be re-positioned 16 yards further from Dore West Junction.

(14)

### Western Region:—

#### Stoke Gifford — Resignalling

The following amendments should be made to the Signal Routes as shown in the diagram of Signalling Notice No. 8:—

**Signal B110** — Route A to down reception — main aspect with **position 2** junction indicator.

**Signal B112** — Route A to down Filton — main aspect with **position 2** junction indicator.

**Signal B387** — Route C to up Filton West — main aspect with **position 4** junction indicator

(14)

#### From 22 15 Hours, Saturday, 9 March—Stoke Gifford

Following the introduction of the new layout and new signalling, the 50 m.p.h. permanent speed restriction over the Down and Up Filton lines between Stoke Gifford Junction and 112m. 65ch. will be raised to 60 m.p.h. (See Section D).

(14)

#### From 10 00 Hours, Monday, 11 March—Between Southall West Junction and Hayes & Harlington

The 40 m.p.h. permanent speed restriction over the Up Relief line (in both directions) between 10m. 18ch. and 10m. 20ch. will be removed and the maximum speed of the line will apply. (See Section D).

(14)

#### From 10 00 Hours, Monday 11 March—Between Parson Street Junction and Bristol West

A new 40 m.p.h. permanent speed restriction will apply over the Up Relief line from 120m. 6ch. and 118m. 74ch. (See Section D).

(14)

## SECTION C

### Signalling and Permanent Way Alterations—continued

#### DETAILS OF WORK ALREADY CARRIED OUT

#### Colwick Estates Branch

Petrofina Ltd. Sidings have been closed and the connections thereto have been secured out of use pending removal.

(OD.14/-) (New Item)

(13)

#### Pye Bridge Jn.

The catch points in the down main line at 133m. 56ch. (996 yards before reaching signal TT.79) have been replaced by plain line.

(OD.14/GEN/117)

(12)

#### \*.\* Between Leicester London Rd. and Leicester North

The centre siding between platforms 2 and 3 at Leicester Station has been secured out of use pending removal, and all signals applying to movements to and from the siding have been taken away.

(OD.14/73/291A)

(11)

#### \*.\* Between Bath Row Tunnel and Five Ways.

The catch points in the down line at 43m. 08ch. (558 yards before reaching signal NS.247) have been replaced by plain line.

(OD.14/GEN/117)

(11)

#### \*.\* Wigston North Junction

The trailing connection from the Down goods line to the Cripple siding has been secured out of use pending removal. All the associated signalling together with the Tail Lamp telephone has been taken away. The down goods Home 1 signal situated 300 yds. on the Kilby side of the box has been abolished.

The two-armed set-back shunting signal on the Down main line situated 120 yds on the Leicester side of the box and applying to movements to the Down goods line and the Down Nuneaton line has been taken away together with the Down goods limit of shunt indicator.

The position light signals and stencil indicators beneath the main aspects of the up main home and up goods home signals have been taken away.

The middle arm of the Three arm shunting signal situated 198 yds. on the Leicester side of the box and applying to set-back movements to the former Down goods line limit of shunt indicator has been taken away.

(OD.14/73/291A)

(11)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—

## Tinsley Yard and Tinsley Park

## Tinsley Yard

A new position light signal No. **TY211** has been provided between the East Departure and East Arrival lines, and adjacent to the East end of the points leading from the East Departure to the East Arrival. This signal applies set-back from East Departure to East Arrival.

East Departure position light signal **TY251** has been replaced by an elevated position light signal 8ft. above rail level and 20 yards further east. A 2-way stencil route indicator has been provided applying as follows:—

"B"— Breakdown Train Road  
"Y"— Main Yard

## Tinsley Park

The crossover between the East Departure and East Arrival lines has been repositioned 34 yards further East. East arrival signal **TP20** has been repositioned to the new clearance point.

(13)

## York — Dringhouses Yard

Hump shunting has been abolished.

The Hump Control Tower has been taken out of use and all signals worked therefrom abolished.

The points giving access to No's. 17 to 22 Roads at the North end have been abolished. These roads have been Stop-blocked at the North end and are accessible only from the South end. All other points worked from the Control tower have been converted to hand-operation.

(13)

## Healey Mills

The connection between the Departure Line and Down Slow, together with the associated signal routes have been abolished. (Departure line 3—aspect signal No. 184 applies towards No. 209 signal only).

## Swineshead

The 50 m.p.h. permanent speed restriction on the down line approaching Swineshead between 129m. 42ch. and 130m. 21ch. has been removed.

The 50 m.p.h. permanent speed restriction on the up line approaching Swineshead between 130m. 72ch. and 130¼ m.p. has been removed.

(See Section D)

(13)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried out—continued

## Eastern Region—continued

## Peterborough Fletton Junction—

Fletton "A" ground frame and the signalling worked therefrom (PE.52 position light) has been abolished.

The points—Fly Ash Arrival/Hicks Brick Yard Sidings have been secured out of use pending removal.

The position light signal on the Down Slow (No. PE56), previously applying towards Fletton A ground frame controlled signal PE.52 at the entrance to Hicks Yard; to Fly Ash Arrival or to Orton Mere Branch, now applies:—

Indication A — to Fly Ash Arrival  
Indication B — to Orton Mere Branch

Fletton "B" ground frame and the signalling worked therefrom has been abolished.

The points — Down slow/Down Brick line have been secured out of use pending removal.

(12)

## \* \* \* Between Stamford and Ketton—

The catch points in the down main line at 7m. 30ch. (962 yards before reaching the home signal) have been removed and plain line installed.

(11)

## \* \* \* Between Loughton Branch Jn. South and Temple Mills West—

The Permanent Speed Restrictions on the down main line have been revised and the following Permanent Speed Restrictions now apply:—

20 m.p.h. between 4m. 47ch. and 4m. 57ch.  
15 m.p.h. between 4m. 57ch. and 5½ m.p.  
30 m.p.h. between 5½ m.p. and 6m. 15ch.

See also Sectional Appendix amendments shown in Section D

(11)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region:—

## Taplow—

The trailing crossover between the Down and Up Relief lines at 22m. 12ch. and controlled from Taplow ground frame has been secured out of use pending removal.

(New Item) (13)

## Stoke Gifford—

The following work has been carried out in connection with the introduction of a new layout and new signalling at a later date:—

The Down and Up Avonmouth lines between Stoke Gifford Junction and Filton West Junction have been taken out of use. The facing connection in the Down Tunnel line leading to the Down Avonmouth line at approximately 112m. 5ch. has been removed and replaced with plain line.

The routes on the following signals have been disconnected:—

B.112	}	To Down Avonmouth
B.312		
B.412		
B.516		
B.812	}	To Down Avonmouth and Tip Sidings.
B.510		
B.512		

B.387 (At Filton West Junction) To Up Avonmouth.

The trailing crossover between the down and up Badminton lines at approximately 111m. 75ch. has been secured out of use pending re-introduction at a later date.

The connection in the Up Loop leading to the Up Reception siding (No. 963 points) has been secured out of use in the normal position pending re-introduction at a later date.

The facing connection in the Up Badminton line leading to the Up Loop (No. 962 points) has been secured out of use in the normal position pending re-introduction at a later date.

(13)

## Stoke Gifford Junction Resignalling—

In connection with the introduction of a new layout and new signalling a "Notice to Trainmen—Signalling and Permanent Way Alterations" has been distributed to Depots concerned.

Trainmen who have not received a copy of this publication must advise their Supervisor.

(13)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region—continued

## Maidenhead—

Signal S.136 at the Bristol end of the Down relief Platform has been renewed as a straight post signal and repositioned 30 yards towards Bristol.

(New Item) (12)

## Reading Diesel Depot—

No. 5 Road (former Washing Road) has been temporarily shortened and a temporary stop block has been provided at 36m. 45ch.

(New Item) (12)

## Paddington Station—Until further notice

In connection with the installation of new shore supplies on Platforms 1 to 8, contractors staff will be working on the platform lines in the vicinity of the new friction buffer-stops.

While work is in progress a "stop" board will be provided on the platforms "(S)", approximately 7 yards from the normal stopping points, (yellow line on platform).

Trains must be brought to a stand at the "stop" (S) lamp.

(12)

## Stoke Gifford East

A new signal bracket has been erected over the Swindon end of the down loop and down reception lines. The signals on the bracket are covered pending introduction at a later date.

(12)

## Between Westerleigh Junction and Yate—

Signal B.147 (up line) and associated signal post telephone has been taken out of use until further notice.

(12)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**12**

## WEEKLY OPERATING NOTICE containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 16 MARCH**

to

**FRIDAY, 22 MARCH 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.

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

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## SECTION B

At or between	Lines affected	Remarks
<b>SOUTHERN REGION—continued</b>		
<b>BALHAM TO SELHURST (via Norwood)—continued</b>		
<b>Sunday, 17 March</b>		
414 Streatham Hill	All Up sidings BLOCKED	08 00 to 16 00. Track maintenance 5¼ and 5 m.p.
415 Norwood Jn. and Selhurst	Arrival Road, By-pass Road 1 & 2 Chalk Roads BLOCKED	08 00 to 17 00. Track renewals 9 and 9½ m.p.
<b>Friday, 22 March</b>		
416 Leigham Jn./Tulse Hill and Sydenham/ Norwood Jn.	Down & up Crystal Palace Down & up West Norwood Spur Down & up Sydenham and Down & up Crystal Palace Spur BLOCKED	01 00 to 04 50. Loading and unloading materials, 6½ and 9 m.p.
417 Selhurst/Norwood Fork Jn. and East Croydon	Down Victoria slow Down London Bridge slow, slow reversible BLOCKED	00 35 to 05 20. Track maintenance 9¼ and 10¼ m.p.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

**Saturday, 16 March—Wistow S.B.**

The connections from the Up main to the Up goods loop and Lie-by siding will be secured out of use pending removal, and all associated signalling will be taken away.

(OD14/73/291)

(15)

**Sunday, 17 March—Acton Wells Junction**

The up main home 2 and up starting 3 way bracket semaphore signal situated 160 yards on the Bollo Lane side of the box will be taken away.

The 3- aspect C/L up main home 1 and up branch home signals will each be fitted with a position 1 junction route indicator above the main aspects and a P/L signal with stencil indicator below the main aspects. The signals will apply as follows:—

Aspect	Indication	Route set
Main	—	Up main (also acts as Willesden H.L. Jn. distant)
Main	Position 1	Up Cricklewood (also acts as Acton Canal Wharf distant)
P/L	Arr	Up Arrival.

The signals will become the section signals for trains proceeding on the up main line.

(OD14/79/72)

(15)

**Sunday, 17 March—Between Leamington Spa and Warwick**

The catch points in the down line at 107m 48ch will be replaced by plain line.

(OD14/GEN/117)

(15)

**Thursday, 21 March—Silverhill**

The 'No Signalman'—type key token instrument at present located in Silverhill token cabin will be transferred to the Guard's shelter in the N.C.B. Bunker at Silverhill Colliery.

(OD14/84/83)

(15)

**Eastern Region:—**

**Sunday, 17 March—Immingham Reception Sidings**

The disc shunting signals applying Storage Sidings to Down Main and Storage Sidings to Shunt Spur will be replaced by miniature arm signals (Top arm to Down Main, lower arm to Shunt Spur).

(15)



## SECTION C

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Colwick Estates Branch

Petrofina Ltd. Sidings have been closed and the connections thereto have been secured out of use pending removal.

(OD14/-) (13)

## \*.\* Pye Bridge Jn.

The catch points in the down main line at 133m. 56ch. (996 yards before reaching signal TT.79) have been replaced by plain line.

(OD.14/GEN/117) (12)

## Eastern Region:—

## Between Dore Station Junction and Dore West Junction

Down Manchester 3--aspect signal S55, has been re-positioned 16 yards further from Dore West Junction.

(14)

## Tinsley Yard and Tinsley Park

## Tinsley Yard

A new position light signal No. TY211 has been provided between the East Departure and East Arrival lines, and adjacent to the East end of the points leading from the East Departure to the East Arrival. This signal applies set-back from East Departure to East Arrival.

East Departure position light signal TY251 has been replaced by an elevated position light signal 8ft. above rail level and 20 yards further east. A 2-way stencil route indicator has been provided applying as follows:

"B"— Breakdown Train Road  
"Y"— Main Yard

## Tinsley Park

The crossover between the East Departure and East Arrival lines has been repositioned 34 yards further East. East arrival signal TP20 has been repositioned to the new clearance point.

(13)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—continued

## York — Dringhouses Yard

Hump shunting has been abolished.

The Hump Control Tower has been taken out of use and all signals worked therefrom abolished.

The points giving access to No's. 17 to 22 Roads at the North end have been abolished. These roads have been Stop-blocked at the North end and are accessible only from the South end. All other points worked from the Control tower have been converted to hand-operation.

(13)

## Healey Mills

The connection between the Departure Line and Down Slow, together with the associated signal routes have been abolished. (Departure line 3--aspect signal No. 184 applies towards No. 209 signal only).

## Swineshead

The 50 m.p.h. permanent speed restriction on the down line approaching Swineshead between 129m. 42ch. and 130m. 21ch. has been removed.

The 50 m.p.h. permanent speed restriction on the up line approaching Swineshead between 130m. 72ch. and 130½ m.p. has been removed.

(See Section D) (13)

## \*.\* Peterborough Fletton Junction—

Fletton "A" ground frame and the signalling worked therefrom (PE.52 position light) has been abolished.

The points—Fly Ash Arrival/Hicks Brick Yard Sidings have been secured out of use pending removal.

The position light signal on the Down Slow (No. PE56), previously applying towards Fletton A ground frame controlled signal PE.52 at the entrance to Hicks Yard; to Fly Ash Arrival or to Orton Mere Branch, now applies:—

Indication A — to Fly Ash Arrival  
Indication B — to Orton Mere Branch

Fletton "B" ground frame and the signalling worked therefrom has been abolished.

The points — Down slow/Down Brick line have been secured out of use pending removal.

(12)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region:—

## Slough

The trailing connection in the Down Relief line at 18m. 29ch. (East end of Station) leading from the East Carriage Sidings has been secured out of use pending removal.

The facing connection in the Up Relief line leading to the Up siding at 18m. 73ch. and controlled from Up Sidings No. 1 ground frame has been secured out of use pending removal.

(New Item) (14)

## Stoke Gifford — Resignalling

The following amendments should be made to the Signal Routes as shown in the diagram of Signalling Notice No. 8:—

**Signal B110** — Route A to down reception — main aspect with **position 2** junction indicator.

**Signal B112** — Route A to down Filton — main aspect with **position 2** junction indicator.

**Signal B387** — Route C to up Filton West — main aspect with **position 4** junction indicator (14)

## Stoke Gifford

Following the introduction of the new layout and new signalling, the 50m.p.h. permanent speed restriction over the Down and Up Filton lines between Stoke Gifford Junction and 112m. 65ch. has been raised to 60 m.p.h. (See Section D).

(14)

## Between Southall West Junction and Hayes &amp; Harlington

The 40 m.p.h. permanent speed restriction over the Up Relief line (in both directions) between 10m. 18ch. and 10m. 20ch. has been removed and the maximum speed of the line applies (See Section D).

(14)

## Between Parson Street Junction and Bristol West

A new 40 m.p.h. permanent speed restriction applies over the Up Relief line from 120m. 6ch. and 118m. 74ch. (See Section D).

(14)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region:— continued

## Taplow—

The trailing crossover between the Down and Up Relief lines at 22m. 12ch. and controlled from Taplow ground frame has been secured out of use pending removal.

(13)

## Stoke Gifford—

The following work has been carried out in connection with the introduction of a new layout and new signalling at a later date:—

The Down and Up Avonmouth lines between Stoke Gifford Junction and Filton West Junction have been taken out of use. The facing connection in the Down Tunnel line leading to the Down Avonmouth line at approximately 112m. 5ch. has been removed and replaced with plain line.

The routes on the following signals have been disconnected:—

B.112	
B.312	
B.412	To Down Avonmouth
B.516	
B.812	
B.510	To Down Avonmouth and Tip Sidings.
B.512	

B.387 (At Filton West Junction) To Up Avonmouth.

The trailing crossover between the down and up Badminton lines at approximately 111m. 75ch. has been secured out of use pending re-introduction at a later date.

The connection in the Up Loop leading to the Up Reception siding (No. 963 points) has been secured out of use in the normal position pending re-introduction at a later date.

The facing connection in the Up Badminton line leading to the Up Loop (No. 962 points) has been secured out of use in the normal position pending re-introduction at a later date.

(13)

## Stoke Gifford Junction Resignalling—

In connection with the introduction of a new layout and new signalling a "Notice to Trainmen - Signalling and Permanent Way Alterations" has been distributed to Depots concerned.

Trainmen who have not received a copy of this publication must advise their Supervisor.

(13)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region—continued

## \* \* Maidenhead—

Signal S.136 at the Bristol end of the Down relief Platform has been renewed as a straight post signal and repositioned 30 yards towards Bristol.

(12)

## \* \* Reading Diesel Depot—

No. 5 Road (former Washing Road) has been temporarily shortened and a temporary stop block has been provided at 36m. 45ch.

(12)

## \* \* Paddington Station—Until further notice

In connection with the installation of new shore supplies on Platforms 1 to 8, contractors staff will be working on the platform lines in the vicinity of the new friction buffer-stops.

While work is in progress a "stop" board will be provided on the platforms "(S)", approximately 7 yards from the normal stopping points, (yellow line on platform).

Trains must be brought to a stand at the "stop" (S) lamp.

(12)

## \* \* Stoke Gifford East

A new signal bracket has been erected over the Swindon end of the down loop and down reception lines. The signals on the bracket are covered pending introduction at a later date.

(12)

## \* \* Between Westerleigh Junction and Yate—

Signal B.147 (up line) and associated signal post telephone has been taken out of use until further notice.

(12)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

New item.

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

REGULATIONS FOR TRAIN SIGNALLING AND  
SIGNALMENS GENERAL INSTRUCTIONS (BR.30062)

## SIGNALMENS GENERAL INSTRUCTIONS

## Page 41

40. Occupation/Accommodation Level Crossings and Level Crossings Equipped with Miniature Red/Green Warning Lights, where a Telephone is Provided for the User.

Clause 40.4 Delete preamble and paragraph (a) and substitute:—

40.4 If the person concerned advises that he requires to take a large or slow moving vehicle or animals over the crossing, the following arrangements must apply:—

- (a) The Signalman must request the user to advise him when the movement has passed clear of the crossing.

## Page 42

Clause 40.6 Amend asterisk note:—

\* (e) or (f) to be entered as applicable when permission has been given for a large or slow moving vehicle or animals to cross.

(OD.14/LC/9—OD15/69/2) (9—2—85)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**13**

## WEEKLY OPERATING NOTICE containing

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

**SATURDAY, 23 MARCH**

to

**FRIDAY, 29 MARCH 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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Eastern Region:—

#### Sunday, 24 March— Boutham Crossing

The following new colourlight signals will be brought into use:—

Down Newark BC2 (3—aspect)  
Up Newark BC3 (Red/Green)  
Up Newark BC3R 2—aspect Distant

Signal post telephones will be provided on BC2 and BC3.

Automatic Warning System track inductors will be provided in conjunction with BC3R and BC2 also, the existing Down Newark 2—aspect colour light Distant signal BC1.

The distance between existing BC1 colour light Distant signal and new BC2 will be 1,729 yds.

This stage work is part of the resignalling associated with the Lincoln Diversion. Reference should be made to supplementary notice of signalling alterations No. 132.

(16)

### Western Region:—

#### From 23 00 hours Saturday, 23 March to 18 00 hours, Sunday, 24 March or Until Completion — Stapleton Road (Bristol)

Stapleton Road ground frame and associated facing connection in the Up Filton Line at approximately 1m. 63ch. (previously secured out of use) will be removed.

The following signals will also be removed:—

Ground position light signal B.536  
Position light signal associated with signal B.235 (Up Main)

(16)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Bromford Bridge

The connection to B.S.C. Bromford Tubes siding together with trap points has been reinstated and a single lever ground frame, normally padlocked, provided. The key to the padlock will be kept in the Chargeman's Office at Bromford Bridge.

(OD14/84/280) (New Item) (15)

### Signalling and Permanent way Alterations—continued

#### Details of Work Already Carried Out—continued

#### Wistow S.B.

The connections from the Up main to the Up goods loop and Lie-by siding have been secured out of use pending removal, and all associated signalling has been taken away.

(OD14/73/291) (15)

#### Acton Wells Junction

The up home 2 and up starting 3—way bracket semaphore signal situated 160 yards on the Bollo Lane side of the box has been taken away.

The 3—aspect C/L up main home 1 and up branch home signals have each been fitted with a position 1 junction route indicator above the main aspects and a P/L signal with stencil indicator below the main aspects. The signals apply as follows:—

Aspect	Indication	Route set
Main	—	Up main (also acts as Willesden H.L. Jn. distant)
Main	Position 1	Up Cricklewood (also acts as Acton Canal Wharf distant)
P/L	Arr	Up Arrival

The signals have become the section signals for trains proceeding on the up main line.

(OD14/79/72) (15)

#### Between Leamington Spa and Warwick

The catch points in the down line at 107m 48ch have been replaced by plain line.

(OD14/GEN/117) (15)

#### Silverhill

The 'No Signalman'—type key token instrument at present located in Silverhill token cabin has been transferred to the Guard's shelter in the N.C.B. Bunker at Silverhill Colliery.

(OD14/84/83) (15)

#### Colwick Estates Branch

Petrofina Ltd. Sidings have been closed and the connections thereto have been secured out of use pending removal.

(OD14/—) (13)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—

## Peterborough — Fletton Jn.

The Down Slow to Down Main crossover has been reinstated in revised form.

The Main to Main crossover has been taken out of use until **Sunday, 21 April** when it will be reinstated in its new position.

(New item) (15)

## Immingham Reception Sidings

The disc shunting signals applying Storage Sidings to Down Main and Storage Sidings to Shunt Spur have been replaced by miniature arm signals (Top arm to Down Main, lower arm to Shunt Spur).

(15)

## Between Dore Station Junction and Dore West Junction

Down Manchester 3—aspect signal S55 has been repositioned 16 yards further from Dore West Junction.

(14)

## \* \* Tinsley Yard and Tinsley Park

## Tinsley Yard

A new position light signal No. **TY211** has been provided between the East Departure and East Arrival lines, and adjacent to the East end of the points leading from the East Departure to the East Arrival. This signal applies set-back from East Departure to East Arrival.

East Departure position light signal **TY251** has been replaced by an elevated position light signal 8ft. above rail level and 20 yards further east. A 2-way stencil route indicator has been provided applying as follows:—

"B"— Breakdown Train Road  
"Y"— Main Yard

## Tinsley Park

The crossover between the East Departure and East Arrival lines has been repositioned 34 yards further East. East arrival signal **TP20** has been repositioned to the new clearance point.

(13)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—continued

## \* \* York — Dringhouses Yard

Hump shunting has been abolished.

The Hump Control Tower has been taken out of use and all signals worked therefrom abolished.

The points giving access to No's. 17 to 22 Roads at the North end have been abolished. These roads have been Stop-blocked at the North end and are accessible only from the South end. All other points worked from the Control tower have been converted to hand-operation.

(13)

## \* \* Healey Mills

The connection between the Departure Line and Down Slow, together with the associated signal routes have been abolished. (Departure line 3—aspect signal No. 184 applies towards No. 209 signal only).

## \* \* Swineshead

The 50 m.p.h. permanent speed restriction on the down line approaching Swineshead between 129m. 42ch. and 130m. 21ch. has been removed.

The 50 m.p.h. permanent speed restriction on the up line approaching Swineshead between 130m. 72ch. and 130¼ m.p. has been removed.

(See Section D)

(13)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region:—

## Slough

The trailing connection in the Down Relief line at 18m. 29ch. (East end of Station) leading from the East Carriage Sidings has been secured out of use pending removal.

The facing connection in the Up Relief line leading to the Up siding at 18m. 73ch. and controlled from Up Sidings No. 1 ground frame has been secured out of use pending removal.

(14)

## Stoke Gifford — Resignalling

The following amendments should be made to the Signal Routes as shown in the diagram of Signalling Notice No. 8:—

Signal B110 — Route A to down reception — main aspect with **position 2** junction indicator.

Signal B112 — Route A to down Filton — main aspect with **position 2** junction indicator.

Signal B387 — Route C to up Filton West — main aspect with **position 4** junction indicator (14)

## Stoke Gifford

Following the introduction of the new layout and new signalling, the 50m.p.h. permanent speed restriction over the Down and Up Filton lines between Stoke Gifford Junction and 112m. 65ch. has been raised to 60 m.p.h. (See Section D).

(14)

## Between Southall West Junction and Hayes &amp; Harlington

The 40 m.p.h. permanent speed restriction over the Up Relief line (in both directions) between 10m. 18ch. and 10m. 20ch. has been removed and the maximum speed of the line applies (See Section D).

(14)

## Between Parson Street Junction and Bristol West

A new 40 m.p.h. permanent speed restriction applies over the Up Relief line from 120m. 6ch. and 118m. 74ch. (See Section D).

(14)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region:— continued

## \* \* Taplow—

The trailing crossover between the Down and Up Relief lines at 22m. 12ch. and controlled from Taplow ground frame has been secured out of use pending removal.

(13)

## \* \* Stoke Gifford—

The following work has been carried out in connection with the introduction of a new layout and new signalling at a later date:—

The Down and Up Avonmouth lines between Stoke Gifford Junction and Filton West Junction have been taken out of use. The facing connection in the Down Tunnel line leading to the Down Avonmouth line at approximately 112m. 5ch. has been removed and replaced with plain line.

The routes on the following signals have been disconnected:—

B.112	}	To Down Avonmouth
B.312		
B.412		
B.516		

B.812	}	To Down Avonmouth and Tip Sidings.
B.510		
B.512		

B.387 (At Filton West Junction) To Up Avonmouth.

The trailing crossover between the down and up Badminton lines at approximately 111m. 75ch. has been secured out of use pending re-introduction at a later date.

The connection in the Up Loop leading to the Up Reception siding (No. 963 points) has been secured out of use in the normal position pending re-introduction at a later date.

The facing connection in the Up Badminton line leading to the Up Loop (No. 962 points) has been secured out of use in the normal position pending re-introduction at a later date.

(13)

## \* \* Stoke Gifford Junction Resignalling—

In connection with the introduction of a new layout and new signalling a "Notice to Trainmen—Signalling and Permanent Way Alterations" has been distributed to Depots concerned.

Trainmen who have not received a copy of this publication must advise their Supervisor.

(13)

## MISCELLANEOUS INSTRUCTIONS

## ROUTE AVAILABILITY – MARK III COACHING STOCK

Add the following items to Paragraph 8 "Alternative Diversions to Main Routes" (page 282 MED 6)

(79) Basford Hall Junction – Sydney Bridge OR Crewe Coal Yard.  
(Manchester and Liverpool Independent Lines)

(80) Salop Goods Junction – Crewe North Junction (Chester Independent Lines)

(015/407/MK III)

(23-2-85)

## BETWEEN JUNCTION ROAD JN. AND GOSPEL OAK

In connection with emergency engineering work at Hampstead Heath, authority is given to propel 18 fitted Departmental vehicles, without brake van leading, from Junction Road Jn. to Gospel Oak over the up line. The provisions of Rule Book, Section H, clauses 8.2, 8.3 and 8.5 and Signalmen's General Instruction No.44 must be strictly observed for each movement.

(OD.14/84/317)

(14-1-85)

## BETWEEN JUNCTION ROAD JN. AND GOSPEL OAK

Until further notice, whilst Gospel Oak signal box is out of use due to fire damage, the down Tottenham and Hampstead line will be taken out of use and One Train Working will be in operation between Junction Road Jn. and Gospel Oak Station bay platform over the up Tottenham and Hampstead line.

Gospel Oak up Tottenham and Hampstead home signals No's 1/7 will be taken out of use.

A signal post telephone will be provided on the bay line platform at Gospel Oak opposite signal No.11 and will give communication with the signalman at Junction Road Jn.

Gospel Oak down Tottenham and Hampstead section signal will be taken away.

Junction Road Jn. down Tottenham and Hampstead distant signal and down Tottenham and Hampstead home signal (No.27) will apply to down direction trains returning over the single line.

A hand-signalman will be appointed at Junction Road Jn. signal No.27 and a telephone provided.

**A train must not leave Junction Road Jn. for Gospel Oak unless the Driver is in possession of the emergency train staff.**

**A train must not leave Gospel Oak Station bay platform without obtaining the permission of the Signalman at Junction Road Jn.**

(OD.14/85/50)

(18-3-85)



# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**14**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 30 MARCH**

to

**FRIDAY, 5 APRIL 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.

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

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At or between	Lines affected	Remarks
SOUTHERN REGION—continued		
LEWISHAM TO DARTFORD JN. (via Woolwich Arsenal)—continued		
Monday/Tuesday, 1/2 to Wednesday/Thursday, 3/4 April		
420 Lewisham and Blackheath	Down BLOCKED	00 40 to 05 30 (Tues to Thurs)
	Up BLOCKED	23 30 (Mon to Wed) to 04 00 (Tues to Thurs)
		} Station work 6 and 7¼ m.p.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 31 March — Market Harborough

The down Midland line starting signal will be taken away and the present down Midland line home 2 signal, situated approximately 25 yards on the Leicester side of the box, will become the new down Midland line starting signal. The present down Midland line home 1 signal will be renamed 'down Midland line home' signal.

(OD14/81/218)

(17)

### Sunday, 31 March — Lichfield T.V. Jn.

The down distant signal will be reduced in height from 38ft. to 14ft. above rail level.

(OD14/—)

(17)

### Eastern Region:—

#### Sunday, 31 March — Between Dore Station Junction and Dore West Junction (also Dore South Junction).

##### Between Dore Station Junction and Dore West Junction

The down Manchester line will become redundant and the Up Manchester will become the Up/Down Manchester single line. The line will be slued at the Dore West Junction end where part of the Down Manchester will form the single line.

The **Track Circuit Block** regulations will apply on the single line.

##### Signalling alterations

##### Dore Station Junction

Up main 4 — aspect signal S58 (with Junction Indicator position 4 for the route to Down Manchester single line) will be repositioned 310 yards on the Sheffield side of its present position. Consequently, Up main automatic signal S60 will be abolished.

##### Dore West Junction

Up Manchester signal S52 (to Up Manchester single line — main aspect — or to Up Dore Curve — main aspect with Junction indicator position 4) will be replaced by a 4 — aspect signalhead.

The above should be read in conjunction with the diagram included herein.

##### Dore South Junction

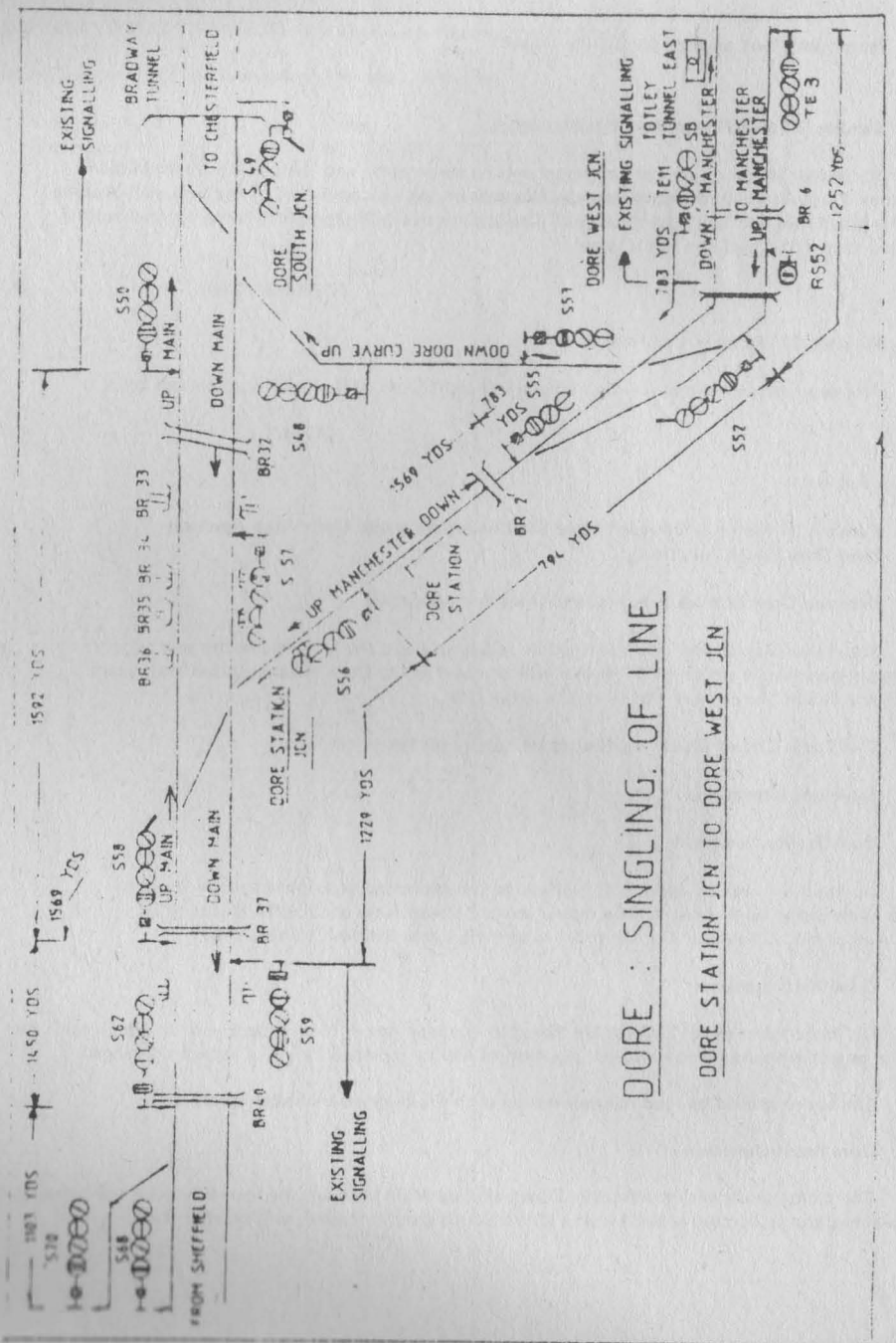
The facing crossover between the Down and Up Main lines will be secured out of use pending removal and the associated ground frame (Dore South ground frame), will be abolished.

(17)

Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Sunday, 31 March — Between Dore Station Junction and Dore West Junction  
(also Dore South Junction)—continued



Signalling and Permanent Way Alterations—continued

Eastern Region:—continued

Monday, 1 April — Between Wakefield Westgate South Jn. and Leeds West Jn.

W.E.F. 14 00 hours, the maximum permissible speed and permanent speed restrictions on the Down and Up Lines will be revised as full details are shown in Section D.

Between Ardsley Tunnel and Wakefield Westgate

An Advance Warning Indicator, giving warning of the change in the permanent speed restriction from 75 m.p.h. to 35 m.p.h. at 175m. 52ch. on the Up Doncaster will be brought into use at 14 00 hours.

The Warning Indicator will be 1,650 yards before reaching the commencement of the 35 m.p.h. permanent speed restriction. An A.W.S. track inductor (permanent magnet) will be provided in conjunction with the Warning Indicator.

(17)

Western Region:—

\* \* \* Until Wednesday, 3 April or completion — Southall

In connection with work being carried out by the Civil Engineer's Department, Southall Down Sidings ground frame and associated connections will be taken out of use.

On completion of the engineering work the ground frame will be brought back into use.

(14)

## SECTION C

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

**Swadlincote Jn.**

Swadlincote Jn. Sidings have been taken out of use pending removal. The connection from the Cadley Hill Colliery branch to the sidings has been retained as trap points controlled from Swadlincote Ground Frame.

(OD14/85/54) (New Item) (17)

**Bromford Bridge**

The connection to B.S.C. Bromford Tubes siding together with trap points has been reinstated and a single lever ground frame, normally padlocked, provided. The key to the padlock will be kept in the Chargeman's Office at Bromford Bridge.

(OD14/84/280) (15)

**Wistow S.B.**

The connections from the Up main to the Up goods loop and Lie-by siding have been secured out of use pending removal, and all associated signalling has been taken away.

(OD14/73/291) (15)

**Acton Wells Junction**

The up home 2 and up starting 3—way bracket semaphore signal situated 160 yards on the Bollo Lane side of the box has been taken away.

The 3—aspect C/L up main home 1 and up branch home signals have each been fitted with a position 1 junction route indicator above the main aspects and a P/L signal with stencil indicator below the main aspects. The signals apply as follows:—

Aspect	Indication	Route set
Main	—	Up main (also acts as Willesden H.L. Jn. distant)
Main	Position 1	Up Cricklewood (also acts as Acton Canal Wharf distant)
P/L	Arr	Up Arrival

The signals have become the section signals for trains proceeding on the up main line.

(OD14/79/72) (15)

**Between Leamington Spa and Warwick**

The catch points in the down line at 107m 48ch have been replaced by plain line.

(OD14/GEN/117) (15)

**Silverhill**

The 'No Signalman'—type key token instrument at present located in Silverhill token cabin has been transferred to the Guard's shelter in the N.C.B. Bunker at Silverhill Colliery.

(OD14/84/83) (15)

## SECTION C

**Signalling and Permanent Way Alterations—continued**

**Details of Work Already Carried Out—continued**

**Eastern Region:—****Boultham Crossing**

The following new colourlight signals have been brought into use:—

Down Newark BC2 (3—aspect)  
 Up Newark BC3 (Red/Green)  
 Up Newark BC3R2—aspect Distant

Signal post telephones are provided on BC2 and BC3.

Automatic Warning System track inductors have been provided in conjunction with BC3R and BC2 also, the existing Down Newark 2—aspect colour light Distant signal BC1.

The distance between existing BC1 colour light Distant signal and new BC2 is 1,729 yds.

This stage work is part of the resignalling associated with the Lincoln Diversion. Reference should be made to supplementary notice of signalling alterations No.132.

(16)

**Peterborough — Fletton Jn.**

The Down Slow to Down Main crossover has been reinstated in revised form.

The Main to Main crossover has been taken out of use until Sunday, 21 April when it will be reinstated in its new position.

(15)

**Immingham Reception Sidings**

The disc shunting signals applying Storage Sidings to Down Main and Storage Sidings to Shunt Spur have been replaced by miniature arm signals (Top arm to Down Main, lower arm to Shunt Spur).

(15)

**\* \* Between Dore Station Junction and Dore West Junction**

Down Manchester 3—aspect signal S55 has been repositioned 16 yards further from Dore West Junction.

(14)

SECTION C

68

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Western Region:—

**Stapleton Road (Bristol)**

Stapleton Road Ground frame and associated facing connection in the Up Filton Line at approximately 1m. 63ch. (previously secured out of use) have been removed.

The following signals have also been removed:—

Ground position light signal B.536

Position light signal associated with signal B.235 (Up Main)

(16)

**\*.\* Slough**

The trailing connection in the Down Relief line at 18m. 29ch. (East end of Station) leading from the East Carriage Sidings has been secured out of use pending removal.

The facing connection in the Up Relief line leading to the Up siding at 18m. 73ch. and controlled from Up Sidings No. 1 ground frame has been secured out of use pending removal.

(14)

**\*.\* Stoke Gifford — Resignalling**

The following amendments should be made to the Signal Routes as shown in the diagram of Signalling Notice No. 8:—

**Signal B110** — Route A to down reception — main aspect with **position 2** junction indicator.

**Signal B112** — Route A to down Filton — main aspect with **position 2** junction indicator.

**Signal B387** — Route C to up Filton West — main aspect with **position 4** junction indicator

(14)

SECTION C

69

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried out—continued

Western Region:— continued

**\*.\* Stoke Gifford**

Following the introduction of the new layout and new signalling, the 50m.p.h. permanent speed restriction over the Down and Up Filton lines between Stoke Gifford Junction and 112m. 65ch. has been raised to 60 m.p.h. (See Section D).

(14)

**\*.\* Between Southall West Junction and Hayes & Harlington**

The 40 m.p.h. permanent speed restriction over the Up Relief line (in both directions) between 10m. 18ch. and 10m. 20ch. has been removed and the maximum speed of the line applies (See Section D).

(14)

**\*.\* Between Parson Street Junction and Bristol West**

A new 40 m.p.h. permanent speed restriction applies over the Up Relief line from 120m. 6ch. and 118m. 74ch. (See Section D).

(14)

## SECTION D

## MISCELLANEOUS INSTRUCTIONS

\* \* \* The next issue of this notice will cover a period of 2 weeks combining Nos. 15/16 Saturday, 6 April to Friday, 19 April 1985.

**\* \* \* GREENWICH MEAN-TIME 1985 - CHANGEOVER TO BRITISH SUMMER TIME**

Greenwich Mean-time will cease to operate as from 01 00 Greenwich Mean-time on Sunday, 31st March 1985 when British Summer Time will commence and in connection therewith, the following instructions must be carefully observed:—

**1. Adjustment of clocks on Railway Premises**

The men on duty of Signalboxes (and other places where a night staff is employed) to be instructed that at 01 00 Greenwich Mean-time on Sunday 31st March, clocks must be set to 02 00 by putting the hands forward 1 hour.

At places which will be closed at the time the change operates, the clocks must be altered by the man who is last on duty on the preceeding day (Saturday 30th March).

Clocks electrically controlled to be adjusted by the staff who usually attend to them.

**2. Train Services**

Trains due to commence their journey before 01 00 Greenwich Mean-time on the night of 30/31st March will continue throughout to their destination behind time.

All trains due to commence their journey between 01 00 and 02 00 on Sunday 31st March will start 60 minutes late and run late unless otherwise shown in Special Traffic Notices.

Trains booked to commence their journey at 02 00 and after British Summer Time on Sunday, 31st March must start as booked unless altered in Special Traffic Notices.

Depots to adjust Train Crew Booking on times accordingly.

**3. Records and Journals**

All records and journals must show the actual time of train running in Greenwich Mean-time until 01 00 and in British Summer Time from then onwards.

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## SECTION D

## Miscellaneous Instructions —continued

**BETWEEN JUNCTION ROAD JN. AND GOSPEL OAK**

In connection with emergency engineering work at Hampstead Heath, authority is given to propel 18 fitted Departmental vehicles, without brake van leading, from Junction Road Jn. to Gospel Oak over the up line. The provisions of Rule Book, Section H, clauses 8.2, 8.3 and 8.5 and Signalmen's General Instruction No.44 must be strictly observed for each movement.

(OD.14/84/317) (14-1-85)

**BETWEEN JUNCTION ROAD JN. AND GOSPEL OAK**

Until further notice, whilst Gospel Oak signal box is out of use due to fire damage, the down Tottenham and Hampstead line will be taken out of use and One Train Working will be in operation between Junction Road Jn. and Gospel Oak Station bay platform over the up Tottenham and Hampstead line.

Gospel Oak up Tottenham and Hampstead home signals No's 1/7 will be taken out of use.

A signal post telephone will be provided on the bay line platform at Gospel Oak opposite signal No.11 and will give communication with the signalman at Junction Road Jn.

Gospel Oak down Tottenham and Hampstead section signal will be taken away.

Junction Road Jn. down Tottenham and Hampstead distant signal and down Tottenham and Hampstead home signal (No.27) will apply to down direction trains returning over the single line.

A hand-signalman will be appointed at Junction Road Jn. signal No.27 and a telephone provided.

**A train must not leave Junction Road Jn. for Gospel Oak unless the Driver is in possession of the emergency train staff.**

**A train must not leave Gospel Oak Station bay platform without obtaining the permission of the Signalman at Junction Road Jn.**

(OD.14/85/50) (18-3-85)

---

**KEEP**

**ALERT**

**AND**

**STAY WITH US**



If YOU'RE alert

YOU

wont get hurt

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**15 / 16**

## WEEKLY OPERATING NOTICE

containing

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

**SATURDAY, 6 APRIL**

to

**FRIDAY, 19 APRIL 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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 14 April – Derby F. & I. Depot

The back road at the Fuel & Inspection Depot will be temporarily taken out of use.

(OD14/--) (18)

### Sunday, 14 April – Between Coney Green Junction and Morton

The catch points in the up main line at 140m. 65ch. (669 yards before reaching signal TT48) and at 139m. 57ch. (823 yards before reaching signal TT52) will be replaced by plain line.

(OD14/GEN/117) (18)

### Sunday, 14 April – Bulcote L.C.

The ground frame and distant signals worked therefrom will be abolished. The level crossing gates will be removed and the crossing will become an **Automatic Open Crossing – Remotely Monitored (A.O.C.R.)** as described in Section 7 of the General Appendix. Whistle boards will be provided on the down and up lines, 206 yards before reaching the crossing. A telephone to Lowdham box will be provided at the crossing together with a local control unit housed in a locked cupboard.

(OD14/81/273) (18)

## SECTION C

### Signalling and Permanent Way Alterations—continued

#### Eastern Region:—

#### Saturday, 6 to Monday, 8 April – Dore Station Junction

The crossover – Up main to Down main will be resited 80 yards nearer to Sheffield. The connection – Up/Down Manchester single line/Down main will be resited 55 yards nearer to Sheffield.

(19)

#### Wednesday, 10 April – Leeds

“OFF” Indicators will be provided on the Station Platforms in conjunction with the following signals:

Platform	Signal	Situation of Indicator
1	L.123	Single-sided Indicator on the same pillar as the existing indicator for Platform 2.
5	L.131	Double-sided on the pillar 20 yards east of the west end Parcels Lift.
8	L.135	Double-sided on the gantry carrying L.146 Signal.
9	L.137	Single-sided on the east wall of waiting room towards the west end of the platform.
9	L.156	Double-sided on the wall opposite the indicator for L.157 Signal.

The indication “OFF” will be illuminated when the signal to which it applies exhibits a proceed aspect.

(19)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

**Market Harborough**

The down Midland line starting signal has been taken away and the former down Midland line home 2 signal, situated approximately 25 yards on the Leicester side of the box, is the new down Midland line starting signal. The former down Midland line home 1 signal is renamed 'down Midland line home' signal.

(OD14/81/218) (17)

**Lichfield T.V. Jn.**

The down distant signal has been reduced in height from 38ft. to 14ft. above rail level.

(OD14/-) (17)

**Rawdon Colliery Sidings**

A notice board reading "B.R. engines must not pass this point" has been erected immediately on the approach side of the colliery weighbridge.

**(New Item)** (OD14/-) (17)**Swadlincote Jn.**

Swadlincote Jn. Sidings have been taken out of use pending removal. The connection from the Cadley Hill Colliery branch to the sidings has been retained as trap points controlled from Swadlincote Ground Frame.

(OD14/85/54) (17)

**Chaddesden Sidings**

A new connection has been installed between No.6 and No. 7 Sidings at the Spondon end of the yard. No.7 is now a through siding with a standing capacity of 62 S.L.U.'s.

The capacity of No.6 has been reduced to 62 S.L.U.'s.

**(New Item)** (5/25/76/RAS) (17)**\* \* \* Bromford Bridge**

The connection to B.S.C. Bromford Tubes siding together with trap points has been reinstated and a single lever ground frame, normally padlocked, provided. The key to the padlock will be kept in the Chargeman's Office at Bromford Bridge.

(OD14/84/280) (15)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

**\* \* \* Wistow S.B.**

The connections from the Up main to the Up goods loop and Lie-by siding have been secured out of use pending removal, and all associated signalling has been taken away.

(OD14/73/291) (15)

**\* \* \* Acton Wells Junction**

The up home 2 and up starting 3-way bracket semaphore signal situated 160 yards on the Bollo Lane side of the box has been taken away.

The 3-aspect C/L up main home 1 and up branch home signals have each been fitted with a position 1 junction route indicator above the main aspects and a P/L signal with stencil indicator below the main aspects. The signals apply as follows:—

Aspect	Indication	Route set
Main	—	Up main (also acts as Willesden H.L. Jn. distant)
Main	Position 1	Up Cricklewood (also acts as Acton Canal Wharf distant)
P/L	Arr	Up Arrival

The signals have become the section signals for trains proceeding on the up main line.

(OD14/79/72) (15)

**\* \* \* Between Leamington Spa and Warwick**

The catch points in the down line at 107m 48ch have been replaced by plain line.

(OD14/GEN/117) (15)

**\* \* \* Silverhill**

The 'No Signalman'—type key token instrument at present located in Silverhill token cabin has been transferred to the Guard's shelter in the N.C.B. Bunker at Silverhill Colliery.

(OD14/84/83) (15)

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—

## Peterborough — Fletton Junction

The Up slow to Up main crossover has been taken out of use until Sunday, 21 April.

(New Item) (17)

## Tinsley Yard

A double-sided "OFF" indicator has been provided in conjunction with elevated position light Signal No. TY251 for propelling movements on the East Departure. The "OFF" indicator is sited 200 yards on the Treeton side of TY251 Signal at a height of 8 feet above rail level and will be illuminated when TY251 is cleared.

(New Item) (18)

Between Dore Station Junction and Dore West Junction  
(also Dore South Junction).

Between Dore Station Junction and Dore West Junction  
The down Manchester line is redundant and the Up Manchester is now the Up/Down Manchester single line. The line has been slued at the Dore West Junction end where part of the former Down Manchester now forms the single line.

The Track Circuit Block regulations apply on the single line.

## Signalling alterations

## Dore Station Junction

Up main 4 — aspect signal S58 (with Junction Indicator position 4 for the route to Down Manchester single line) has been repositioned 310 yards on the Sheffield side of its former position. Consequently, Up main automatic signal S60 has been abolished.

## Dore West Junction

Up Manchester signal S52 (to Up Manchester single line — main aspect — or to Up Dore Curve — main aspect with Junction indicator position 4) has been replaced by a 4 — aspect signalhead.

The above should be read in conjunction with the diagram included herein.

## Dore South Junction

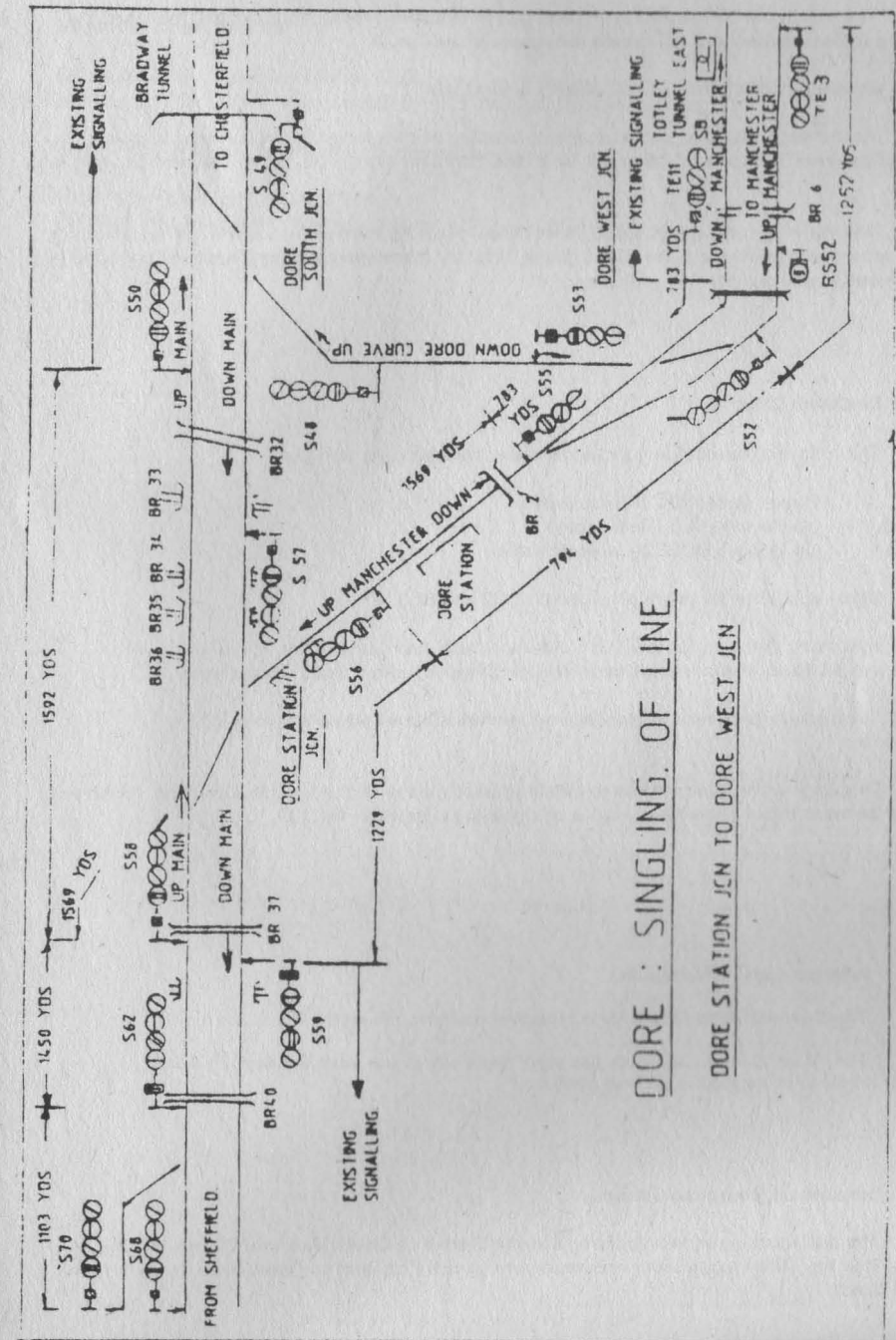
The facing crossover between the Down and Up Main lines has been secured out of use pending removal and the associated ground frame (Dore South ground frame), has been abolished.

(17)

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—continued

Between Dore Station Junction and Dore West Junction  
(also Dore South Junction)—continued

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region—continued

**Between Wakefield Westgate South Jn. and Leeds West Jn.**

The maximum permissible speed and permanent speed restrictions on the Down and Up lines have been revised and full details are shown in Section D.

**Between Ardsley Tunnel and Wakefield Westgate**

An Advance Warning Indicator, giving warning of the change in the permanent speed restriction from 75 m.p.h. to 35 m.p.h. at 175m. 52ch. on the Up Doncaster has been brought into use.

The Warning Indicator is 1,650 yards before reaching the commencement of the 35 m.p.h. permanent speed restriction. An A.W.S. track inductor (permanent magnet) has been provided in conjunction with the Warning Indicator.

(17)

**••• Boultham Crossing**

The following new colourlight signals have been brought into use:—

- Down Newark BC2 (3—aspect)
- Up Newark BC3 (Red/Green)
- Up Newark BC3R2—aspect Distant

Signal post telephones are provided on BC2 and BC3.

Automatic Warning System track inductors have been provided in conjunction with BC3R and BC2 also, the existing Down Newark 2—aspect colour light Distant signal BC1.

The distance between existing BC1 colour light Distant signal and new BC2 is 1,729 yds.

This stage work is part of the resignalling associated with the Lincoln Diversion. Reference should be made to supplementary notice of signalling alterations No.132.

(16)

**Peterborough — Fletton Jn.**

The Down Slow to Down Main crossover has been reinstated in revised form.

The Main to Main crossover has been taken out of use until **Sunday, 21 April** when it will be reinstated in its new position.

(17)

**••• Immingham Reception Sidings**

The disc shunting signals applying Storage Sidings to Down Main and Storage Sidings to Shunt Spur have been replaced by miniature arm signals (Top arm to Down Main, lower arm to Shunt Spur).

(15)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region:—

**••• Stapleton Road (Bristol)**

Stapleton Road Ground frame and associated facing connection in the Up Filton Line at approximately 1m. 63ch. (previously secured out of use) have been removed.

The following signals have also been removed:—

- Ground position light signal B.536
- Position light signal associated with signal B.235 (Up Main)

(16)

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**17**

## WEEKLY OPERATING NOTICE containing

**Temporary Speed Restrictions  
Temporary Engineering Works  
Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 20 APRIL**

to

**FRIDAY, 26 APRIL 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.

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

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 21 April – Toton Yard

#### Down Yard

The Down Sidings Control Tower will be abolished.

All humping signals on the east and west arrival lines will be abolished. The scissors crossover at the hump end of the east and west arrival lines will be secured in the normal position. A notice board lettered "Stop and Await Instructions" will be provided on the Trent side of the scissors crossover on the cess side of the west arrival line facing Trent.

The engine line between the down sidings hump room and reception sidings Nos. 2 and 3 will be taken out of use and the points at each end will be secured to prevent access to that line.

The points leading to the Down Meadow Sidings or Down North Yard Sidings will be secured for the latter.

The retarders on the approach to the Down North Yard Sidings will be disconnected.

Temporary stop blocks will be provided at the south end of Down North Yard Sidings Nos. 19 to 22 and 28 to 30 and the points at the south end of those sidings will be secured to prevent access. The points giving access to sidings Nos. 23 to 27 and 31 to 35 at the south end will be converted to hand points.

The position light ground signal at the north end of the Reception line situated between the Reception line and the Engine line will be abolished and a notice board lettered "Stop and Telephone" will be provided.

The trailing points from the Engine line/Reception line to the Down Reception will be converted to spring points lying normally for the Down reception.

The facing points leading from the Down Reception to Reception Siding No. 1 or No. 2 will be converted to hand points.

The permanent red colour light signal with a position light subsidiary signal beneath reading from Down Reception to Reception Siding No. 1 or No. 2 will be taken away and a notice board lettered "Stop and Telephone" will be provided in the same position.

The position light ground signals reading from Reception Sidings No. 1 and No. 2 to the Down Reception will be taken away and notice boards lettered "Stop and Telephone" will be provided in the same position.

#### Up Yard

The Up Yard Control Tower will be abolished.

Temporary stop blocks will be provided at the north end of sidings Nos. 2 to 8 and the points at that end will be secured to permit access to No. 1 siding only.

All points at the north end of sidings Nos. 9 to 18 will be converted to hand points.

Sidings 20 to 28 will be taken out of use.

The Chilwell Group Sidings will be taken out of use.

(OD14/83/83)

(20)

## Signalling and Permanent Way Alterations—continued

### Sunday, 21 April—Between Landor Street Junction and Grand Junction

The catch points in the down line at 40m. 64ch. (800 yards before reaching signal NS. 128) will be replaced by plain line.

(OD14/GEN/117)

(20)

### Sunday, 21 April – Bulcote L.C.

The ground frame and distant signals worked therefrom will be abolished. The level crossing gates will be removed and the crossing will become an **Automatic Open Crossing – Remotely Monitored (A.O.C.R.)** as described in Section 7 of the General Appendix. Whistle boards will be provided on the down and up lines, 206 yards before reaching the crossing. A telephone to Lowdham box will be provided at the crossing together with a local control unit housed in a locked cupboard.

(OD14/81/273)

(20)

### Eastern Region:—

#### Sunday, 21 April – Between Yaxley and Fletton Junction

The Down and Up Slow lines between Yaxley and Fletton Junction will be taken out of use pending removal.

The adjacent Down and Up Fast lines will be renamed Down and Up Main respectively.

#### Yaxley

The facing connection – Down Main to Down slow and the trailing connection Up Slow to Up Main will be secured out of use in the normal position pending removal.

#### Fletton Junction

The Junction will be remodelled to provide for the new connections between the Fast and Main lines as follows:—

The Up Slow will be slued north of bridge No. 181 to lead into the Up Fast/Main (between 75¼ and 75 m.p.) via new trailing points in the Up Fast/Main.

A new connection will be provided (immediately south of the Fly Ash Sidings connection to Down Slow) leading from Down Main to Down Slow via new facing points in the Down Main (former Down Fast). The crossover between the Down and Up fast lines (between 75 and 75¼ m.p.) will be reinstated 30 yards north of its former position.

#### Signals abolished

All signals appertaining to the former Down and Up slow lines (Down slow signals P407, P411 and P415, and Up Slow signals P424, P420 and P416) will be abolished.



## Signalling and Permanent Way Alterations—continued

## Eastern Region—continued

## Sunday, 21 April — Between Yaxley and Fletton Junction—continued

## Signalling alterations — Yaxley

The Junction indicator position 1 (applying Down Main to Down Slow at Yaxley) will be removed from Down Main 4 — aspect signal P403. This signal and Up Main signal P418 on the immediate approach to Yaxley will be replaced as automatic signals.

## Signalling alterations — Fletton Junction

Gantry mounted Down main 4 — aspect signal P417 will be repositioned 50 yards south of its present position and replaced by a straight post signal. A position 1 Junction Indicator will be provided and the following indications will apply:—

Aspect	Route Indication	Application
Main	Junction Indicator	Down Main to Down Slow P421
Main	—	Down Main to Down Fast P423

The Junction Indicator Position 4 will be removed from Up Slow 3 — aspect signal P428. This signal will now apply (without route indication) — Up Slow to Up Main.

The route indication "D" associated with this signal and also with Up Fast signal P430 (route to former Down Slow and Brickline) will be abolished.

(20)

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Gospel Oak

A new temporary signal box has been provided at the Hampstead Heath end of platforms 2/3.

The catch points in the down main line at 1m. 20ch. have been secured out of use pending removal.

Gospel Oak up main line colour light signal No. 19 with junction indicator has become the section signal for Camden Road Junction and Junction Road Junction respectively. The existing Gospel Oak up main line section signal has been taken away.

The existing Gospel Oak down Tottenham and Hampstead line section signal has been taken away.

Gospel Oak up Tottenham and Hampstead line fixed distant signal has been reinstated beneath Junction Road Junction up Tottenham and Hampstead line section signal.

(New Item) (OD14/85/50) (19)

## Derby F. &amp; I. Depot

The back road at the Fuel & Inspection Depot has been temporarily taken out of use.

(OD14/—) (18)

## Between Coney Green Junction and Morton

The catch points in the up main line at 140m. 65ch. (669 yards before reaching signal TT.48), and at 139m. 57ch. (823 yards before reaching signal TT.52) have been replaced by plain line.

(OD14/GEN/117) (18)

## SECTION C

Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT —continued

## \*\* Market Harborough

The down Midland line starting signal has been taken away and the former down Midland line home 2 signal, situated approximately 25 yards on the Leicester side of the box, is the new down Midland line starting signal. The former down Midland line home 1 signal is renamed 'down Midland line home' signal.

(OD14/81/218) (17)

## \*\* Lichfield T.V. Jn.

The down distant signal has been reduced in height from 38ft. to 14ft. above rail level.

(OD14/-) (17)

## \*\* Rawdon Colliery Sidings

A notice board reading "B.R. engines must not pass this point" has been erected immediately on the approach side of the colliery weighbridge.

(OD14/-) (17)

## \*\* Swadlincote Jn.

Swadlincote Jn. Sidings have been taken out of use pending removal. The connection from the Cadley Hill Colliery branch to the sidings has been retained as trap points controlled from Swadlincote Ground Frame.

(OD14/85/54) (17)

## \*\* Chaddesden Sidings

A new connection has been installed between No.6 and No. 7 Sidings at the Spondon end of the yard. No.7 is now a through siding with a standing capacity of 62 S.L.U's.

The capacity of No.6 has been reduced to 62 S.L.U 's.

(5/25/76/RAS) (17)

## SECTION C

Signalling and Permanent Way Alterations —continued

## Details of Work Already Carried Out—continued

## Eastern Region:—

## Tinsley East Junction

Following fire damage, Tinsley East Junction signal box has been taken out of use. Points have been secured in the normal position and will be operated by Handsignalman as required.

## The following signalling alterations have been carried out:—

Down main 1st Home has been fixed at danger with Handsignalman provided.

The "diamond" sign has been removed.

Down main signal TE4 will display single yellow aspect only as distant signal for Shepcote Lane S14 signal and the "diamond" sign has been removed.

Down main signal TE5 has been abolished.

The up main Home signal has been fixed at danger with Handsignalman in attendance.

The "diamond" sign has been removed.

The up main starting signal has been abolished.

(New Item) (19)

## Dore Station Junction

The crossover — Up main to Down main has been re-sited 80 yards nearer to Sheffield. The connection — Up/Down Manchester single line/Down main has been re-sited 55 yards nearer to Sheffield.

## Leeds

"OFF" Indicators have been provided on the Station Platforms in conjunction with the following signals:

Platform	Signal	Situation of Indicator
1	L.123	Single-sided Indicator on the same pillar as the existing indicator for Platform 2.
5	L.131	Double-sided on the pillar 20 yards east of the west end Parcels Lift.
8	L.135	Double-sided on the gantry carrying L.146 signal.
9	L.137	Single-sided on the east wall of waiting room towards the west end of the platform.
9	L.156	Double-sided on the wall opposite the indicator for L.157 signal.

The indication "OFF" will be illuminated when the signal to which it applies exhibits a proceed aspect.

(19)

SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—

\*\* Peterborough – Fletton Junction

The Up slow to Up main crossover has been taken out of use until Sunday, 21 April.

(17)

Tinsley Yard

A double-sided "OFF" indicator has been provided in conjunction with elevated position light Signal No. TY251 for propelling movements on the East Departure. The "OFF" indicator is sited 200 yards on the Treeton side of TY251 Signal at a height of 8 feet above rail level and will be illuminated when TY251 is cleared.

(18)

\*\* Between Dore Station Junction and Dore West Junction (also Dore South Junction).

Between Dore Station Junction and Dore West Junction

The down Manchester line is redundant and the Up Manchester is now the Up/Down Manchester single line. The line has been sluiced at the Dore West Junction end where part of the former Down Manchester now forms the single line.

The Track Circuit Block regulations apply on the single line.

Signalling alterations

Dore Station Junction

Up main 4 – aspect signal S58 (with Junction Indicator position 4 for the route to Down Manchester single line) has been repositioned 310 yards on the Sheffield side of its former position. Consequently, Up main automatic signal S60 has been abolished.

Dore West Junction

Up Manchester signal S52 (to Up Manchester single line – main aspect – or to Up Dore Curve – main aspect with Junction indicator position 4) has been replaced by a 4 – aspect signalhead.

The above should be read in conjunction with the diagram included herein.

Dore South Junction

The facing crossover between the Down and Up Main lines has been secured out of use pending removal and the associated ground frame (Dore South ground frame), has been abolished.

(17)

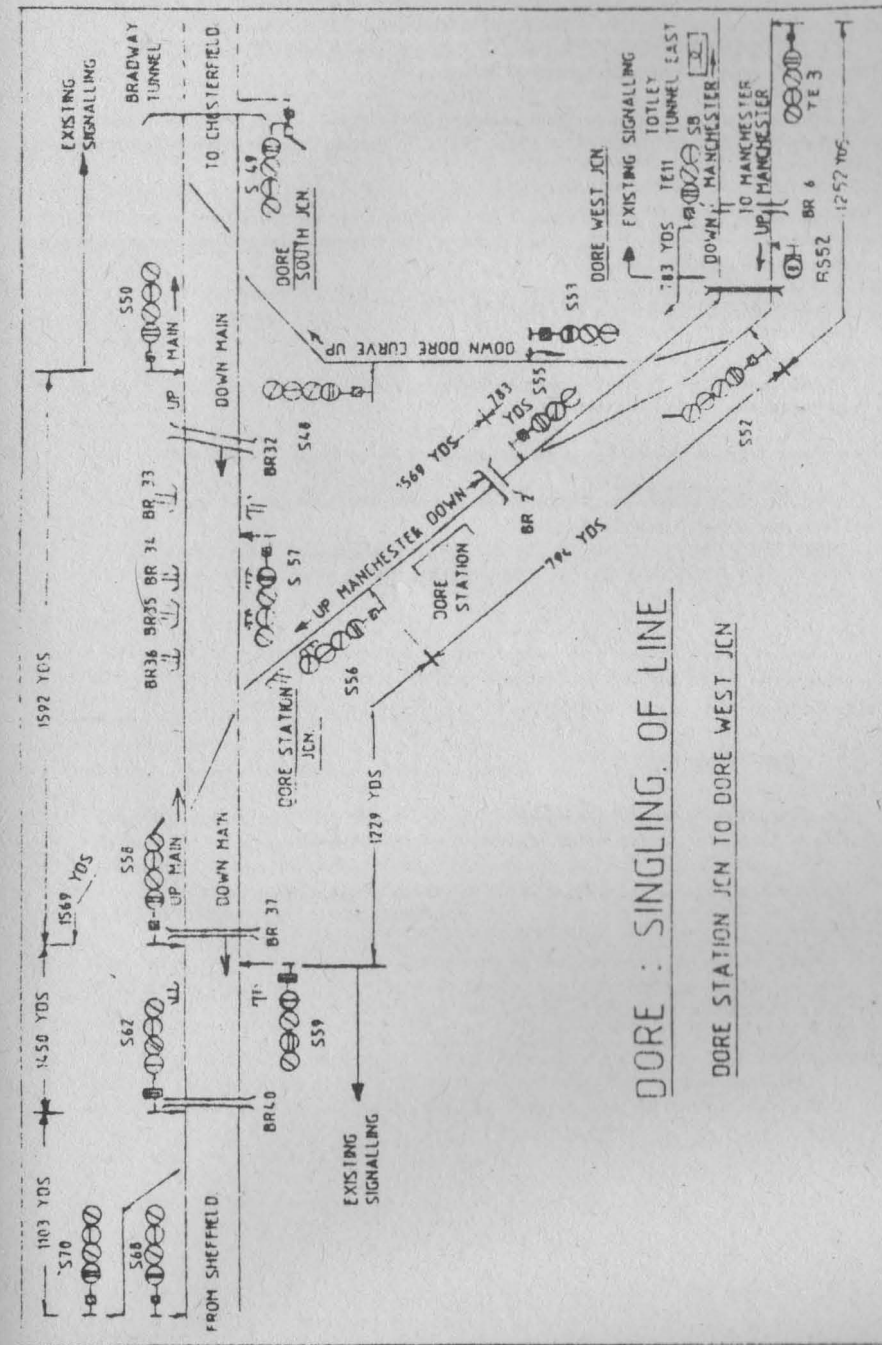
SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

\*\* Between Dore Station Junction and Dore West Junction (also Dore South Junction)—continued



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region—continued

## \* \* \* Between Wakefield Westgate South Jn. and Leeds West Jn.

The maximum permissible speed and permanent speed restrictions on the Down and Up lines have been revised and full details are shown in Section D.

## Between Ardsley Tunnel and Wakefield Westgate

An Advance Warning Indicator, giving warning of the change in the permanent speed restriction from 75 m.p.h. to 35 m.p.h. at 175m. 52ch. on the Up Doncaster has been brought into use.

The Warning Indicator is 1,650 yards before reaching the commencement of the 35 m.p.h. permanent speed restriction. An A.W.S. track inductor (permanent magnet) has been provided in conjunction with the Warning Indicator.

(17)

## \* \* \* Peterborough — Fletton Jn.

The Down Slow to Down Main crossover has been reinstated in revised form.

The Main to Main crossover has been taken out of use until Sunday, 21 April when it will be reinstated in its new position.

(17)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

New item.

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

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

## SECTION 5

Pages 5.5 to 5.7 (Pages 9 to 21 MED 15)

Add the following between clauses 5.2 and 5.6 on page 19 of MED15.

## 5.3 When work is completed or suspended

5.3.1 The "Not to be Moved" boards or red flags or red lights must only be removed by the last person (or group) to withdraw their identification from them, and then only provided that:—

The work is completed or suspended to allow vehicles to be moved, and

## APPENDIX INSTRUCTIONS

SECTIONAL APPENDIX SOUTHERN SECTION, DATED FEBRUARY 1985  
GENERAL AND LOCAL INSTRUCTIONS—INDEX

Page 10 — Add

	Page
Instructions for the Protection of Carriage Cleaning Staff, Servicing/Maintenance Staff and others (including Employees of Private Firms) Working on Rail vehicles.	241
5.4.1 The first man to start work in any siding or inspection pit but not involving working on a vehicle must, having obtained the permission of the designated person responsible for protection, place a red banner, flag or light at each entrance to the siding. Any person subsequently starting work in the same siding or pit must place his personal identification on the protection.	
5.4.2 On completion of work, the protection must be removed only by the last person to withdraw his personal identification, and he must advise the designated person responsible for protection that the work is completed and all men are clear.	
5.4.3 The designated person responsible for protection must not permit such work to start until the protection required in accordance with clause 5.1 has been arranged, nor must he remove the protection until he is advised that all persons are clear.	

## SECTION D

## MISCELLANEOUS INSTRUCTIONS —continued

## BETWEEN JUNCTION ROAD JN. AND GOSPEL OAK

The instructions for one train working over the up Tottenham and Hampstead line between Junction Road Junction and Gospel Oak Station bay platform in connection with fire damage to Gospel Oak signal box are **cancelled**.

(0014/85/50)

(14-4-85) (18)

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CONVEYANCE OF COAL TRAFFIC

It is proposed to convey coal in containers on FPA wagons from various collieries, (Coventry and Daw Mill so far as the LMR is concerned) in Yorkshire, Midlands and South Wales to 5 destinations in Scotland viz:—  
Gartcosh, Glasgow, Deanside, Leith, Inverness, Dumfries.

The containers will remain on the FPA wagons secured by four twist locks throughout the loading process at the collieries. BR's responsibility is to ensure that all twist locks are correctly engaged.

They will be conveyed on Speedlink services and will not be subject to the conditions as per Paragraph C6/3 of the White Pages of the Working Manual as the containers are only 30ft. long, 8 ft. wide and 6ft. 6ins. high.

(04/7/363)

(20-4-85)

**ASK**

**YOURSELF**

**FIRST**

**IS IT SAFE?**

**LOOSE WAGON SHEETS**

**CAN LEAD TO DAMAGE TO  
OVERHEAD LINE EQUIPMENT  
AND SERIOUSLY DISRUPT SERVICES**

**SEE THEY ARE SECURE**

# BRITISH RAILWAYS



LONDON MIDLAND REGION

**ME**

602

**18**

## WEEKLY OPERATING NOTICE containing

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

**SATURDAY, 27 APRIL**

to

**FRIDAY, 3 MAY 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.

---

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

Eastern Region:—

Sunday, 28 April — Normanton Station

A miniature warning (red/green) lights level crossing for pedestrian use only will be provided across the Up Fast Line at the Leeds end of Normanton Station, providing access between the car park and the station platform.

A "WHISTLE" board will be provided on the Up Fast line, 147 yards from the crossing on the Up rail approach.

(21)

### DETAILS OF WORK ALREADY CARRIED OUT

**Toton Yard**

**Down Yard**

The Down Sidings Control Tower has been abolished.

All humping signals on the east and west arrival lines have been abolished. The scissors crossover at the hump end of the east and west arrival lines has been secured in the normal position. A notice board lettered "Stop and Await Instructions" has been provided on the Trent side of the scissors crossover on the cess side of the west arrival line facing Trent.

The engine line between the down sidings hump room and reception sidings Nos. 2 and 3 have been taken out of use and the points at each end have been secured to prevent access to that line.

The points leading to the Down Meadow Sidings or Down North Yard Sidings have been secured for the latter.

The retarders on the approach to the Down North Yard Sidings have been disconnected.

Temporary stop blocks have been provided at the south end of Down North Yard Sidings Nos. 19 to 22 and 28 to 30 and the points at the south end of those sidings have been secured to prevent access. The points giving access to sidings Nos. 23 to 27 and 31 to 35 at the south end have been converted to hand points.

The position light ground signal at the north end of the Reception line situated between the Reception line and the Engine line has been abolished and a notice board lettered "Stop and Telephone" has been provided.

The trailing points from the Engine line/Reception line to the Down Reception have been converted to spring points lying normally for the Down reception.

The facing points leading from the Down Reception to Reception Siding No. 1 or No.2 have been converted to hand points.

The permanent red colour light signal with a position light subsidiary signal beneath reading from Down Reception to Reception Siding No. 1 or No. 2 has been taken away and a notice board lettered "Stop and Telephone" has been provided in the same position.

The position light ground signals reading from Reception Sidings No. 1 and No.2 to the Down Reception have been taken away and notice boards lettered "Stop and Telephone" has been provided in the same position.

Signalling and Permanent Way Alterations —continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

**Toton Yard —continued**

**Up Yard**

The Up Yard Control Tower has been abolished.

Temporary stop blocks have been provided at the north end of sidings Nos. 2 to 8 and the points at that end have been secured to permit access to No. 1 siding only.

All points at the north end of sidings Nos. 9 to 18 have been converted to hand points.

Sidings 20 to 28 have been taken out of use.

The Chilwell Group Sidings have been taken out of use.

(OD14/83/83)

(20)

**Between Landor Street Junction and Grand Junction**

The catch points in the down line at 40m. 64ch. (800 yards before reaching signal NS.128) have been replaced by plain line.

(OD14/GEN/117)

(20)

**Bulcote L.C.**

The ground frame and distant signals worked therefrom have been abolished. The level crossing gates have been removed and the crossing has become an **Automatic Open Crossing—Remotely Monitored (A.O.C.R.)** as described in Section 7 of the General Appendix. Whistle boards have been provided on the down and up lines, 206 yards before reaching the crossing. A telephone to Lowdham box has been provided at the crossing together with a local control unit housed in a locked cupboard.

(OD14/81/273)

(20)

**Gospel Oak**

A new temporary signal box has been provided at the Hampstead Heath end of platforms 2/3.

The catch points in the down main line at 1m. 20ch. have been secured out of use pending removal.

Gospel Oak up main line colour light signal No.19 with junction indicator has become the section signal for Camden Road Junction and Junction Road Junction respectively. The existing Gospel Oak up main line section signal has been taken away.

The existing Gospel Oak down Tottenham and Hampstead line section signal has been taken away.

Gospel Oak up Tottenham and Hampstead line fixed distant signal has been reinstated beneath Junction Road Junction up Tottenham and Hampstead line section signal.

(OD14/85/50)

(19)



## SECTION C

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## \* \* Derby F &amp; I Depot

The back road at the Fuel & Inspection Depot has been temporarily taken out of use.

(OD14/—) (18)

## \* \* Between Coney Green Junction and Morton

The catch points in the up main line at 140m. 65ch. (669 yards before reaching signal TT.48) and at 139m. 57ch. (823 yards before reaching signal TT.52) have been replaced by plain line.

(OD14/GEN/117) (18)

## Eastern Region:—

## Between Yaxley and Fletton Junction

The Down and Up Slow lines between Yaxley and Fletton Junction have been taken out of use pending removal.

The adjacent Down and Up Fast lines have been renamed Down and Up Main respectively.

## Yaxley

The facing connection — Down Main to Down slow and the trailing connection Up Slow to Up Main has been secured out of use in the normal position pending removal.

## Fletton Junction

The Junction has been remodelled to provide for the new connections between the Fast and Main lines as follows:—

The Up Slow will be slued north of bridge No.181 to lead into the Up Fast/Main (Between 75¼ and 75 m.p.) via new trailing points in the Up Fast/Main.

A new connection has been provided (immediately south of the Fly Ash Sidings connection to Down Slow) leading from Down Main to Down Slow via new facing points in the Down Main (former Down Fast). The Crossover between the Down and Up fast lines (between 75 and 75¼ m.p.) has been reinstated 30 yards north of its former position.

## Signals abolished

All signals appertaining to the former Down and Up slow lines (Down slow signals P407, P411 and P415, and Up Slow signals P424, P420 and P416) have been abolished.

## SECTION C

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## Eastern Region—continued

## Between Yaxley and Fletton Junction—continued

## Signalling alterations — Yaxley

The Junction indicator position 1 (applying Down Main to Down Slow at Yaxley) has been removed from Down Main 4 — aspect signal P403. This signal and Up main signal P418 on the immediate approach to Yaxley have been replaced as automatic signals.

## Signalling alterations — Fletton Junction

Gantry mounted Down main 4 — aspect signal P417 has been repositioned 50 yards south of its present position and replaced by a straight post signal. A position 1 Junction Indicator has been provided and the following indications will apply:—

Aspect	Route Indication	Application
Main	Junction Indicator	Down Main to Down Slow P421
Main	—	Down Main to Down Fast P423

The Junction Indicator Position 4 has been removed from Up Slow 3 — aspect signal P428. This Signal now applies (without route indication) — Up Slow to Up Main.

The route indication "D" associated with this signal and also with Up Fast signal P430 (route to former Down Slow and Brickline) has been abolished.

(20)

## Tinsley East Junction

Following fire damage, Tinsley East Junction signal box has been taken out of use. Points have been secured in the normal position and will be operated by Handsignalman a required.

## The following signalling alterations have been carried out:—

Down main 1st Home has been fixed at danger with Handsignalman provided.

The "diamond" sign has been removed.

Down main signal TE4 will display single yellow aspect only as distant signal for Shepcote Lane S14 signal and the "diamond" sign has been removed.

Down main signal TE5 has been abolished.

The up main Home signal has been fixed at danger with Handsignalman in attendance.

The "diamond" sign has been removed.

The up main starting signal has been abolished.

(19)

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## Eastern Region:—Continued

## Dore Station Junction

The crossover — Up main to Down main has been re-sited 80 yards nearer to Sheffield.  
The connection — Up/Down Manchester single line/Down main has been re-sited 55 yards nearer to Sheffield.

(19)

## Leeds

“OFF” Indicators have been provided on the Station Platforms in conjunction with the following signals.

Platform	Signal	Situation of Indicator
1	L.123	Single-sided Indicator on the same pillar as the existing indicator for Platform 2.
5	L.131	Double-sided on the pillar 20 yards east of the west end Parcels Lift.
8	L.135	Double-sided on the gantry carrying L.146 signal.
9	L.137	Single-sided on the east wall of waiting room towards the west end of the platform.
9	L.156	Double-sided on the wall opposite the indicator for L.157 signal.

The indication “OFF” will be illuminated when the signal to which it applies exhibits a proceed aspect.

(19)

## \* \* Tinsley Yard

A double-sided “OFF” indicator has been provided in conjunction with elevated position light Signal No. TY251 for propelling movements on the East Departure. The “OFF” indicator is sited 200 yards on the Treeton side of TY251 Signal at a height of 8 feet above rail level and will be illuminated when TY251 is cleared.

(18)

## GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

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

## SECTION 5

Pages 5.5 to 5.7 (Pages 9 to 21 MED 15)

Add the following between clauses 5.2 and 5.6 on page 19 of MED15.

## 5.3 When work is completed or suspended

5.3.1 The “Not to be Moved” boards or red flags or red lights must only be removed by the last person (or group) to withdraw their identification from them, and then only provided that:—

- The work is completed or suspended to allow vehicles to be moved, and
- the vehicles are safe to be moved, and
- the men are in a position of safety.

The designated person responsible for protection must then be advised accordingly.

5.3.2 The protection applied in accordance with clause 5.1 must be removed only by the designated person responsible for protection, and then only provided that:—

- all “Not to be Moved” boards, red flags, and red lights have been withdrawn,
- all scotches have been removed.

## 5.4 Protection of men working in sidings but not on vehicles

5.4.1 The first man to start work in any siding or inspection pit but not involving working on a vehicle must, having obtained the permission of the designated person responsible for protection, place a red banner, flag or light at each entrance to the siding. Any person subsequently starting work in the same siding or pit must place his personal identification on the protection.

5.4.2 On completion of work, the protection must be removed only by the last person to withdraw his personal identification, and he must advise the designated person responsible for protection that the work is completed and all men are clear.

5.4.3 The designated person responsible for protection must not permit such work to start until the protection required in accordance with clause 5.1 has been arranged, nor must he remove the protection until he is advised that all persons are clear.

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**19**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 4 MAY**

to

**FRIDAY, 10 MAY 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.

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

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At or between	Lines affected	Remarks
WESTERN REGION—continued		
WORCESTER SHRUB HILL STATION TO HARTLEBURY		
Until further notice		
348 Droitwich Spa and Worcester Shrub Hill	Up	Continuously. Materials lying about.
349 Rainbow Hill Tunnel	Down	Continuously. Materials lying about.
DROITWICH SPA TO STOKE WORKS JN.		
Until further notice		
350 Stoke Works Jn. and Droitwich Spa	Single and up	Continuously. Materials lying about.
PADDINGTON TO FOXHALL JN.		
Until further notice		
351 Paddington	Nos. 1 to 8 platforms	Construction work, 0 and ½ m.p.
352 Paddington and Acton M.L.	All	08 30 to 15 30 (Mon to Fri). Point heater maintenance, ¼ and 4 m.p.
353 Old Oak Common East	Yard Entrance/exit lines	
354 Kensal Green	N.C.L. No.1 BLOCKED	11 30 to 15 30 (Wed & Thurs). Maintaining carriage washing plant, 2¼ and 2½ m.p. <b>Trains via N.C.L. No.2.</b>
355 Handwell and West Drayton	All	Continuously. Signalling work in connection with remodelling. <b>Points and signals disconnected.</b>
356 Burnham	Up relief	Continuously. Temporary level crossing in use.
357 Didcot	All	Signalling alterations in connection with remodelling. <b>Points and signals disconnected.</b>
358 Didcot	Down & up	08 00 to 16 00 (Mon to Fri). <b>Temporary level crossing in use.</b>
READING (Westbury Line Jn.) TO BASINGSTOKE		
Sunday, 5 May		
359 Southcote Jn. and Basingstoke	Down & up BLOCKED	00 05 to 07 20. Track maintenance. 43¼ m.p. and 51m 5chs. <b>Bramley barriers manned.</b>

## SECTION C

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Wellingborough

No. 1 down marshalling siding has been recovered.

(New Item) (OD14/—) (20)

## Toton Yard

## Down Yard

The Down Sidings Control Tower has been abolished.

All humping signals on the east and west arrival lines have been abolished. The scissors crossover at the hump end of the east and west arrival lines has been secured in the normal position. A notice board lettered "Stop and Await Instructions" has been provided on the Trent side of the scissors crossover on the cess side of the west arrival line facing Trent.

The engine line between the down sidings hump room and reception sidings Nos. 2 and 3 have been taken out of use and the points at each end have been secured to prevent access to that line.

The points leading to the Down Meadow Sidings or Down North Yard Sidings have been secured for the latter.

The retarders on the approach to the Down North Yard Sidings have been disconnected.

Temporary stop blocks have been provided at the south end of Down North Yard Sidings Nos. 19 to 22 and 28 to 30 and the points at the south end of those sidings have been secured to prevent access. The points giving access to sidings Nos. 23 to 27 and 31 to 35 at the south end have been converted to hand points.

The position light ground signal at the north end of the Reception line situated between the Reception line and the Engine line has been abolished and a notice board lettered "Stop and Telephone" has been provided.

The trailing points from the Engine line/Reception line to the Down Reception have been converted to spring points lying normally for the Down reception.

The facing points leading from the Down Reception to Reception Siding No. 1 or No.2 have been converted to hand points.

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Toton Yard—continued

## Down Yard—continued

The permanent red colour light signal with a position light subsidiary signal beneath reading from Down Reception to Reception Siding No. 1 or No. 2 has been taken away and a notice board lettered "Stop and Telephone" has been provided in the same position.

The position light ground signals reading from Reception Sidings No. 1 and No.2 to the Down Reception have been taken away and notice boards lettered "Stop and Telephone" has been provided in the same position.

## Up Yard

The Up Yard Control Tower has been abolished.

Temporary stop blocks have been provided at the north end of sidings Nos. 2 to 8 and the points at that end have been secured to permit access to No. 1 siding only.

All points at the north end of sidings Nos. 9 to 18 have been converted to hand points.

Sidings 20 to 28 have been taken out of use.

The Chilwell Group Sidings have been taken out of use.

(OD14/83/83) (20)

## Between Landor Street Junction and Grand Junction

The catch points in the down line at 40m. 64ch. (800 yards before reaching signal NS.128) have been replaced by plain line.

(OD14/GEN/117) (20)

## Bulcote L.C.

The ground frame and distant signals worked therefrom have been abolished. The level crossing gates have been removed and the crossing has become an **Automatic Open Crossing—Remotely Monitored** (A.O.C.R.) as described in Section 7 of the General Appendix. Whistle boards have been provided on the down and up lines, 206 yards before reaching the crossing. A telephone to Lowdham box has been provided at the crossing together with a local control unit housed in a locked cupboard.

(OD14/81/273) (20)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## ••• Gospel Oak

A new temporary signal box has been provided at the Hampstead Heath end of platforms 2/3.

The catch points in the down main line at 1m. 20ch. have been secured out of use pending removal.

Gospel Oak up main line colour light signal No.19 with junction indicator has become the section signal for Camden Road Junction and Junction Road Junction respectively. The existing Gospel Oak up main line section signal has been taken away.

The existing Gospel Oak down Tottenham and Hampstead line section signal has been taken away.

Gospel Oak up Tottenham and Hampstead line fixed distant signal has been reinstated beneath Junction Road Junction up Tottenham and Hampstead line section signal.

(OD14/85/50) (19)

## Eastern Region:—

## Normanton Station

A miniature warning (red/green) lights level crossing for pedestrian use only has been provided across the Up Fast Line at the Leeds end of Normanton Station, providing access between the car park and the station platform.

A "WHISTLE" board has been provided on the Up Fast line, 147 yards from the crossing on the Up rail approach.

(21)

## Between Yaxley and Fletton Junction

The Down and Up Slow lines between Yaxley and Fletton Junction have been taken out of use pending removal.

The adjacent Down and Up Fast lines have been renamed Down and Up Main respectively.

## Yaxley

The facing connection — Down Main to Down slow and the trailing connection Up Slow to Up Main 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 Yaxley and Fletton Junction—continued

## Fletton Junction

The Junction has been remodelled to provide for the new connections between the Fast and Main lines as follows:—

The Up Slow will be sluiced north of bridge No.181 to lead into the Up Fast/Main (Between 75½ and 75 m.p.) via new trailing points in the Up Fast/Main.

A new connection has been provided (immediately south of the Fly Ash Sidings connection to Down Slow) leading from Down Main to Down Slow via new facing points in the Down Main (former Down Fast). The Crossover between the Down and Up fast lines (between 75 and 75½ m.p.) has been reinstated 30 yards north of its former position.

## Signals abolished

All signals appertaining to the former Down and Up slow lines (Down slow signals P407, P411 and P415, and Up Slow signals P424, P420 and P416) have been abolished.

## Signalling alterations — Yaxley

The Junction indicator position 1 (applying Down Main to Down Slow at Yaxley) has been removed from Down Main 4 — aspect signal P403. This signal and Up main signal P418 on the immediate approach to Yaxley have been replated as automatic signals.

## Signalling alterations — Fletton Junction

Gantry mounted Down main 4 — aspect signal P417 has been repositioned 50 yards south of its present position and replaced by a straight post signal. A position 1 Junction Indicator has been provided and the following indications will apply:—

Aspect	Route Indication	Application
Main	Junction Indicator	Down Main to Down Slow P421
Main	—	Down Main to Down Fast P423

The Junction Indicator Position 4 has been removed from Up Slow 3 — aspect signal P428. This Signal now applies (without route indication) — Up Slow to Up Main.

The route indication "D" associated with this signal and also with Up Fast signal P430 (route to former Down Slow and Brickline) has been abolished.

(20)

## SECTION C

## Signalling and Permanent Way Alterations —continued

## Details of Work Already Carried Out—continued

## Eastern Region:—Continued

## \*.\* Tinsley East Junction

Following fire damage, Tinsley East Junction signal box has been taken out of use. Points have been secured in the normal position and will be operated by Handsignalman as required.

## The following signalling alterations have been carried out:—

Down main 1st Home has been fixed at danger with Handsignalman provided.

The "diamond" sign has been removed.

Down main signal TE4 will display single yellow aspect only as distant signal for Shepcote Lane S14 signal and the "diamond" sign has been removed.

Down main signal TE5 has been abolished.

The up main Home signal has been fixed at danger with Handsignalman in attendance.

The "diamond" sign has been removed.

The up main starting signal has been abolished.

(19)

## \*.\* Dore Station Junction

The crossover — Up main to Down main has been re-sited 80 yards nearer to Sheffield. The connection — Up/Down Manchester single line/Down main has been re-sited 55 yards nearer to Sheffield.

(19)

## \*.\* Leeds

"OFF" Indicators have been provided on the Station Platforms in conjunction with the following signals.

Platform	Signal	Situation of Indicator
1	L.123	Single-sided Indicator on the same pillar as the existing indicator for Platform 2.
5	L.131	Double-sided on the pillar 20 yards east of the west end Parcels Lift.
8	L.135	Double-sided on the gantry carrying L.146 signal.
9	L.137	Single-sided on the east wall of waiting room towards the west end of the platform.
9	L.156	Double-sided on the wall opposite the indicator for L.157 signal.

The indication "OFF" will be illuminated when the signal to which it applies exhibits a proceed aspect.

(19)

# BRITISH RAILWAYS

## LONDON MIDLAND REGION

**ME**

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**20**

### WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 11 MAY**

to

**FRIDAY, 17 MAY 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.

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At or between	Lines affected	Remarks
WESTERN REGION—continued		
READING (Westbury Line Jn.) TO BASINGSTOKE		
Sunday, 12 May		
428 Reading East and Reading West Jn.	Down & up mains BLOCKED	00 45 to 13 45 } Track maintenance 36m. 16ch. and 36m. 22ch. Trains via relief lines. Movements available to and from platforms 1 & 2. Down main is available to signal R.38. Up main is available from signals R.238/R.240.
Reading (Westbury Line Jn) and Oxford Road Jn.	Down & up BLOCKED	
Sunday, 12 May		
429 Southcote Jn. and Basingstoke	Down & up BLOCKED	00 05 to 07 20. Track maintenance and loading materials 38m. 25ch. and 51m. 5ch. Bramley barriers manned.
SOUTHERN REGION		
Until further notice		
430 All boxes on Southern Region	All	00 05 to 17 00. (Sun). Testing points, signals, train describers, cables, relays, A.W.S. indicators and remote control equipment. Renewing points, track circuits, signal cables and relays which will be disconnected.
NEW KEW JN. TO NORTHFLEET (via Nunhead and Hither Green)		
Sunday, 12 May		
431 Barnes and Point Pleasant Jn.	Up Windsor local & up Windsor through BLOCKED	00 10 to 06 50. Station work, 7m. 15ch. and 5m. 13ch.
432 Nunhead and Lewisham	All BLOCKED	01 20 to 04 30. Track renewal 5½ m.p. and 5m. 78ch.
433 Crayford Spur 'B' and Dartford	All BLOCKED	01 00 to 04 50. Track maintenance and track renewals 15m. 65ch. and 17½ m.p.
434 Dartford and Gravesend	Down BLOCKED Up BLOCKED	01 15 to 05 00 } Track renewals 00 25 to 06 00 } track maintenance and bridgeworks bridge 824a, 17½ m.p. and 24m. 5ch.
Tuesday 14 to Friday, 17 May		
435 Barnes and Point Pleasant Jn.	Up Windsor local BLOCKED	00 05 to 06 00. Station work, 5m. 13ch. and 7m. 30ch. Up trains to travel over Up Windsor through line.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 12 May—Between Lincoln Street Crossing and Babbington Colliery—

The facing connection in the down goods line at Lincoln Street Crossing together with the down and up Babbington Colliery branch and all associated signalling will be recovered. (OD.14/84/176) (23)

### Eastern Region:—

#### Sunday, 12 May — Between Boultham Crossing and West Holmes Junction and Between Boultham Junction and Pyewipe Junction.

The new Boultham Curve (forming part of the Lincoln Diversion of Route), the Down/Up Newark single line and all associated new colourlight signalling will be commissioned, see Eastern Region Supplementary Notice of Signalling Alterations No.132.

All concerned should be in possession of a copy of this notice.

The work concerning Pelham Street Coal Depot Sidings will be carried out on Sunday, 19 May. (23)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Calverton Colliery

[Sunday, 12 May]

A new double sided notice board has been provided at the end of the single line from Bestwood Park Junction lettered for arriving trains, "End of single line—Stop and Telephone for Instructions" and lettered for departing trains, "Commencement of Single Line". A telephone has been provided to the N.C.B. Weighbridge.

A new white/red set back signal has been provided on a post, 20ft above rail level and situated 5 yards on the colliery side of the notice board. The set back signal is controlled by a three position switch— "Off", "Red", "White"— situated by the first set of hand points and operated by Guards of trains. (OD.14/85/29) (22)

#### Wellingborough

No. 1 down marshalling siding has been recovered.

(OD.14/—)

(21)



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## \*\* Toton Yard

## Down Yard

The Down Sidings Control Tower has been abolished.

All humping signals on the east and west arrival lines have been abolished. The scissors crossover at the hump end of the east and west arrival lines has been secured in the normal position. A notice board lettered "Stop and Await Instructions" has been provided on the Trent side of the scissors crossover on the cess side of the west arrival line facing Trent.

The engine line between the down sidings hump room and reception sidings Nos. 2 and 3 have been taken out of use and the points at each end have been secured to prevent access to that line.

The points leading to the Down Meadow Sidings or Down North Yard Sidings have been secured for the latter.

The retarders on the approach to the Down North Yard Sidings have been disconnected.

Temporary stop blocks have been provided at the south end of Down North Yard Sidings Nos. 19 to 22 and 28 to 30 and the points at the south end of those sidings have been secured to prevent access. The points giving access to sidings Nos. 23 to 27 and 31 to 35 at the south end have been converted to hand points.

The position light ground signal at the north end of the Reception line situated between the Reception line and the Engine line has been abolished and a notice board lettered "Stop and Telephone" has been provided.

The trailing points from the Engine line/Reception line to the Down Reception have been converted to spring points lying normally for the Down reception.

The facing points leading from the Down Reception to Reception Siding No. 1 or No.2 have been converted to hand points.

The permanent red colour light signal with a position light subsidiary signal beneath reading from Down Reception to Reception Siding No. 1 or No. 2 has been taken away and a notice board lettered "Stop and Telephone" has been provided in the same position.

The position light ground signals reading from Reception Sidings No. 1 and No.2 to the Down Reception have been taken away and notice boards lettered "Stop and Telephone" has been provided in the same position.

## Up Yard

The Up Yard Control Tower has been abolished.

Temporary stop blocks have been provided at the north end of sidings Nos. 2 to 8 and the points at that end have been secured to permit access to No. 1 siding only.

All points at the north end of sidings Nos. 9 to 18 have been converted to hand points.

Sidings 20 to 28 have been taken out of use.

The Chilwell Group Sidings have been taken out of use.

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## \*\* Between Landor Street Junction and Grand Junction

The catch points in the down line at 40m, 64ch. (800 yards before reaching signal NS.128) have been replaced by plain line. (OD.14/GEN/117) (20)

## \*\* Bulcote L.C.

The ground frame and distant signals worked therefrom have been abolished. The level crossing gates have been removed and the crossing has become an **Automatic Open Crossing—Remotely Monitored** (A.O.C.R.) as described in Section 7 of the General Appendix. Whistle boards have been provided on the down and up lines, 206 yards before reaching the crossing. A telephone to Lowdham box has been provided at the crossing together with a local control unit housed in a locked cupboard. (OD.14/81/273) (20)

## Eastern Region :—

## Fletton Jn.

[Tuesday, 7 May]

The following new permanent speed restrictions have been introduced applicable to the remodelled connections :—

40 m.p.h. Down main to down slow at 74m, 71ch.

25 m.p.h. In both directions through the facing crossover between the down fast and up main lines.

25 m.p.h. Up slow to up main at 75m, 11ch.

See Section D.

(22)

## Lincoln Area Remodelling

[no date - first appeared in ME 19]

Attention is drawn to the details of the new permanent speed restrictions etc., between Boultham Crossing and West Holmes and between Boultham Jn. and Pyewipe Jn. which apply with effect from Sunday, 12 May and are shown in Section D. (22)

## Normanton Station

A miniature warning (red/green) lights level crossing for pedestrian use only has been provided across the Up Fast Line at the Leeds end of Normanton Station, providing access between the car park and the station platform.

A "WHISTLE" board has been provided on the Up Fast line, 147 yards from the crossing on the Up rail approach.

(21)

## \*\* Between Yaxley and Fletton Junction

The Down and Up Slow lines between Yaxley and Fletton Junction have been taken out of use pending removal.

The adjacent Down and Up Fast lines have been renamed Down and Up Main respectively.

## Yaxley

The facing connection — Down Main to Down slow and the trailing connection Up Slow to Up Main 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 Yaxley and Fletton Junction—continued

## Fletton Junction

The Junction has been remodelled to provide for the new connections between the Fast and Main lines as follows:—

The Up Slow will be slued north of bridge No.181 to lead into the Up Fast/Main (Between 75¼ and 75 m.p.) via new trailing points in the Up Fast/Main.

A new connection has been provided (immediately south of the Fly Ash Sidings connection to Down Slow) leading from Down Main to Down Slow via new facing points in the Down Main (former Down Fast). The Crossover between the Down and Up fast lines (between 75 and 75¼ m.p.) has been reinstated 30 yards north of its former position.

## Signals abolished

All signals appertaining to the former Down and Up slow lines (Down slow signals P407, P411 and P415, and Up Slow signals P424, P420 and P416) have been abolished.

## Signalling alterations — Yaxley

The Junction indicator position 1 (applying Down Main to Down Slow at Yaxley) has been removed from Down Main 4 — aspect signal P403. This signal and Up main signal P418 on the immediate approach to Yaxley have been replated as automatic signals.

## Signalling alterations — Fletton Junction

Gantry mounted Down main 4 — aspect signal P417 has been repositioned 50 yards south of its present position and replaced by a straight post signal. A position 1 Junction Indicator has been provided and the following indications will apply:—

Aspect	Route Indication	Application
Main	Junction Indicator	Down Main to Down Slow P421
Main	—	Down Main to Down Fast P423

The Junction Indicator Position 4 has been removed from Up Slow 3 — aspect signal P428. This Signal now applies (without route indication) — Up Slow to Up Main.

The route indication "D" associated with this signal and also with Up Fast signal P430 (route to former Down Slow and Brickline) has been abolished.

(20)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region :—

## Between Acton and Ladbroke Grove

[Tuesday, 7 May — from 10.00 hours]

The 85 m.p.h. permanent speed restriction over the up main line from 4¼ m.p. to 1m. 50ch. has been raised for H.S.T's ONLY to 100 m.p.h. A special indicator sign has been provided. (See Section D).

In connection with this increase in speed for H.S.T's, an advance warning indicator associated with the 60 m.p.h. permanent speed restriction on the up main line commencing at 1m. 50ch. has been provided at approximately 2m. 21ch. The indicators are located between the up main and down relief lines and are 3 feet above rail level.

An AWS inductor has been provided 200 yards to the rear of the advance warning indicator. (See Section D). (22)

## SECTION D

## APPENDIX INSTRUCTIONS—continued

## SECTIONAL APPENDIX SOUTHERN SECTION DATED FEBRUARY, 1985—continued

## OTHER GENERAL INSTRUCTIONS—continued

## WORKING OF SPECIAL PASSENGER AND FREIGHT TRAINS

## 6. Cancellation and alteration of scheduled working.

## Page 251

Section 6. Delete "Operations Control Office" and insert "Area Operations Centre".

(15-4-85)

INSTRUCTIONS TO TRAINCREWS WORKING OTHER THAN D.C. ELECTRIC TRAINS  
AND OTHER STAFF CONCERNED WORKING OVER OR IN THE VICINITY OF D.C.  
ELECTRIFIED LINES

## 8. Flooding of Permanent Way

## Page 257

Section 8.1. Delete "Operations Control" and insert "Area Operations Centre".

(15-4-85)

## SECTION D

## APPENDIX INSTRUCTIONS—continued

## SECTIONAL APPENDIX SOUTHERN SECTION DATED FEBRUARY 1985—continued

## LOCAL INSTRUCTIONS

## TRENT SOUTH JUNCTION TO NEWARK (BRANCHES)

## Page 327 — LINCOLN STREET CROSSING

Delete — heading and all instructions

## Page 327 — BABBINGTON COLLIERY

Delete — heading and all instructions

(OD14/84/176) (12-5-85)

## Page 327 — CALVERTON COLLIERY

Delete all instructions and substitute:

After obtaining permission to pass the "End of Single Line" board, all trains must proceed towards the bunker line.

## M.G.R. Trains

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

When loading has commenced and the Driver is propelling his train through the loading bunker, the Guard must so position himself that he can indicate to the Driver to stop when he arrives at the notice board lettered "Locomotives must not pass this point until authorised to do so by the Bunker Operator after loading" situated inside the loading bunker.

## Other than M.G.R. Trains

Locomotives must run round their train on the bunker line and draw out on to the single line.

The Guard must, after ascertaining that the necessary siding is clear, operate the White set back light.

If, in an emergency, it is necessary to stop the propelling movement, the Guard must switch the set back signal to red.

The Driver may commence the propelling movement when the white set back light is illuminated.

After the locomotive has passed the set back signal, the Driver must work to the handsignals of the Guard or Shunter.

When the propelling movement is completed, the Guard must ensure that the set back signal is switched off.

(OD14/85/29) (7-5-85)

APPENDIX INSTRUCTIONS—continued  
SECTIONAL APPENDIX SOUTHERN SECTION, DATED FEBRUARY 1985—continued

## LOCAL INSTRUCTIONS —continued

## DERBY TO BLACKWELL (BRANCHES)

## Page 335 — MOIRA WEST JUNCTION

Add after fourth paragraph:—

**Rawdon Colliery Sidings.** Trains must only be drawn on to No's 6, 7 and 8 sidings.

(OD14/—) (6-4-85)

## Page 337 — SWADLINCOTE

Delete — first paragraph of item and substitute:—

Except in an emergency, only one locomotive, or two or more coupled together, is permitted to be on the single line between Swadlincote ground frame and Cadley Hill at any one time.

(OD14/85/54) (30-3-85)

## Page 339 (page 140 MED No. 15) — BETWEEN BORDLESLEY JN. AND MOSELEY TUNNEL

Delete Heading and substitute:—

## BETWEEN SALTLEY AND MOSELEY TUNNEL

(6-4-85)

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF  
WHEN WORKING OVER THE EASTERN REGION BR.30063/1  
SECTION A

## GENERAL INSTRUCTIONS

Page A8—Add—

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX  
PERMANENT SPEED RESTRICTIONS — INDICATOR SIGNS

## STAYTHORPE CROSSING TO LINCOLN PELHAM STREET JN.

On the above sections of line, Class 253/254 trains (High Speed Trains) are permitted to run at a higher Maximum Permissible Speed than other trains, as shown in Table 'A'

The points at which High Speed Trains may commence to run at this higher speed are indicated at the lineside by special yellow signs bearing in black the legend 'HST' and numerals to indicate the applicable speed.

At the end of each section over which the higher speed is permitted, a similar sign will indicate that High Speed Trains must revert to the normal speed.

The special signs apply only to Drivers of High Speed Trains and must be ignored by all other Drivers.

Drivers of High Speed Trains must observe all permanent and temporary speed restrictions irrespective of whether they are within the designated higher speed sections or not.

(4-5-85)

## APPENDIX INSTRUCTIONS—continued

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF  
WHEN WORKING OVER THE WESTERN REGION BR.30063/2  
SECTION B

## INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page B2

Add

PERMANENT SPEED RESTRICTIONS — INDICATOR SIGNS — DIFFERENTIAL  
RESTRICTIONS FOR HST'S

At some locations, HST's may travel over permanent restrictions of speed at a higher speed.

Where this is permissible, an indicator sign will be provided, at the same location as the conventional indicator sign, as a reminder to Drivers that there is a variation to the speed indicated by the conventional indicator sign.

The additional sign, which is approximately 30" high and 20" wide, will bear the letters 'HST' and speed variation in black on a reflective yellow background, in the following form:—



The termination of the higher differential speed is indicated by the next conventional indicator sign.

(7-5-85)

## SECTION D

## APPENDIX INSTRUCTIONS—continued

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

TABLE B — SPECIAL WORKING ARRANGEMENTS —continued

Between		Lines	Author- ities	Restrictions
<b>YORK YARD SOUTH TO YORK CLIFTON</b>				
York Yard South	Clifton	Down Goods, Up Goods	F H	ECS, 20 SLU BV. In clear weather only.
<b>DONCASTER DECOY NORTH JN. TO DONCASTER MARSHGATE JN.</b>				
Marshgate Jn. Down Home signal D308.	Carriage Sidings	via number 1 Platform	F	12 ECS or 10 SLU BV.
Marshgate Jn. Down Home signal D308	Doncaster Station	Platform 3A	F	12 ECS or 10 SLU BV.
<b>ALDWARKE NORTH JN. TO GASCOIGNE WOOD</b>				
Ferrybridge North Jn.	Ferrybridge	Down	F	1 Freight brakevan.  (6--4--85)

## LOCAL INSTRUCTIONS

Page E54 (Page 77 MED 15)

## TINSLEY EAST

Set back movements into Down Sidings.

Delete first paragraph

(6--4--85)

## SECTION D

## APPENDIX INSTRUCTIONS—continued

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

Pages E53 and E54 (Page 206 MED 15)

## LOCAL INSTRUCTIONS

## BRIGHTSIDE STATION JUNCTION TO TREETON NORTH JN.

## TINSLEY MAIN YARD

## Add

Set back movements — Signal TY251 to Main Yard or Breakdown Train Road

The Shunter must not operate the release on Signal 251 until all hand points applicable to the route are set in the correct position.

The illumination of the "OFF" indicator will be the Drivers authority to proceed and it will not be necessary for the Driver to comply with the Rule Book, Section J. Clause 4.1, but must proceed cautiously, keeping a sharp lookout and be prepared to act on handsignals.

(27-4-85)

## NORMANTON ALTOFTS JUNCTION TO YORK SKELTON

Pages E60 and E61

## YORK

## Dringhouses Yard — Yard Safety

## 1. Train Preparation and Examination

Delete the first paragraph of clause (b) and substitute:—

If the member of the staff is entering the sidings from the South End, the Person in charge must advise the Person in charge at the North End. If the member of staff is entering the sidings from the North End, the Person in charge must advise the Person in charge at the South End. The Person in charge at the North End must ensure that any hand points controlling access to the siding in which a member of staff is intending to work are set away from that siding prior to authorising work to commence. The hand points must then be kept in that position until advice is received that the work is complete, or the train has departed, or the following precautions have been taken. Should it be necessary for any vehicles to be shunted from the North End into a siding where staff are working, the Person in charge must arrange for the movement to be accompanied and controlled into the siding and made secure before reaching the vehicles already in the siding.

(27-4-85)

# BRITISH RAILWAYS

## LONDON MIDLAND REGION

**ME**

1002

**21**

### WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 18 MAY**

to

**FRIDAY, 24 MAY 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.

### Monday, 20 May — Between Loughborough Jn. and Barrow-on-Soar

The 20 m.p.h. temporary speed restriction which applies on the up goods line between 109m. 40ch. and 109m. 20ch. will become a permanent speed restriction.

(OD14/85/16) (24)

### Sunday, 19 May — Between Clay Cross South Junction and Morton

The catch points in the up main line at 142m. 02ch. (910 yards before reaching signal TT31), 141m. 30ch. (740 yards before reaching signal TT46) and 140m. 24ch. (819 yards before reaching signal TT49) will be replaced by plain line.

(OD14/GEN/117) (24)

### Eastern Region:—

#### Saturday, 18 to Monday, 20 May — Healey Mills Marshalling Yard

The former Up arrival line between the facing connection from the Up slow line and the connection to the former No.2 shunt neck, will be renamed Run-Round line. The former connections — Up arrival line/No.2 Shunt neck and No. 1 Shunt neck/Down slow, will be remodelled to connect the Run-Round line to the Down slow line.

Run-Round (former Up Arrival) signal HM95 will have the Yellow aspect and theatre-type route indicator moved, and will display RED aspect only. A new stencil-type route indicator will be provided displaying "X" in conjunction with the associated position light towards the new "LIMIT OF SHUNT" on the Down fast line situated 48 yards on the approach side of signal HM77 (in the normal direction of travel).

Down fast signal HM71 will have its position 2 Junction Indicator removed and the remaining Junction indicators will apply as follows:—

Position 1 — to Down Slow

Position 4 — to Down fast

(24)

#### Sunday, 19 May — Lincoln Pelham Street Coal Depot Sidings

The new connection to Lincoln Pelham Street Coal Depot Sidings and the associated signalling will be brought into use as provided for in supplementary notice No.132.

(24)

### Signalling and Permanent Way Alterations —continued

#### Western Region:—

##### Sunday, 19 May — Portobello Junction (Old Oak Common)

The trailing crossover between the Down and Up main lines at 1m. 38ch. and the facing crossover between the Up main and Down relief lines at 1m. 34ch, previously taken out of use, will be reinstated.

(24)

##### Sunday, 19 May — Taplow

The ground frame located at 22m. 11ch. and associated equipment will be taken out of use pending removal.

(24)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Between Lincoln Street Crossing and Babbington Colliery —

The facing connection in the down goods line at Lincoln Street Crossing together with the down and up Babbington Colliery branch and all associated signalling has been recovered.

(OD.14/84/176) (23)

#### Calverton Colliery

A new double sided notice board has been provided at the end of the single line from Bestwood Park Junction lettered for arriving trains, "End of single line — Stop and Telephone for Instructions" and lettered for departing trains, "Commencement of Single Line". A telephone has been provided to the N.C.B. Weighbridge.

A new white/red set back signal has been provided on a post, 20ft above rail level and situated 5 yards on the colliery side of the notice board. The set back signal is controlled by a three position switch — "Off", "Red", "White" — situated by the first set of hand points and operated by Guards of trains.

(OD.14/85/29) (22)

#### \*.\* Wellingborough

No. 1 down marshalling siding has been recovered.

(OD.14/—) (21)

#### Eastern Region:—

##### Between Boultham Crossing and West Holmes Junction and Between Boultham Junction and Pyewipe Junction.

The new Boultham Curve (forming part of the Lincoln Diversion of Route), the Down/Up Newark single line and all associated new colourlight signalling has been commissioned, see Eastern Region Supplementary Notice of Signalling Alterations No.132.

All concerned should be in possession of a copy of this notice.

The work concerning Pelham Street Coal Depot Sidings will be carried out on Sunday, 19 May.

(23)

## SECTION C

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

Eastern Region :— continued

**Fletton Jn.**

The following new permanent speed restrictions have been introduced applicable to the remodelled connections :—

- 40 m.p.h. Down main to down slow at 74m. 71ch.
- 25 m.p.h. In both directions through the facing crossover between the down fast and up main lines.
- 25 m.p.h. Up slow to up main at 75m. 11ch.

See Section D. (22)

**Lincoln Area Remodelling**

Attention is drawn to the details of the new permanent speed restrictions etc., between Boultham Crossing and West Holmes and between Boultham Jn. and Pyewipe Jn. which apply with effect from Sunday, 12 May and are shown in Section D. (22)

**\*.\* Normanton Station**

A miniature warning (red/green) lights level crossing for pedestrian use only has been provided across the Up Fast Line at the Leeds end of Normanton Station, providing access between the car park and the station platform.

A "WHISTLE" board has been provided on the Up Fast line, 147 yards from the crossing on the Up rail approach. (21)

Western Region :—

**Maidenhead**

The London ends of Platforms 1 to 4 have been re-instated and the platforms have been restored to their former lengths.

(New Item) (23)

**Between Acton and Ladbroke Grove**

The 85 m.p.h. permanent speed restriction over the up main line from 4½ m.p. to 1m. 50ch. has been raised for H.S.T's ONLY to 100 m.p.h. A special indicator sign has been provided. (See Section D).

In connection with this increase in speed for H.S.T's, an advance warning indicator associated with the 60 m.p.h. permanent speed restriction on the up main line commencing at 1m. 50ch. has been provided at approximately 2m. 21ch. The indicators are located between the up main and down relief lines and are 3 feet above rail level.

An AWS inductor has been provided 200 yards to the rear of the advance warning indicator. (See Section D). (22)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

**\*.\* WEEKLY OPERATING NOTICE**

The next issue of the above publication will cover the period 25 May to 7 June (ME 22/23)

**REGIONAL MODIFICATION TO WORKING  
 INSTRUCTIONS FOR A.C. ELECTRIFIED LINES BR.29987**

Pages 53 – 116 – Isolation and Earthing of Overhead Line Equipment

Reference to Traffic Control Rooms /Traffic Controller should be amended to Area Operations Centres/Area Operations Centre Supervisor.

(P13/5/803) (11-5-85)

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

**SECTION 4 – WORKING OF DEPARTMENTAL TRAINS**

Page 4.2

Add to list under Section "C" – Crossing grinding machine.

Page 4.11

Section "C" – Add to heading:— Crossing grinding machine

Page 4.12 – Clause 37.1

Machine Type	In Train Formation	Running Under Own Power – Maximum Permissible Speed of Route			
		70 m.p.h. and above		Below 70 m.p.h.	
		Plain Line	Over Switches & Crossings	Plain Line	Over Switches & Crossings
	m.p.h.	m.p.h.	m.p.h.	m.p.h.	m.p.h.
<b>Add:— Crossing Grinding Machine</b>					
URR 16P	N/A	35	35	35	35



# BRITISH RAILWAYS

## LONDON MIDLAND REGION

**ME**

602

**22/23**

### WEEKLY OPERATING NOTICE

containing

**Temporary Speed Restrictions**

**Temporary Engineering Works**

**Signalling & Permanent Way Alterations**

**General Instructions and Notices**

**SATURDAY, 25 MAY**

to

**FRIDAY, 7 JUNE 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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Saturday, 25 May – Hucknall Colliery Sidings

Merry Go Round signals, lettered "V", "W", "X", "Y" and "Z" will be provided on the left hand side of the bunker line on the Hucknall Colliery Sidings signalbox side of the bunker and will be applicable to trains drawing through the bunker towards the signalbox.

The first signal, "V", will be sited 22 yards from the bunker and the remainder will be sited at intervals of 110 yards.

(OD14/84/147) (26)

### Monday, 27 May – Between Aldridge and Ryecroft Jn.

The 35 m.p.h. permanent speed restriction which applies on the down line between 46½ m.p. and 47 m.p. will become a 30 m.p.h. permanent speed restriction and apply between 46m. 20ch. and 47m. 53ch.

(OD14/85/96) (26)

### Sunday, 2 June – Corby North

The South ground frame, together with the associated connections worked therefrom, will be recovered.

The up siding and the trailing connection between the up passenger and up siding will be secured out of use pending removal. The following associated signals will be taken away:—

2-armed shunting signal applying to movements to up siding or along up passenger, shunting signals situated adjacent to up siding applying to movements along up siding, 2 armed tall siding signal situated opposite the shunters cabin adjacent to the up siding.

(OD14/73/291) (26)

### Sunday, 2 June – Forders Sidings

The existing double-sided 'OFF' indicator situated 196 yards from the set-back signal on the down main line, on the Bedford side of the crossing, will be repositioned 280 yards from the set-back signal.

A new single sided marker board facing Forders Sidings, lettered "32 SLU" will be provided on the down main line 280 yards from the set-back signal.

A new single sided marker board facing Forders Sidings, lettered "48 SLU" will be provided on the down main line 388 yards from the set-back signal.

(OD14/77/271) (26)

### Eastern Region:—

#### Wednesday 29 May – Whitemoor Yard

Sidings Nos 18 to 20 will be shortened to a point 110 yards South of Old Control Tower. Siding No.21 will be secured out of use pending shortening.

(25)

## Signalling and Permanent Way Alterations—continued

### DETAILS OF WORK ALREADY CARRIED OUT

#### Between Loughborough Jn. and Barrow-on-Soar

The 20 m.p.h. temporary speed restriction which applied on the up goods line between 109m. 40ch. and 109m. 20ch. has become a permanent speed restriction.

(OD14/85/16) (24)

#### Between Clay Cross South Junction and Morton

The catch points in the up main line at 142m. 02ch. (910 yards before reaching signal TT31), 141m. 30ch. (740 yards before reaching signal TT46) and 140m. 24ch. (819 yards before reaching signal TT49) have been replaced by plain line.

(OD14/GEN/117) (24)

#### \*\* Between Lincoln Street Crossing and Babbington Colliery

The facing connection in the down goods line at Lincoln Street Crossing together with the down and up Babbington Colliery branch and all associated signalling has been recovered.

(OD14/84/176) (23)

#### \*\* Calverton Colliery

A new double sided notice board has been provided at the end of the single line from Bestwood Park Junction lettered for arriving trains, "End of single line – Stop and Telephone for Instructions" and lettered for departing trains, "Commencement of Single Line". A telephone has been provided to the N.C.B. Weighbridge.

A new white/red set back signal has been provided on a post, 20ft above rail level and situated 5 yards on the colliery side of the notice board. The set back signal is controlled by a three position switch – "Off", "Red", "White" – situated by the first set of hand points and operated by Guards of trains.

(OD14/85/29) (22)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—

## Between Sleaford East and Sleaford West

Permissive working, as applicable to platform lines has been authorised on the up main platform line at Sleaford Station.

(New item) (25)

## Healey Mills Marshalling Yard

The former Up arrival line between the facing connection from the Up slow line and the connection to the former No. 2 shunt neck has been renamed Run-Round line. The former connections — Up arrival line/No. 2 Shunt neck and No. 1 Shunt neck/Down slow, have been remodelled to connect the Run-Round line to the Down slow line.

Run-Round (former Up Arrival) signal HM95 has had the Yellow aspect and theatre-type route indicator removed, and displays RED aspect only. A new stencil-type route indicator has been provided displaying "X" in conjunction with the associated position light towards the new "LIMIT OF SHUNT" on the Down fast line situated 48 yards on the approach side of signal HM77 (in the normal direction of travel).

Down fast signal HM71 has had its position 2 Junction Indicator removed and the remaining Junction indicators apply as follows:—

Position 1 — to Down Slow

Position 4 — to Down fast

(24)

## Lincoln Pelham Street Coal Depot Sidings

The new connection to Lincoln Pelham Street Coal Depot Sidings and the associated signalling have been brought into use as provided for in Supplementary Notice No. 132.

(24)

## \* \* \* Between Boutham Crossing and West Holmes Junction and Between Boutham Junction and Pyewipe Junction.

The new Boutham Curve (forming part of the Lincoln Diversion of Route), the Down/Up Newark single line and all associated new colourlight signalling has been commissioned, see Eastern Region Supplementary Notice of Signalling Alterations No. 132.

All concerned should be in possession of a copy of this notice.

(23)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region :— continued

## \* \* \* Fletton Jn.

The following new permanent speed restrictions have been introduced applicable to the remodelled connections :—

40 m.p.h. Down main to down slow at 74m. 71ch.

25 m.p.h. In both directions through the facing crossover between the down fast and up main lines.

25 m.p.h. Up slow to up main at 75m. 11ch.

See Section D. (22)

## \* \* \* Lincoln Area Remodelling

Attention is drawn to the details of the new permanent speed restrictions etc., between Boutham Crossing and West Holmes and between Boutham Jn. and Pyewipe Jn. which apply with effect from Sunday, 12 May and are shown in Section D. (22)

## Western Region :—

## Portobello Junction (Old Oak Common)

The trailing crossover between the Down and Up main lines at 1m. 38ch. and the facing crossover between the Up main and Down relief lines at 1m. 34ch. previously taken out of use, have been reinstated. (24)

## Taplow

The ground frame located at 22m. 11ch. and associated equipment have been taken out of use pending removal. (24)

## \* \* \* Maidenhead

The London ends of Platforms 1 to 4 have been re-instated and the platforms have been restored to their former lengths. (23)

## \* \* \* Between Acton and Ladbroke Grove

The 85 m.p.h. permanent speed restriction over the up main line from 4½ m.p. to 1m. 50ch. has been raised for H.S.T's ONLY to 100 m.p.h. A special indicator sign has been provided. (See Section D).

In connection with this increase in speed for H.S.T's, an advance warning indicator associated with the 60 m.p.h. permanent speed restriction on the up main line commencing at 1m. 50ch. has been provided at approximately 2m. 21ch. The indicators are located between the up main and down relief lines and are 3 feet above rail level.

An AWS inductor has been provided 200 yards to the rear of the advance warning indicator. (See Section D). (22)

# BRITISH RAILWAYS

LONDON MIDLAND REGION b2

**ME**

602

**24**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 8 JUNE**

to

**FRIDAY, 14 JUNE 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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Western Region:—

#### Sunday, 9 June — Taplow

The trailing connection, previously secured out of use, in the down relief line at approximately 22m. 14ch. will be removed.

(27)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Leicester North

A new facing crossover has been provided between the down main and siding, situated 150 yards on the Bell Lane side of the box.

A new facing crossover has been provided between the down and up main, situated 276 yards on the Bell Lane side of the box.

A new trailing crossover has been provided between the up main and down goods, situated 362 yards on the Bell Lane side of the box.

All these connections have been secured out of use pending commissioning.

(OD14/-) (New item) (26)

#### Hucknall Colliery Sidings

Merry Go Round signals, lettered "V", "W", "X", "Y" and "Z" have been provided on the left hand side of the bunker line on the Hucknall Colliery Sidings signalbox side of the bunker and are applicable to trains drawing through the bunker towards the signalbox.

The first signal, "V", is sited 22 yards from the bunker and the remainder are sited at intervals of 110 yards.

(OD14/84/147) (26)

#### Between Aldridge and Ryecroft Jn.

The 35 m.p.h. permanent speed restriction which applied on the down line between 46½ m.p. and 47 m.p. has become a 30 m.p.h. permanent speed restriction and applies between 46m. 20ch. and 47m. 53ch.

(OD14/85/96) (26)

#### Corby North

The South ground frame, together with the associated connections worked therefrom, has been recovered.

The up siding and the trailing connection between the up passenger and up siding have been secured out of use pending removal. The following associated signals have been taken away:—

2 armed shunting signal applying to movements to up siding or along up passenger, shunting signals situated adjacent to up siding applying to movements along up siding, 2 armed tall siding signal situated opposite the shunters cabin adjacent to the up siding.

(OD14/73/291)

### Details of Work Already Carried Out—continued

#### Forders Sidings

The existing double-sided 'OFF' indicator situated 196 yards from the set-back signal on the down main line, on the Bedford side of the crossing, has been repositioned 280 yards from the set-back signal.

A new single sided marker board facing Forders Sidings, lettered "32 SLU" has been provided on the down main line 280 yards from the set-back signal.

A new single sided marker board facing Forders Sidings, lettered "48 SLU" has been provided on the down main line 388 yards from the set-back signal.

(OD14/77/271) (26)

#### \*.\* Between Loughborough Jn. and Barrow-on-Soar

The 20 m.p.h. temporary speed restriction which applied on the up goods line between 109m. 40ch. and 109m. 20ch. has become a permanent speed restriction.

(OD14/85/16) (24)

#### \*.\* Between Clay Cross South Junction and Morton

The catch points in the up main line at 142m. 02ch. (910 yards before reaching signal TT31), 141m. 30ch. (740 yards before reaching signal TT46) and 140m. 24ch. (819 yards before reaching signal TT49) have been replaced by plain line.

(OD14/GEN/117) (24)

### Eastern Region:—

#### Lincoln Central Station

A new barrow crossing has been provided over the East end of No. 7 platform line. The crossing is for use by G.P.O. staff and telephones communicating with Pelham Street signal box have been provided.

(New Item) (26)

#### Whitemoor Yard

Sidings Nos. 1 to 20 have been shortened to a point 110 yards south of Old Control Tower. Siding No. 21 has been secured out of use pending shortening. (Amended item) (25)

#### Between Sleaford East and Sleaford West

Permissive working, as applicable to platform lines has been authorised on the up main platform line at Sleaford Station.

(25)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region—continued

## \*.\* Healey Mills Marshalling Yard

The former up arrival line between the facing connection from the up slow line and the connection to the former No. 2 shunt neck has been renamed run-round line. The former connections — up arrival line/No. 2 shunt neck and No. 1 shunt neck/down slow, have been remodelled to connect the run-round line to the down slow line.

Run-round (former up arrival) signal HM95 has had the yellow aspect and theatre-type route indicator removed, and displays RED aspect only. A new stencil-type route indicator has been provided displaying "X" in conjunction with the associated position light towards the new "LIMIT OF SHUNT" on the down fast line situated 48 yards on the approach side of signal HM77 (in the normal direction of travel).

Down fast signal HM71 has had its position 2 Junction Indicator removed and the remaining junction indicators apply as follows:—

Position 1 — to down slow

Position 4 — to down fast

(24)

## \*.\* Lincoln Pelham Street Coal Depot Sidings

The new connection to Lincoln Pelham Street Coal Depot Sidings and the associated signalling have been brought into use as provided for in Supplementary Notice No. 132. (24)

## Western Region:—

## \*.\* Portobello Junction (Old Oak Common)

The trailing crossover between the down and up main lines at 1m. 38ch. and the facing crossover between the up main and down relief lines at 1m. 34ch. previously taken out of use, have been reinstated.

(24)

## \*.\* Taplow

The ground frame located at 22m. 11ch. and associated equipment have been taken out of use pending removal.

(24)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

## SECTION D

## MISCELLANEOUS INSTRUCTIONS

GENERAL INSTRUCTIONS FOR THE CONVEYANCE OF ALL PARCEL TRAFFIC  
DURING CREWE STATION CLOSE DOWN PERIOD 2 JUNE - 22 JULY 1985

- 1.1 With the following exceptions all parcels from and to Crewe Red Star Office will be transferred at Stafford and conveyed to and from that point by the DMU passenger shuttle between Crewe No. 1 Platform and Stafford.
- 1.2 Traffic received at Stafford between 22 00 to 06 00 SX will be conveyed between Stafford and Crewe Red Star Office by road vehicle.
- 1.3 Traffic to and from the following points will be despatched on the DMU Passenger Shuttle Crewe No. 1 Platform to Chester.

Chester and North Wales Coast Line Stations  
Shrewsbury  
Cambrian Coast Line Stations,  
South Wales Stations via Shrewsbury and Hereford.

- 1.4 During the day period it is anticipated that there will be an extended transit time of between one and two hours for Red Star parcels passing to or from Crewe Red Star Office. Overnight transits should be unaffected.

(OP1739/15)

(25-5-85)

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CREWE  
5 June 1985

D.J.MAIDMENT  
Regional Operations Manager

# BRITISH RAILWAYS

LONDON MIDLAND REGION

**ME**

602

**25**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 15 JUNE**

to

**FRIDAY, 21 JUNE 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.

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

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday 16 June – Irchester South

The catch points situated in the up main line at 61m. 50ch. and at 62½ m.p. will be taken away.

(OD14/73/291) (28)

### Western Region:-

**FROM FRIDAY, 21 JUNE TO MONDAY, 24 JUNE, OR UNTIL COMPLETION –  
READING WEST JUNCTION.**

In connection with Engineering work, Reading Down Sidings ground frame will be temporarily disconnected.

(28)

### DETAILS OF WORK ALREADY CARRIED OUT

#### Leicester North

A new facing crossover has been provided between the down main and siding, situated 150 yards on the Bell Lane side of the box.

A new facing crossover has been provided between the down and up main, situated 276 yards on the Bell Lane side of the box.

A new trailing crossover has been provided between the up main and down goods, situated 362 yards on the Bell Lane side of the box.

All these connections have been secured out of use pending commissioning.

(OD14/-) (26)

#### Hucknall Colliery Sidings

Merry Go Round signals, lettered "V", "W", "X", "Y" and "Z" have been provided on the left hand side of the bunker line on the Hucknall Colliery Sidings signalbox side of the bunker and are applicable to trains drawing through the bunker towards the signalbox.

The first signal, "V", is sited 22 yards from the bunker and the remainder are sited at intervals of 110 yards.

(OD14/84/147) (26)

#### Between Aldridge and Rycroft Jn.

The 35 m.p.h. permanent speed restriction which applied on the down line between 46½ m.p. and 47 m.p. has become a 30 m.p.h. permanent speed restriction and applies between 46m. 20ch. and 47m. 53ch.

(OD14/85/96) (26)

## Signalling and Permanent Way Alterations—continued

### Details of Work Already Carried Out—continued

#### Corby North

The South ground frame, together with the associated connections worked therefrom, has been recovered.

The up siding and the trailing connection between the up passenger and up siding have been secured out of use pending removal. The following associated signals have been taken away:—

2 armed shunting signal applying to movements to up siding or along up passenger, shunting signals situated adjacent to up siding applying to movements along up siding, 2 armed tall siding signal situated opposite the shunters cabin adjacent to the up siding.

(OD14/73/291) (26)

#### Forders Sidings

The existing double-sided 'OFF' indicator situated 196 yards from the set-back signal on the down main line, on the Bedford side of the crossing, has been repositioned 280 yards from the set-back signal.

A new single sided marker board facing Forders Sidings, lettered "32 SLU" has been provided on the down main line 280 yards from the set-back signal.

A new single sided marker board facing Forders Sidings, lettered "48 SLU" has been provided on the down main line 388 yards from the set-back signal.

(OD14/77/271) (26)

### Eastern Region:—

#### Lincoln Central Station

A new barrow crossing has been provided over the East end of No.7 platform line. The crossing is for use by G.P.O. staff and telephones communicating with Pelham Street signal box have been provided.

(26)

#### \*.\* Whitemoor Yard

Sidings Nos. 1 to 20 have been shortened to a point 110 yards south of Old Control Tower. Siding No.21 has been secured out of use pending shortening.

(25)

#### \*.\* Between Sleaford East and Sleaford West

Permissive working, as applicable to platform lines has been authorised on the up main platform line at Sleaford Station.

(25)

### Western Region:—

#### Taplow

The trailing connection, previously secured out of use, in the down relief line at approximately 22m. 14ch. has been removed.

(27)

## SECTION D

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

## LOCAL INSTRUCTIONS

## BRIGHTSIDE STATION JUNCTION TO TREETON NORTH JUNCTION

Page E55

Add:—

## TINSLEY YARD — SET BACK MOVEMENTS EAST DEPARTURE TO MAIN YARD

This movement is authorised for a movement not exceeding 35 SLU's.

The shunter in charge at East end of Tinsley Yard must be satisfied that all hand points are in the correct position and that all local instructions are carried out before releasing the control on signal TY251.

The clearing of elevated position light TY251 signal and associated "OFF" indicator will be Drivers authority to proceed and it will not be necessary for the driver to comply with Rule Book, Section J, Clause 4.1., but he must proceed cautiously keeping a sharp lookout and be prepared to act on handsignals.

Rule Book Section J, 3.3., must be carried out, if a Brake Van is the leading vehicle, the guard must remain with the Brake Van and handsignal the movement in accordance with this rule and the shunter must be in a position to relay handsignals to the driver.

(15-6-85)

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF  
 WHEN WORKING OVER THE OTHER REGIONS  
 BR30063/9 SECTION J WESTERN REGION

## LOCAL INSTRUCTIONS

## GLOUCESTER BARNWOOD JUNCTION TO CARDIFF

Pages J37 and J38

## GLOUCESTER

**Platforming of Passenger trains. Delete 1st and 2nd paragraphs and substitute:—**

**Platforming of Passenger trains.** Passenger trains conveying more than 10 vehicles which are required to reverse at Gloucester Station, must be dealt with at either No. 2 or No. 4 platform.

Such trains dealt with at platform No. 2 must be brought to a stand with the leading end of the leading vehicle opposite the top of the ramp at the Newport end of the station.

**Add** as new 5th paragraph:—

If the incoming locomotive of a train dealt with at platform No. 4 is not scheduled to work the train forward the Driver may follow the departing train cautiously and at a safe distance to signal G333. If for any reason the locomotive is unable to follow the departing train immediately, the Driver must contact the Signaller for further instructions.

(15-6-85)

# 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, 22 JUNE**

to

**FRIDAY, 28 JUNE 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.

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 23 June — Nottingham North and West Yards

Nottingham West Yard, North Yard Sidings Nos. 3 to 22 inclusive and the down through line will be taken out of use. The through line, between the North and West ground frames, will be retained and a stop block provided 390 yards on the station side of the North ground frame, access to the through line will be at the north end.

Siding No. 23 in the North Yard will be retained to provide alternative access to the C.M.D.

Nottingham West ground frame will be abolished together with all points and signals worked therefrom.

Nottingham East ground frame will be abolished together with all points and signals worked therefrom except the position light shunting signal, applying down slow to up through siding, which will be retained as a "Limit of shunt" indicator.

(OD14/85/94) (29)

### Western Region:—

#### FROM FRIDAY, 21 JUNE TO MONDAY, 24 JUNE, OR UNTIL COMPLETION — READING WEST JUNCTION'

In connection with Engineering work, Reading Down Sidings ground frame will be temporarily disconnected.

(28)

### From 10 00 Monday, 24 June — Between Dunhampstead and Abbotswood Jn —

The Maximum Permissible Speed of the down and up lines between 62½ m.p. and 69m. 10ch. will be raised to 100 m.p.h.

A new 90 m.p.h. Permanent Speed Restriction will apply over the down and up lines between 68m. 45ch. and 69m. 10ch.

(29)

### Signalling and Permanent Way Alterations—continued

#### DETAILS OF WORK ALREADY CARRIED OUT

##### Irchester South

The catch points situated in the up main line at 61m. 50ch. and at 62½ m.p. have been taken away.

(OD14/73/291) (28)

##### Between Langley Mill and Moor Green Colliery Line

The facing connection between the up and down goods line and the trailing connection in the up goods line at Langley Mill have been clipped and padlocked out of use pending removal. All signalled routes in and out of Langley Mill Sidings have been disconnected.

Cromford Road open level crossing has been taken out of use and the line to Moor Green Colliery severed and stop blocked on the Langley Mill side of the level crossing.

(OD14/85/1236) (New item) (28)

##### \*.\* Leicester North

A new facing crossover has been provided between the down main and siding, situated 150 yards on the Bell Lane side of the box.

A new facing crossover has been provided between the down and up main, situated 276 yards on the Bell Lane side of the box.

A new trailing crossover has been provided between the up main and down goods, situated 362 yards on the Bell Lane side of the box.

All these connections have been secured out of use pending commissioning.

(OD14/-) (26)

##### \*.\* Hucknall Colliery Sidings

Merry Go Round signals, lettered "V", "W", "X", "Y" and "Z" have been provided on the left hand side of the bunker line on the Hucknall Colliery Sidings signalbox side of the bunker and are applicable to trains drawing through the bunker towards the signalbox.

The first signal, "V", is sited 22 yards from the bunker and the remainder are sited at intervals of 110 yards.

(OD14/84/147) (26)

##### \*.\* Between Aldridge and Ryecroft Jn.

The 35 m.p.h. permanent speed restriction which applied on the down line between 46½ m.p. and 47 m.p. has become a 30 m.p.h. permanent speed restriction and applies between 46m. 20ch. and 47m. 53ch.

(OD14/85/96) (26)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## \* \* \* Corby North

The South ground frame, together with the associated connections worked therefrom, has been recovered.

The up siding and the trailing connection between the up passenger and up siding have been secured out of use pending removal. The following associated signals have been taken away:—

2 armed shunting signal applying to movements to up siding or along up passenger, shunting signals situated adjacent to up siding applying to movements along up siding, 2 armed tall siding signal situated opposite the shunters cabin adjacent to the up siding.

(OD14/73/291) (26)

## \* \* \* Forders Sidings

The existing double-sided 'OFF' indicator situated 196 yards from the set-back signal on the down main line, on the Bedford side of the crossing, has been repositioned 280 yards from the set-back signal.

A new single sided marker board facing Forders Sidings, lettered "32 SLU" has been provided on the down main line 280 yards from the set-back signal.

A new single sided marker board facing Forders Sidings, lettered "48 SLU" has been provided on the down main line 388 yards from the set-back signal.

(OD14/77/271) (26)

## Eastern Region:—

## \* \* \* Lincoln Central Station

A new barrow crossing has been provided over the East end of No.7 platform line. The crossing is for use by G.P.O. staff and telephones communicating with Pelham Street signal box have been provided.

(26)

## Western Region:—

## Taplow

The trailing connection, previously secured out of use, in the down relief line at approximately 22m. 14ch. has been removed.

(27)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

WORKING MANUAL FOR RAIL STAFF (B.R. 30054) PART 2 (GREEN PAGES)  
LOADING AND CONVEYANCE

SECTION	RE-ISSUED PAGE NO'S
Index	1/2 3/4
A1 Loading General	1/2 3/4 5/6 7/8 9 (Not shown in index)
A2 Sheets and Sheeting	1/2 3
A3 Examination of Wagons after unloading	4
B1 Loading on Bolster Wagons	1/2 3/4 5/6 7/8 9/10
B3 Load Control Straps with Tensioners	1/2
B4 Steel (not secured by chains or straps)	1/2
B7 Girder Wagons	Single Sheet
C1 Bolster and Other Wagons	Single Sheet
D1 Exceptional Loads Acceptance and Conveyance	1/2 3/4 5/6 7/8
D2 B.R. Standard Loading Gauge	1/2 3/4
D3 Special Conditions — Length	1/2 3/4
D4 Special Conditions — Width	Single Sheet
D5 Code Words and Explanations	1/2 3

## SECTION D

APPENDIX INSTRUCTIONS—continued  
SECTIONAL APPENDIX SOUTHERN SECTION DATED FEBRUARY 1985—continued

TABLE E — EXEMPTION FROM RULE BOOK, SECTION C, CLAUSE 5.9

Signal box	Signal at which Section C, clause 5.9 is exempt	Remarks
Page 217	<b>TRENT SOUTH JN. TO NEWARK (BRANCHES)</b>	
Add— Bingham	Up home	Applies only to passenger trains terminating at Bingham Station (8-6-85)

## OTHER GENERAL INSTRUCTIONS

Page 248 — Add:—

## INSTRUCTIONS FOR SINGLE LINES WORKED BY TRAIN STAFF AND TICKET

## 1. Train staff and Ticket System

- 1.1 The objective of the Train Staff and Ticket system is to prevent more than one train being in a section between two staff stations at the same time.
- 1.2 A train staff, or train staff ticket indicating that the train staff will follow, must be carried with each train, and no train must leave a staff station with a train staff ticket unless the train staff for the portion of line over which it is to travel is then at the station.

**NOTE:** Where the term 'train staff station' is used it applies to a signal box or train staff station which is open.  
Where the term 'Signalman' is used it applies to the person in charge of a train staff station.

## 2. Drivers not to leave Train Staff Stations without Train Staff or Ticket and proper signals being exhibited.

- 2.1 A Driver must not leave a train staff station without the train staff or ticket for that section of line over which his train is about to run, unless the train staff or ticket has been shown to him as provided in Clause 2.2 or except as provided in Clauses 7 and 9, and the instructions 'Working of Trains To and From Point of Obstruction' in the General Appendix and when entering a line under the 'Absolute Possession' of the Engineer. When leaving with a ticket, the Driver must not leave the train staff station without first seeing the proper train staff.
- 2.2 When a train has more than one locomotive, the train staff or ticket must be shown to each Driver and delivered to and carried by the Driver of the rearmost locomotive.
- 2.3 After receiving the train staff or ticket, the Driver must not proceed until all the necessary fixed or other signals have been exhibited. He must keep the train staff or ticket under his own charge, except as laid down in Clauses 7 and 10 until he reaches the end of the section, where he must give it up to the Signalman or other duly authorised person except as provided in Clause 7.
- 2.4 The Driver must not take the train staff or ticket beyond the train staff station at which it should be left.
- 2.5 Each train staff has engraved or marked on it the names of the train staff station at each end of the section to which it applies. The train staff ticket boxes and tickets for adjoining sections are of different colours, and the train staffs are different in shape.

## SECTION D

APPENDIX INSTRUCTIONS—continued  
SECTIONAL APPENDIX SOUTHERN SECTION DATED FEBRUARY 1985 — continued

## OTHER GENERAL INSTRUCTIONS—continued

Page 248 — Add:—continued

## INSTRUCTIONS FOR SINGLE LINES WORKED BY TRAIN STAFF AND TICKET—continued

## 3. Custody of Train Staff and Tickets

The Signalman, except where some other person is specially authorised as shown in Table D, is the sole person authorised to receive a train staff or ticket from and deliver one to the Driver or Driver's Assistant.

## 4. Warning Arrangement

When a train is allowed to go forward under the Warning Arrangement, the Signalman will, before handing the train staff or ticket to the Driver, inform him that the line is clear only to the Home signal of the box in advance.

## 5. Engineer's train, Freight train or Officers' Special requiring to stop in section

Should the Guard of an Engineer's train, freight train calling at an intermediate siding in section or an Officers' Special, require his train to stop in the section, he must obtain the verbal permission of the Signalman before the train enters the section. Drivers must be in possession of the train staff. If the train requires to return to the box in rear instead of going through to the box in advance, Drivers must understand that, when returning to the train staff station in rear, the line is clear to the Home signal only.

## 6. Trolley requiring to occupy the Section

- 6.1 When a trolley requires to occupy or pass through a section without being protected by Handsignalmen (see the Rule Book, Section S, Clause 3.2.2), the Engineer's person in charge may, provided the trolley will not stop in the section, be handed a train staff ticket. If the trolley requires to stop in the section, or return to the box in rear instead of going through to the box in advance, the Engineer's person in charge must be handed the train staff.
- 6.2 In all cases, the fixed signals must be obeyed and the provisions of the Rule Book, Section K, observed.

## 7. Section obstructed by Accident or by Disabled Train

- 7.1 When assistance is required, the disabled train must be protected in accordance with the Rule Book, Section M, Clause 3.4.
- 7.2 If Time Interval Working is in force, the train must be protected in accordance with the Rule Book, Section M, Clause 2.1.2.
- 7.3 The trainman concerned must communicate with the Signalman by the most expeditious means and must inform him of the precise location of the disabled train.

## SECTION D

APPENDIX INSTRUCTIONS—continued  
SECTIONAL APPENDIX SOUTHERN SECTION DATED FEBRUARY 1985—continued

## OTHER GENERAL INSTRUCTIONS—continued

Page 248 — Add:—continued

## INSTRUCTION FOR SINGLE LINES WORKED BY TRAIN STAFF AND TICKET—continued

## 7. Section obstructed by Accident or by Disabled Train—continued

- 7.4 If the Driver is in possession of the train staff or ticket, this must be left in the driving cab of the disabled train. If the train is accompanied by a Pilotman, he must remain with the train.
- 7.5 As soon as the Signaller has been assured that the disabled train has been protected, the assisting train may be allowed to enter the section.
- 7.6 When authorising the assisting train to enter the obstructed section, the Signaller will instruct the Driver to which end of the section the disabled train must be taken and, before assisting, to obtain and retain the train staff or ticket until both trains have been cleared from the section, when it must be handed to the Signaller at that end of the section.
- 7.7 When the disabled train entered the section on the authority of the Pilotman, his authority must be obtained by the Signaller before authorising the assisting train to proceed.
- 7.8 If a train has to be left, or divided and the rear portion left, on the Single line, the Driver must inform the Signaller of the circumstances and must retain possession of the train staff or ticket until the whole of the train is removed from the section, unless it is necessary for another locomotive to remove the rear portion. If, however, it is necessary to dispose of the front portion at a point ahead of the next box, the Driver must give up the train staff or ticket and must not enter the occupied section until he has again received the train staff or ticket.
- 7.9 If it is found necessary for the rear portion to be removed by a train admitted to the section at the train staff station in rear, the Driver of the assisting train must be advised of the circumstances and may be instructed to enter the section without being in possession of the train staff or ticket. He must travel cautiously and stop before reaching the disabled train. The assisting train must then be conducted to the disabled train and great care must be exercised.
- 7.10 If a train becomes accidentally divided, the instructions in the Rule Book, Section M., Clause 4, must be observed so far as they are applicable to a Single line.

## 8. Obstructing Single Line for shunting purposes

A Driver must not in any circumstances foul the Single line for shunting purposes unless he has received the authority of the Signaller to do so or is in possession of the train staff or ticket for the section concerned.

## 9. Working by Pilotman

When working by Pilotman is in operation, the instructions applying to a train carrying the train staff apply to a train accompanied by a Pilotman, and the instructions applying to a train carrying a train staff ticket apply to a train despatched on his authority.

## SECTION D

APPENDIX INSTRUCTIONS—continued  
SECTIONAL APPENDIX SOUTHERN SECTION DATED FEBRUARY 1985—continued

## OTHER GENERAL INSTRUCTIONS—continued

Page 248 — Add:— continued

## INSTRUCTION FOR SINGLE LINES WORKED BY TRAIN STAFF AND TICKET—continued

## FORM OF TRAIN STAFF TICKET

No.....

BRITISH RAILWAYS

TRAIN STAFF TICKET

To the Driver of.....train from.....

to.....

You are authorised, after seeing the train staff for the section, to proceed through the .....section and the train staff will follow.

SIGNATURE OF SIGNALMAN.....

SIGNALBOX.....

TIME..... DATE.....

THIS TICKET MUST BE GIVEN UP BY THE DRIVER TO THE SIGNALMAN AT THE SIGNALBOX TO WHICH HE IS AUTHORISED TO PROCEED, IMMEDIATELY ON ARRIVAL.

(OD14/84/183) (23-6-85)

# 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, 29 JUNE**

to

**FRIDAY, 5 JULY 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.

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

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday 30 June – Between Flitwick and Harlington

The catch points situated in the up slow line at 39m. 60ch. will be taken away and replaced with plain line.

(OD14/Gen 117) (30)

### Monday, 1 July – Nuneaton Abbey Junction

The trailing connection in the down Birmingham line adjacent to Abbey Junction box together with the trailing connection in the up main line adjacent to Midland Siding ground frame will be secured out of use pending removal.

All associated signalling together with the Midland Siding ground frame will be disconnected.

(OD14/82/96) (30)

### Eastern Region:—

#### Sunday, 30 June – Between Grand Sluice and Sibsey

Maud Foster Gate Box will be abolished together with all associated signalling worked therefrom. Maud Foster, Willoughby Road and Pilley's Lane Level crossings (previously supervised from Maud Foster Gate Box), together with Red Cap Lane level crossing will be converted to automatic operation as detailed below.

#### Red Cap Lane Level Crossing at 108m. 27ch.

The crossing will be converted to an Automatic Open (A.O.C.L.) type level crossing.

A Drivers white light signal will be provided adjacent to the crossing on each rail approach, the illumination of which is an indication that the road traffic lights applicable to the crossing are working.

A combined St. Andrews Cross/Speed restriction sign will be provided on each rail approach as follows:—

#### Up direction

610 yards from the crossing in the form



#### Down direction

350 yards from the crossing in the form



St. Georges Cross signs **+** will be provided as follows:—

**Up direction** — 130 yards before reaching the St. Andrews Cross/speed restriction sign.

**Down direction**— 110 yards before reaching the St. Andrews Cross/speed restriction sign.

#### Maud Foster Level Crossing at 108m. 66ch.

The crossing will be converted to one with Automatic half-barriers with telephone communication provided between the crossing and Grand Sluice signalbox.

## Signalling and Permanent Way Alterations — continued

### Eastern Region:—continued

#### Sunday, 30 June – Between Grand Sluice and Sibsey — continued

##### Willoughby Road Level Crossing at 108m. 69ch.

The crossing will be converted to an automatic open (A.O.C.R.) type crossing supervised from Grand Sluice signalbox.

A "Whistle" board will be provided 205 yards from the crossing on each rail approach.

##### Pilley's Lane Level Crossing at 108m. 76ch.

This crossing will be converted to one with Automatic half-barriers with telephone communication provided between the crossing and Grand Sluice signalbox.

(30)

#### Saturday, 29 and Sunday, 30 June – Between Ely Dock Junction and Ely Station North

##### Ely Station South

Ely Station South signal box will be abolished.

The facing connection from Down main to Down platform, (furthest from the signal box) will be secured out of use pending removal.

##### Between Ely Station South and Ely Station North

The facing connection leading from Down main to Down platform, adjacent to former Ely Station South signal box will be secured in the reverse position pending replacement by plain line for through running — from Down main to Down platform.

The trailing connection adjacent to Ely Station North signal box leading from the Down platform line to Down main, will be secured out of use in the reverse position for through running — Down platform to Down main.

The course of the Down main will now be via the Down platform line and the adjacent former section of the Down main between the above-mentioned connections, will become redundant. A 15 m.p.h. permanent speed restriction will apply on the Down main line (former Down platform line) between 70¼ m.p. and 70½ m.p.

##### Between Ely Dock Junction and Ely Station South

The Down goods will become a Down siding. Control of the points — Down sidings/Down platform line will be transferred from Ely Station South to Ely Station North signal box.

The front road siding and carriage siding at Ely Station South, together with all other points/connections previously controlled from that signal box will be secured out of use in the normal position pending removal for through running on the main lines and the single line via the back platform. The spring-worked points at the exit from the Down sidings will be converted to hand-lever operation.

The Absolute Block Regulations will apply between Ely Dock Junction and Ely Station North on the Down and Up main lines and on the single line (incorporating the former back platform) between these signal boxes.

Signalling alterations (EN = Ely Station North: ED = Ely Dock Junction)

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Eastern Region:—continued

## Saturday, 29 and Sunday, 30 June — Between Ely Dock Junction and Ely Station North —continued

## Down Direction

The Ely Dock Junction Down Main 4 — aspect signal ED74 will now also function as the Ely Station North Down Main Outer Distant.

The former Ely Station South Down Main Distant signal and former Ely Station South Distant from the Down Soham line, below the respective Ely Dock Junction Down Main and Down Soham starting signals, will become the Ely Station North Down Main Inner Distant signal, and the Ely Station North Distant from Down Soham respectively.

The former Ely Station South Down Main Home signal, and the calling-on below (on the right-hand Doll of the Home signal gantry) will be abolished. The main arm on the straight post of this gantry will become the Ely Station North Down Main 1st Home signal with calling-on arm below to Down platform (new Down Main) line occupied.

The Ely Station North Down Platform Home coacting signals will be abolished. The Down Main Home signal on the right-hand Doll of this gantry will become the Ely Station North Down Main 2nd Home applicable to the Down Platform line (new Down Main).

The former Ely Station South Down single line home signal (together with the calling-on arm below to Back Platform line occupied) will be controlled from Ely Station North signal box and the route indicator will be abolished. A signal-post telephone will be provided.

## Ely Dock Junction

The signal (on the left-hand Doll of the Down Soham 2nd Home signal gantry) applying from Down Soham towards Down Siding (former Down Goods) will be changed from a full to a miniature arm signal.

## Up Direction

The Ely Station North Up Main Home signal gantry (carrying also the signals applying towards Up Goods and Back Platform), will be abolished.

A new Up main 3—aspect colour light Home signal (plated EN8) with route indicators and associated position light, will be provided 199 yards further from the signal box, and 405 yards before reaching Ely Station North signal box. The following indications will apply:—

Aspect	Route Indication	Destination
Main		Up Main
Main	Junction indicator position 1	Back platform/single line
Position light	"G"	Up goods
Position light	Junction indicator position 1	Back platform/single line occupied
Position light	"M"	Up Main platform line occupied

A signal-post telephone will be provided.

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Eastern Region:—continued

## Saturday, 29 and Sunday, 30 June — Between Ely Dock Junction and Ely Station North —continued

## Up Direction — continued

EN8 will also function as the Ely Dock Junction Up Main/Up Single line Distant signal.

The distance between the Ely North Junction Up Main 4—aspect Starting signal ENJ20 (also acting as the Ely Station North Up Main Distant) and the new EN8 will be 900 yards. An A.W.S. track inductor will be provided in conjunction with EN8.

The Ely Station South Up Main starting signal to single line will be abolished. The Ely Station South Up main starting signal on the right-hand bracket post of this gantry will become the Ely Station North Up Main Starting signal. The "Diamond" sign will be replaced by a signal-post telephone 5 yards on the approach side of the signal.

The former Ely Station South Up single line Home signal will become the Ely Station North Up Single line/Back platform starting signal. Ely Dock Junction Up Distant from single line (below) will be abolished. The "Diamond" sign will be replaced by a signal-post telephone on the platform ramp.

All other former Ely Station South signals will be abolished excepting those referred to above which are being transferred to control from Ely Station North signal box.

A shunting signal elevated (position light No. EN26) will be provided on the Down platform, applying towards Down sidings.

A shunting signal (position light No. EN28) (at the exit trap points of the Down Siding) will be provided to apply Down Siding towards Down platform (new Down Main).

## Notice Boards

A notice board worded "STOP TELEPHONE" applicable to movements from the Loading Dock/Shunting Spur, towards the Down sidings will be provided.

Notice Boards worded "STOP TELEPHONE" (applicable to Down direction movements) will be provided (together with an adjacent telephone to Ely Station North Signal Box) in the Down Sidings, on the approaches to the trap points protecting the Down platform line.

A "STOP" board will be provided on the No.1 Down Siding applicable to Up Direction movements, and will be situated in the vicinity of the points connecting the Shunting Spur and the Loading Dock.

## SECTION C

## Signalling and Permanent Way Alterations—continued

Eastern Region:— continued

Sunday, 30 June — York Station

"OFF" indicators will be provided in conjunction with the Station Platform Departure Signals as detailed below.

The indication "OFF" will be illuminated when the signal concerned is showing a Proceed aspect.

Platform Number	Signal Number	Departure Direction	"OFF" Indicator Location
2	Y113	South	Single-sided on first pillar, supporting low roof near south end of main roof.
3	Y111	South	Single-sided on double pillar, supporting south end of main roof. Facing towards Ticket Barrier.
7	Y234	East	Double-sided on Platform 8 side of pillar on platform 7. Opposite Y113 signal.
8a	Y109	South	Double-sided. On platform side of sixth pillar, south of the footbridge.
8b	Y228	East	Double-sided on first pillar, south of the most southerly Post Office barrow lifts.
9b	Y163	North East	Double-sided. On first pillar to the north of the Goods lift, situated to the south side of the footbridge on platform 9 side.
	Y168	North	
9a	Y101	South	Single-sided (facing footbridge) on platform 10 side of the double pillars at the south end of main roof.
10	Y99	South	Single-sided (facing footbridge) on platform 10 side of the first pillar supporting low roof, near south end of main roof.
11	Y97	South	Double-sided on the wall near Ladies' toilet.
13	Y161	North	Single-sided (facing footbridge) on the wall near the Carriage Cleaners' Messroom.
14	Y152	North	Double-sided on wall of Carriage Cleaners' store.
14	Y95	South	Single-sided (facing Supervisors' Office) on the wall of the Pump House.
15	Y92	South	Single-sided (facing footbridge), on the pillar equipped with the T.R.S. plungers, situated approximately opposite South end of main roof.
16	Y91	South	Single-sided (facing footbridge), on the pillar equipped with T.R.S. Plungers, situated approximately opposite South end of main roof.
16	Y146	North	Double-sided on fourth pillar, situated to the South side of the South lift.

(30)

## SECTION C

## Signalling and Permanent Way Alterations — continued

Western Region:—

Sunday, 30 June — Taplow

The trailing connection, previously secured out of use, in the Up Relief line at 22m. 11ch. will be removed.

(30)

Sunday, 30 June — Reading

An additional route will be provided on signal R.238 (Up main — West end of Station) to the Down Westbury line via the Up Westbury line and position light signal R.542. The existing position 2 junction indicator will apply to the new route.

A new position 3 junction indicator will be provided for the existing route on signal R238 to the Down Westbury line.

(30)

Sunday, 30 June — Reading (Caversham Road Bridge)

New warning lights — of bulkhead type — will be provided at the Reading and Tilehurst ends of the rail bridge over Caversham Road, in connection with the walking route from Reading Diesel Depot to Reading Station. An additional light will be provided in the centre of the bridge.

These lights will be visible to staff using the walking route.

The lights are normally illuminated and will extinguish when movements are signalled to or from Platforms 1 and 2.

(30)

## SECTION C

## Signalling and Permanent Way Alterations —continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Nottingham North and West Yards

Nottingham West Yard, North Yard Sidings Nos. 3 to 22 inclusive and the down through line have been taken out of use. The through line, between the North and West ground frames, has been retained and a stop block provided 390 yards on the station side of the North ground frame. Access to the through line is at the North end.

Siding No.23 in the North Yard has been retained to provide alternative access to the C.M.D.

Nottingham West ground frame has been abolished together with all points and signals worked therefrom.

Nottingham East ground frame has been abolished together with all points and signals worked therefrom except the position light shunting signal, applying down slow to up through siding, which has been retained as a "Limit of shunt" indicator.

(OD14/85/94) (29)

## Irchester South

The catch points situated in the up main line at 61m. 50ch. and at 62¾ m.p. have been taken away.

(OD14/73/291) (28)

## Between Langley Mill and Moor Green Colliery Line

The facing connection between the up and down goods line and the trailing connection in the up goods line at Langley Mill have been clipped and padlocked out of use pending removal. All signalled routes in and out of Langley Mill Sidings have been disconnected.

Cromford Road open level crossing has been taken out of use and the line to Moor Green Colliery severed and stop blocked on the Langley Mill side of the level crossing.

(OD14/85/1236) (28)

## Western Region:—

## Between Dunhampstead and Abbotswood Jn.—

The Maximum Permissible Speed of the down and up lines between 62¾ m.p. and 69m. 10ch. has been raised to 100 m.p.h.

A new 90 m.p.h. Permanent Speed Restriction applies over the down and up lines between 68m. 45ch. and 69m. 10ch.

(29)

## \* \* \* Taplow

The trailing connection, previously secured out of use, in the down relief line at approximately 22m. 14ch. has been removed.

(27)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

! New item.

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

WORKING MANUAL FOR RAIL STAFF (B.R. 30054) PART 2 (GREEN PAGES)  
LOADING AND CONVEYANCE

SECTION	RE-ISSUED PAGE NO'S
Index	} 1/2 3/4
A1 Loading General	} 1/2 3/4 5/6 7/8 9 (Not shown in index)
A2 Sheets and Sheeting	} 1/2 3
A3 Examination of Wagons after unloading	4
B1 Loading on Bolster Wagons	} 1/2 3/4 5/6 7/8 9/10
B3 Load Control Straps with Tensioners	1/2
B4 Steel (not secured by chains or straps)	1/2
B7 Girder Wagons	Single Sheet
C1 Bolster and Other Wagons	Single Sheet
D1 Exceptional Loads Acceptance and Conveyance	} 1/2 3/4 5/6 7/8
D2 B.R. Standard Loading Gauge	} 1/2 3/4
D3 Special Conditions — Length	} 1/2 3/4
D4 Special Conditions — Width	Single Sheet
D5 Code Words and Explanations	} 1/2 3

# BRITISH RAILWAYS *cb*

LONDON MIDLAND REGION

**ME**

602

**28**

## WEEKLY OPERATING NOTICE

containing

Temporary Speed Restrictions

Temporary Engineering Works

Signalling & Permanent Way Alterations

General Instructions and Notices

**SATURDAY, 6 JULY**

to

**FRIDAY, 12 JULY 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.

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At or between	Lines affected	Remarks
<b>SOUTHERN REGION—continued</b>		
<b>LEWISHAM TO DARTFORD JN. (via Woolwich Arsenal) —continued</b>		
<b>Saturday/Sunday/Monday, 6/7/8 July</b>		
<b>380</b> Blackheath and Charlton	Down BLOCKED	00 35 (Sun) to 04 00 (Mon) } Tunnel work and track renewal,
	Up BLOCKED	23 30 (Sat) to 04 00 (Mon) } 7m. 0440yds and 7m. 0880yds
<b>Sunday, 7 July</b>		
<b>381</b> Plumstead and Perry Street  Fork Jn./Crayford Creek Junction	Down BLOCKED	00 55 to 05 50 } Track renewals and maintenance
	Up BLOCKED	00 55 to 05 30 } 10m. 0440yds and 16 m.p.
<b>382</b> Slade Green	Down sidings	07 30 to 16 00. Loading materials 15m. 0880yds and 16m. 0220yds.
<b>Monday, 8 to Friday, 12 July</b>		
<b>383</b> Slade Green	Down & up sidings	08 00 to 19 00. Lighting work, 15m. 0880yds and 16m. 0220yds.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

### Sunday, 7 July — Leicester London Road

A new facing connection will be provided in the up main line, situated 860 yards on the Knighton South Jn. side of the box.

This connection, which with the facing connection previously provided in the down main line will form a facing crossover between the down and up main lines, will be secured out of use pending commissioning.

(OD14/73/291)

(31)

### Sunday, 7 July — Gospel Oak

The down platform (No.1) will be permanently shortened by 48 yards at the Hampstead Heath end.

(OD14/85/50)

(31)

### Eastern Region:—

#### Sunday, 7 July — Normanton Goose Hill Junction

The slow lines between the facing and trailing junctions will be taken out of use.

The facing and trailing points leading from and to the L & Y lines and the fast lines will be secured permanently in the reverse position pending replacement by plain line.

The down L & Y to down slow semaphore signal will be removed. The up slow 1st Home signal to up slow and the up slow 2nd Home to up L & Y will be fixed in the **DANGER** position.

The facing trap points in the up slow line will be secured in the normal (run-off) position.

(31)

### Western Region:—

#### Sunday, 7 July — Slough

Signal S123 (up relief) and ground position light signal S261 (down relief) will be repositioned on the Reading side of the barrow crossing over the relief lines.

The trailing connection in the down relief line leading to the East end carriage sidings will be secured out of use pending removal. Position light signal S230 leading from the East end carriage sidings will be removed.

(31)

## SECTION C

62

## Signalling and Permanent Way Alterations—continued

## DETAILS OF WORK ALREADY CARRIED OUT

**Leicester London Road**

A new facing connection, secured out of use pending commissioning, has been provided in the down main line, situated 980 yards on the Knighton South Jn. Side of the box.

(OD14/73/291) (New item) (31)

**Lapworth Station**

The up platform has been temporarily shortened by 60 yards at the Birmingham end.

A Stop Board has been provided.

(OD14/—) (New Item) (31)

**Between Flitwick and Harlington**

The catch points situated in the up slow line at 39m. 60ch. have been taken away and replaced with plain line.

(OD14/Gen 117) (30)

**Nuneaton Abbey Junction**

The trailing connection in the down Birmingham line adjacent to Abbey Junction box together with the trailing connection in the up main line adjacent to Midland Siding ground frame have been secured out of use pending removal.

All associated signalling together with the Midland Siding ground frame have been disconnected.

(OD14/82/96) (30)

**Nottingham North and West Yards**

Nottingham West Yard, North Yard Sidings Nos. 3 to 22 inclusive and the down through line have been taken out of use. The through line, between the North and West ground frames, has been retained and a stop block provided 390 yards on the station side of the North ground frame. Access to the through line is at the North end.

Siding No.23 in the North Yard has been retained to provide alternative access to the C.M.D.

Nottingham West ground frame has been abolished together with all points and signals worked therefrom.

Nottingham East ground frame has been abolished together with all points and signals worked therefrom except the position light shunting signal, applying down slow to up through siding, which has been retained as a "Limit of shunt" indicator.

(OD14/85/94) (29)

## SECTION C

63

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out — continued

**\* \* Irchester South**

The catch points situated in the up main line at 61m. 50ch. and at 62¼ m.p. have been taken away.

(OD14/73/291) (28)

**\* \* Between Langley Mill and Moor Green Colliery Line**

The facing connection between the up and down goods line and the trailing connection in the up goods line at Langley Mill have been clipped and padlocked out of use pending removal. All signalled routes in and out of Langley Mill Sidings have been disconnected.

Cromford Road open level crossing has been taken out of use and the line to Moor Green Colliery severed and stop blocked on the Langley Mill side of the level crossing.

(OD14/85/1236) (28)

**Eastern Region:—****Between Grand Sluice and Sibsey**

Maud Foster Gate Box has been abolished together with all associated signalling worked therefrom, Maud Foster, Willoughby Road and Pilleys Lane Level crossings (previously supervised from Maud Foster Gate Box), together with Red Cap Lane level crossing have been converted to automatic operation as detailed below.

**Red Cap Lane Level Crossing at 108m. 27ch.**

The crossing has been converted to an Automatic Open (A.O.C.L.) type level crossing.

A Drivers white light signal has been provided adjacent to the crossing on each rail approach, the illumination of which is an indication that the road traffic lights applicable to the crossing are working.

A combined St. Andrews Cross/Speed restriction sign has been provided on each rail approach as follows:—

**Up direction**

610 yards from the crossing in the form

**Down direction**

350 yards from the crossing in the form



## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—continued

**Red Cap Lane Level Crossing at 108m. 27ch.—continued**

St. Georges Cross signs † have been provided as follows:—

**Up direction** — 130 yards before reaching the St. Andrews Cross/speed restriction sign.

**Down direction** — 110 yards before reaching the St. Andrews Cross/Speed restriction sign.

**Maud Foster Level Crossing at 108m. 66ch.**

The crossing has been converted to one with Automatic half-barriers with telephone communication provided between the crossing and Grand Sluice signalbox.

**Willoughby Road Level Crossing at 108m. 69ch.**

The crossing has been converted to an automatic open (A.O.C.R.) type crossing supervised from Grand Sluice signalbox.

A "Whistle" board has been provided 205 yards from the crossing on each rail approach.

**Pilleys Lane Level Crossing at 108m. 76ch.**

This crossing has been converted to one with Automatic half-barriers with telephone communication provided between the crossing and Grand Sluice signalbox.

(30)

**Between Ely Dock Junction and Ely Station North****Ely Station South**

Ely Station South signal box has been abolished.

The facing connection from Down main to Down platform, (furthest from the signal box) has been secured out of use pending removal.

**Between Ely Station South and Ely Station North**

The facing connection leading from Down main to Down platform, adjacent to former Ely Station South signal box has been secured in the reverse position pending replacement by plain line for through running — from Down main to Down platform.

The trailing connection adjacent to Ely Station North signal box leading from the Down platform line to Down main has been secured out of use in the reverse position for through running — Down platform to down main.

The Course of the Down main is now via the Down platform line and the adjacent former section of the Down main between the above mentioned connections, is redundant. A **15 m.p.h.** permanent speed restriction applies on the Down main line (former Down platform line) between 70% m.p. and 70½ m.p.

## SECTION C

## Signalling and Permanent Way Alterations —continued

## Details of Work Already Carried Out—continued

## Eastern Region:—continued

**Between Ely Dock Junction and Ely Station South**

The Down goods is now a Down siding. Control of the points — Down sidings/ Down platform line has been transferred from Ely Station South to Ely Station North signal box.

The front road siding and carriage siding at Ely Station South, together with all other points/connections previously controlled from that signal box have been secured out of use in the normal position pending removal for through running on the main lines and the single line via the back platform. The spring-worked points at the exit from the Down sidings have been converted to hand-lever operation.

**The Absolute Block Regulations apply between Ely Dock Junction and Ely Station North on the Down and Up main lines and on the single line (incorporating the former back platform) between these signal boxes.**

**Signalling alterations (EN=Ely Station North: ED=Ely Dock Junction)**

**Down Direction**

The Ely Dock Junction Down main 4 —aspect signal ED74 now also functions as the Ely Station North Down Main Outer Distant.

The former Ely Station South Down Main Distant signal and former Ely Station South Distant from the Down Soham line, below the respective Ely Dock Junction Down Main and Down Soham starting signals, are now the Ely Station North Down Main Inner Distant signal, and the Ely Station North Distant from Down Soham respectively.

The former Ely Station South Down Main Home signal, and the calling-on below (on the right-hand Doll of the Home signal gantry) have been abolished. The main arm on the straight post of this gantry is now the Ely Station North Down Main 1st Home signal with calling-on arm below to Down platform (new Down Main) line occupied.

The Ely Station North Down Platform Home Coacting signals have been abolished. The Down Main Home signal on the right-hand Doll of this gantry is now the Ely Station North Down Main 2nd Home applicable to the Down Platform line (new Down Main).

The former Ely Station South Down single line home signal (together with the calling-on arm below to Back Platform line occupied) is controlled from Ely Station North signal box and the route indicator has been abolished. 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

## Ely Dock Junction

The signal (on the left-hand Doll of the Down Soham 2nd Home signal gantry) applying from Down Soham towards Down Siding (former Down Goods) has been changed from a full to a miniature arm signal.

## Up Direction

The Ely Station North Up Main Home signal gantry (carrying also the signals applying towards Up Goods and Back Platform), has been abolished.

A new Up main 3—aspect colour light Home signal (plated **EN8**) with route indicators and associated position light, has been provided 199 yards further from the signal box and 405 yards before reaching Ely Station North signal box. The following indications apply:—

Aspect	Route Indication	Destination
Main		Up main
Main	Junction indicator position 1	Back platform/single line
Position light	"G"	Up goods
Position light	Junction indicator position 1	Back platform/single line occupied
Position light	"M"	Up Main platform line occupied.

A signal-post telephone has been provided.

**EN8** also functions as the Ely Dock Junction Up Main/Up single line Distant signal.

The distance between the Ely North Junction Up Main 4—aspect Starting signal ENJ20 (also acting as the Ely Station North Up Main Distant) and the new **EN8** is 900 yards. An A.W.S. track inductor has been provided in conjunction with **EN8**.

The Ely Station South Up Main starting signal to single line has been abolished. The Ely Station South Up main starting signal on the right-hand bracket post of this gantry is now the Ely Station North Up Main Starting signal. The "Diamond" sign has been replaced by a signal-post telephone 5 yards on the approach side of the signal.

The former Ely Station South Up single line Home signal is now the Ely Station North Up Single line/back platform starting signal. Ely Dock Junction up distant from single line (below) has been abolished. The "Diamond" sign has been replaced by a signal-post telephone on the platform ramp.

All other former Ely Station South signals have been abolished excepting those referred to above which are being transferred to control from Ely Station North signal box.

A shunting signal elevated (position light No. **EN26**) has been provided on the Down platform, applying towards Down sidings.

A shunting signal (position light No. **EN28**) (at the exit trap points of the Down Siding) has been provided to apply Down Siding towards Down platform (new Down Main).

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Eastern Region:—continued

## Ely Dock Junction—continued

## Notice Boards

A notice board worded "**STOP TELEPHONE**" applicable to movements from the Loading Dock/Shunting Spur, towards the Down sidings has been provided.

Notice Boards worded "**STOP TELEPHONE**" (applicable to Down direction movements) have been provided (together with an adjacent telephone to Ely Station North Signal Box) in the Down Sidings, on the approaches to the trap points protecting the Down platform line.

A "**STOP**" board has been provided on the No. 1 Down Siding applicable to Up Direction movements, and is situated in the vicinity of the points connecting the Shunting Spur and the Loading Dock.

(30)

## Hexthorpe Overhead Construction Depot

The new overhead Construction Depot at Hexthorpe has been commissioned. This consists of seven new sidings and an associated run-round.

A diagram illustrating the new track layout is included herein.

(New Item) (31)

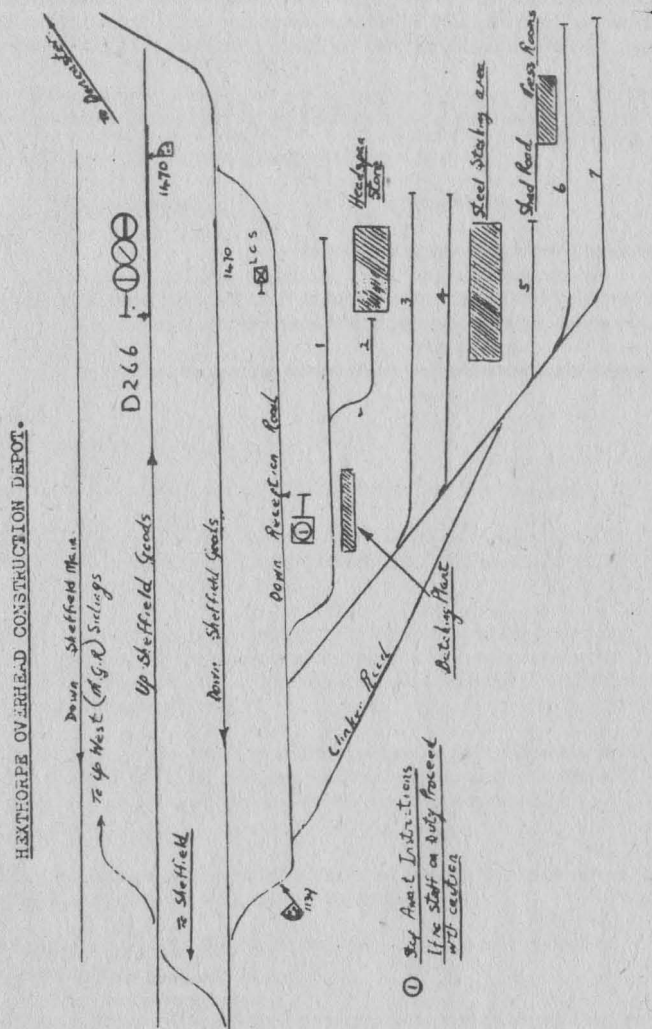
SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

Hexthorpe Overhead Construction Depot—continued



SECTION C

Signalling and Permanent Way Alterations—continued

Details of Work Already Carried Out—continued

Eastern Region:—continued

York Station

"OFF" indicators have been provided in conjunction with the Station Platform Departure Signals as detailed below.

The indication "OFF" is illuminated when the signal concerned is showing a Proceed aspect.

Platform Number	Signal Number	Departure Direction	"OFF" Indicator Location
2	Y113	South	Single-sided on first pillar, supporting low roof near south end of main roof.
3	Y111	South	Single-sided on double pillar, supporting south end of main roof. Facing towards Ticket Barrier.
7	Y234	East	Double-sided on Platform 8 side of pillar on platform 7. Opposite Y113 signal.
8a	Y109	South	Double-sided. On platform side of sixth pillar, south of the footbridge.
8b	Y228	East	Double-sided on first pillar, south of the most southerly Post Office barrow lifts.
9b	Y163	North East	Double-sided. On first pillar to the north of the Goods lift, situated to the south side of the footbridge on platform 9 side.
	Y168	North	
9a	Y101	South	Single-sided (facing footbridge) on platform 10 side of the double pillars at the south end of main roof.
10	Y99	South	Single-sided (facing footbridge) on platform 10 side of the first pillar supporting low roof, near south end of main roof.
11	Y97	South	Double-sided on the wall near Ladies' toilet.
13	Y161	North	Single-sided (facing footbridge) on the wall near the Carriage Cleaners' Messroom.
14	Y152	North	Double-sided on wall of Carriage Cleaners' store.
14	Y95	South	Single-sided (facing Supervisors' Office) on the wall of the Pump House.
15	Y92	South	Single-sided (facing footbridge), on the pillar equipped with the T.R.S. plungers, situated approximately opposite South end of main roof.
16	Y91	South	Single-sided (facing footbridge), on the pillar equipped with T.R.S. Plungers, situated approximately opposite South end of main roof.
16	Y146	North	Double-sided on fourth pillar, situated to the South side of the South lift.

## SECTION C

## Signalling and Permanent Way Alterations—continued

## Details of Work Already Carried Out—continued

## Western Region:—

## Taplow

The trailing connection, previously secured out of use, in the Up relief line at 22m. 11ch. has been removed.

(30)

## Reading

An additional route has been provided on signal R.238 (Up main — West end of Station) to the Down Westbury line via the Up Westbury line and position light signal R.542. The existing position 2 junction indicator applies to the new route.

A new position 3 junction indicator has been provided for the existing route on signal R.238 to the Down Westbury line

(30)

## Reading (Caversham Road Bridge)

New warning lights — of bulkhead type — have been provided at the Reading and Tilehurst ends of the rail bridge over Caversham Road, in connection with the walking route from Reading Diesel Depot to Reading Station. An additional light has been provided in the centre of the bridge.

These lights are visible to staff using the walking route.

The lights are normally illuminated and will extinguish when movements are signalled to or from Platforms 1 and 2.

(30)

## Between Dunhampstead and Abbotswood Jn.

The Maximum Permissible Speed of the down and up lines between 62½ m.p. and 69m. 10ch. has been raised to 100 m.p.h.

A new 90 m.p. h. Permanent Speed Restriction applies over the down and up lines between 68m. 45ch. and 69m. 10ch.

(29)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

New item.

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

WORKING MANUAL FOR RAIL STAFF (B.R. 30054) PART 2 (GREEN PAGES)  
LOADING AND CONVEYANCE

SECTION	RE-ISSUED PAGE NO'S
Index	} 1/2 3/4
A1 Loading General	} 1/2 3/4 5/6 7/8 9 (Not shown in index)
A2 Sheets and Sheeting	} 1/2 3
A3 Examination of Wagons after unloading	4
B1 Loading on Bolster Wagons	} 1/2 3/4 5/6 7/8 9/10
B3 Load Control Straps with Tensioners	1/2
B4 Steel (not secured by chains or straps)	1/2
B7 Girder Wagons	Single Sheet
C1 Bolster and Other Wagons	Single Sheet
D1 Exceptional Loads Acceptance and Conveyance	} 1/2 3/4 5/6 7/8
D2 B.R. Standard Loading Gauge	} 1/2 3/4
D3 Special Conditions — Length	} 1/2 3/4
D4 Special Conditions — Width	Single Sheet
D5 Code Words and Explanations	} 1/2 3

BRITISH RAILWAYS  
LONDON MIDLAND REGION

**ME****51****WEEKLY OPERATING NOTICE**

containing

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

**SATURDAY, 14 DECEMBER****TO****FRIDAY, 20 DECEMBER, 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.

AT OR BETWEEN	LINES AFFECTED	REMARKS
SOUTHERN REGION		
Until further notice		
S1 All boxes on Southern Region	All	00 05 to 17 00 (Sun). Testing points signals, train describers, cables, relays, A.W.S. indicators and remote control equipment. Renewing points, track circuits, signal cables and relays which will be disconnected.
NEW KEW JN. TO NORTHFLEET (via Nunhead and Hither Green)		
Tuesday, 17 to Friday, 20 December		
S2 Barnes	Down Windsor local and through BLOKED	00 15 to 06 00. Station work 7m. 02ch and 7m. 12ch.
LEWISHAM TO DARTFORD JN. (via Woolwich Arsenal).		
Monday/Tuesday, 16/17 and Tuesday, 17 to Thursday/Friday, 19/20 and Friday, 20 December		
S3 Plumstead and Slade Green	Down BLOKED Up BLOKED	00 55 to 05 20 ) Flail mowing, 9m. 70chs. (Tues to Fri ) and 15m. 27chs. ) 23 30 to 04 00 ) (Mon to (Tues ) Thurs) to Fri)

## SIGNALLING AND PERMANENT WAY ALTERATIONS

\*\* Items will not appear in future issues

Sunday, 15 December - Birmingham New St.

The existing searchlight type colour light signals, NS159 and NS162, located at the east end of platforms 10 and 11 respectively, will be replaced, in the same position, by conventional 3-aspect (R/Y/G) colour light signals with stencil route indicators displaying the same indications as at present. The illuminated arrow will be abolished.

(O.D.14/85/51) (2)

Sunday, 15 December - Between Swannington L.C. and Moira West Jn.

The 10 m.p.h. T.S.R. which applies on the down line between 144m. 55chs. and 144m. 75chs. will become a 10 m.p.h. P.S.R.

The 20 m.p.h. T.S.R. which applies on the down line between 117m. 10chs. and 117m. 40chs. will become a 20 m.p.h. P.S.R.

(O.D.14/85/220) (2)

Sunday, 15 December - Between Glaston Tunnel and Seaton Tunnel.

<sup>20</sup>  
The 40 m.p.h. T.S.R. applicable to the up line between 86m. 61chs. and 86m. 50chs. will become a <sup>20</sup>40 m.p.h. P.S.R.

(O.D.14/85/221) (2)

Sunday, 15 December - Melton Mowbray.

The spring points forming the trailing connection from the up goods loop to the up main line at the Saxby end will become controlled points operated by Melton Station signal box.

(O.D.14/80/127) (2)

## DETAILS OF WORK ALREADY CARRIED OUT

Birmingham New St.

The existing searchlight type colour light signals, NS223 and NS226, located at the west end of platforms 6 and 7 respectively, have been replaced, in the same position by conventional 3-aspect (R/Y/G) colour light signals with stencil route indicators displaying the same indications as previously. The illuminated arrow has been abolished.

(O.D.14/85/51) (1)

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

## Lowdham.

The down home signal has been recovered and a new 3-aspect (R/Y/G) colour light signal provided 71 yards nearer to Nottingham.

Diamond signs have been provided on the new colour light signal and also on the down section signal.

(O.D.14/85/251) (1)

## Between Bardon Hill and Mantle Lane.

Coalville Station signalbox has been abolished. The block section is now Bardon Hill to Mantle Lane.

Coalville Station level crossing is controlled by closed circuit television from Mantle Lane box. A telephone has been provided to Mantle Lane box.

Coalville Station ground frame together with the down sidings and associated connections and signals has been recovered.

The down goods line No.2 between Coalville Crossing and Mantle Lane is renamed down goods loop.

The following signals have been recovered:-

Mantle Lane - call on signal beneath up home signal  
 Coalville Station - up distant signal  
 Coalville Station - up home signal

The double yellow aspect of Bardon Hill colour light down home 2 signal acts as Mantle Lane down outer distant signal.

The single yellow aspect of Bardon Hill colour light down section signal acts as Mantle Lane down inner distant signal.

Coalville Station colour light down home signal has become Mantle Lane down home 1 signal.

Coalville Station colour light down section signal has become Mantle Lane down home 2 signal.

Mantle Lane colour light down home 1 signal is renamed down home 3.

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

## Between Bardon Hill and Mantle Lane.-continued

The position light ground signal situated between the down and up goods lines applicable to movements along the down goods line or to the up goods line no longer applies to movements along the down goods line and the stencil indicator has been removed.

Mantle Lane down home 2 signal is renamed down home 4.

The diamond sign has been removed from Mantle Lane down section signal and a new telephone has been provided.

Mantle Lane up home signal is renamed up home 1

Mantle Lane up section signal has become Mantle Lane up home 2 signal. A diamond signal and a telephone have been provided at this signal.

A new 3-aspect (R/Y/G) colour light signal, designated Mantle Lane up home 3, has been provided situated 459 yards on the Bardon Hill side of the box and 53 yards before reaching Coalville Crossing.

Coalville Station colour light up section signal has become Mantle Lane up section signal.

Coalfields Farm ground frame is released from Mantle Lane box.

(O.D.14/81/57) (52)

## Between Sutton Jn. L.C. and Kirkby Summit.

The catch points in the up line at 137m. 74chs (700 yards before reaching Kirkby Summit up home 1 signal) have been replaced by plain line.

(O.D.14/GEN/117) (52)

## \*\* Dock Jn. South.

Banner repeating signal WHR221 applicable to the up & down slow line has been taken away.

(O.D.14/GEN/237) (51)

## \*\* Between Knighton South Jn. and Knighton Tunnels.

The down goods line has been slued away from the up main line between 97m. 4chs. and 97m. 72chs.

(O.D.14/-) (51)

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

\*\* Marston Level Crossing.

The ground frame has been abolished. The level crossing gates have been removed and the crossing has become an Automatic Open Crossing - Remotely Monitored (A.O.C.R.) as described in Section 7 of the General Appendix.

Whistle boards have been provided on the down and up lines, 240 yards before reaching the crossing.

A telephone to Egginton Jn. box has been provided together with a local control unit housed in a locked cupboard.

The telephone to Tutbury Crossing box has been taken away.

(O.D.14/85/205) (51)

EASTERN REGION.

Bounds Green Carriage Sidings.

The track at the Hertford end of the Carriage Sidings has been remodelled to provide additional locomotive facilities. The new layout is as shown on the diagram included in this notice.

Up & Over STOP BLOCK with lock has been provided on No. 13 and 14 roads. (The key is retained by the Maintenance Supervisor).\*

Bounds Green Carriage Sidings Ground Frame.

A 7-way stencil-type route indicator has been provided on the position light shunting signal (controlled from Bounds Green Carriage Sidings Ground Frame) which controls the inlet from the Avoiding Line Shunt Spur. The signal (former No.R11) has been re-numbered 10 and the following indications apply:-

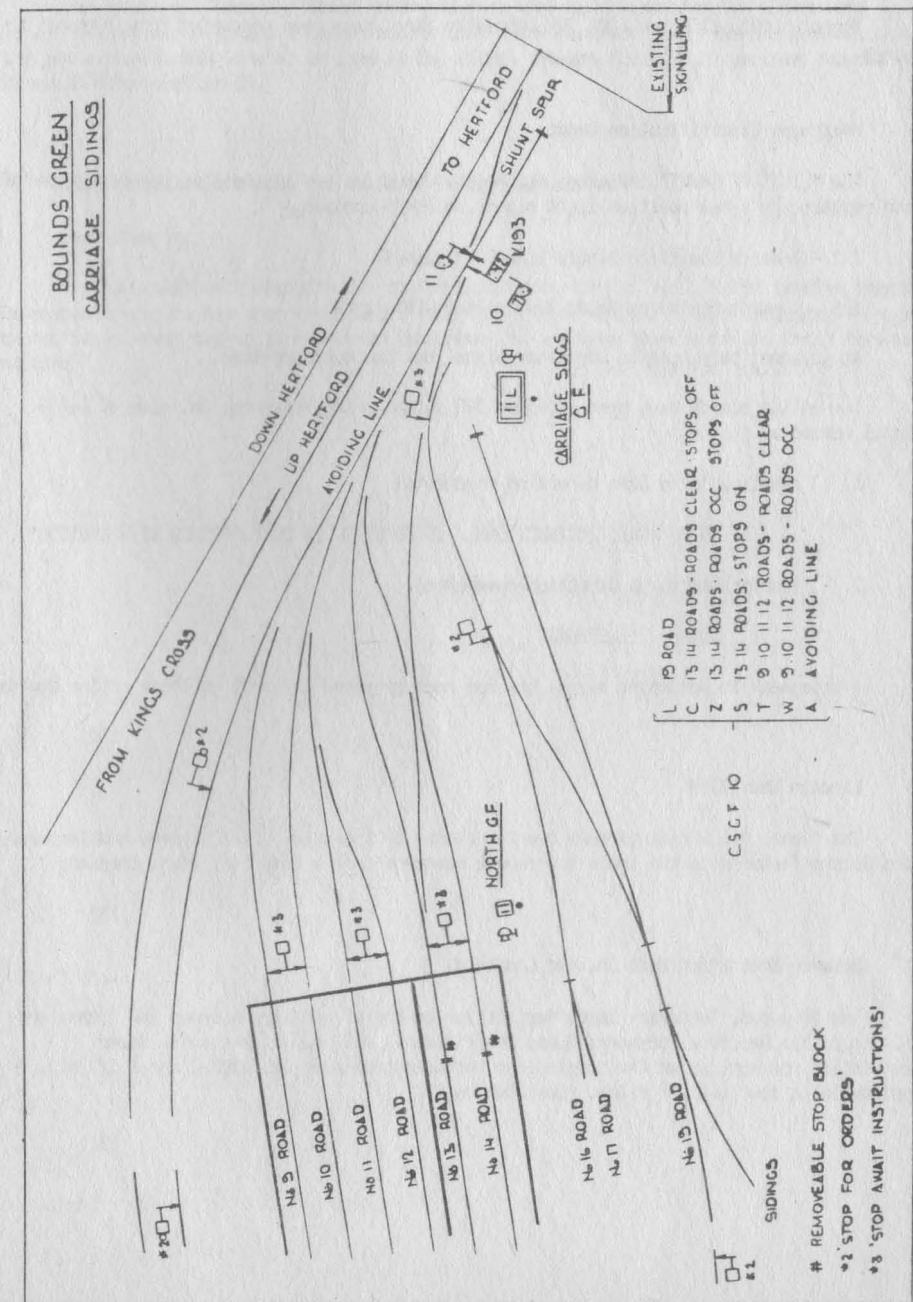
Route Indication	Application To or Towards
L	No.19 Road/Coal Depot
C	No.13 or 14 Roads Clear via the second facing points in the Avoiding Line (STOPS OFF).
Z	No.13 or 14 Roads via second facing points in the avoiding line road occupied (STOPS OFF).
S*	No.13 or 14 Roads via second facing points and avoiding line (STOPS ON).*
T	Nos. 9, 10, 11 or 12 Roads clear.
W	Nos. 9, 10, 11 or 12 Roads occupied.
A	Avoiding line "STOP FOR ORDERS" notice board.

\* May not apply immediately.

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

EASTERN REGION.-continued

Bounds Green Carriage Sidings.-continued



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

## EASTERN REGION-continued

## Between Gelderd Road and Ardsley Tunnel.

Signals L202, L204 and L206 (Up Doncaster line) have been converted from 3 Aspect to 4 Aspect.

(52)

## Hexthorpe Electrification Depot.

The "LIMIT OF SHUNT" indicator at the St. James Jn. end of the down reception line has been replaced by a new position light signal No.D1476 applying:-

- (a) - towards Sheffield single line D277 signal
- (b) - towards Hexthorpe Goods Single line D264 signal

An adjacent telephone to Doncaster signal box has been provided.

Two notice boards have been provided 360 yards on the Hexthorpe Jn. side of D1476 signal worded as follows:-

1. (Applicable to Down direction movements)

"STOP AWAIT INSTRUCTIONS. IF NO STAFF ON DUTY PROCEED WITH CAUTION"

2. (Applicable to Up direction movements)

"STOP. TELEPHONE"

A telephone to Doncaster signal box has been provided adjacent to these notice boards.

(52)

## Lincoln West Yard.

The former C & W sidings have been shortened by approximately 100 yards and Temporary Stop Blocks fastened to the track to prevent movement over a temporary level crossing.

(52)

## \*\* Between Bottesford West Jn. and Lowfield.

The 20 m.p.h. Temporary Speed Restriction on the single line between 0m. 39chs. and 1 1/2 m.p. has become a Permanent Speed Restriction. A 20 m.p.h. Permanent Speed Restriction now applies on the single line throughout between 0m. 05chs. and 1 1/2 m.p. applicable to down and up trains. (See Section D).

(51)

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

## EASTERN REGION-continued

## \*\* Between Newark South Jn. and Lowfield.

The 20 m.p.h. Temporary Speed Restriction on the up line between 9m. 01chs. and 7 m.p. has become a Permanent Speed Restriction. The Permanent Speed Restriction through the connection single line to up line at 9m. 01chs. (Newark South Jn.) has been reduced to 20 m.p.h. (See Section D).

(51)

## \*\* Wakefield Kirkgate West Jn. to Goole Potters Grange Jn.

## Oakenshaw Jn.

The connection at Oakenshaw Jn. on the down Goole line at 48m. 76chs. leading towards Oakenshaw South Jn. has been temporarily taken out of use and plain line installed. Trains cannot travel over the up line between Oakenshaw Jn. and Oakenshaw South Jn. Until further notice.

(51)



(PRIVATE and not for publication)

B.R.31146

## BRITISH RAILWAYS

LONDON MIDLAND REGION

198

**ME****58**

## WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 1 FEBRUARY

TO

FRIDAY, 7 FEBRUARY, 1986

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.

AIR BRAKE

AT OR BETWEEN	LINES AFFECTED	REMARKS
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## SOUTHERN REGION.-continued

## NEW KEW JN. TO NORTH FLEET (Via Nunhead).-continued

## Sunday, 2 February-continued

S7	Battersea Park/ Longhedge Jn. and New Wandsworth Jn.	Down & up Brighton fast, Down & up Battersea BLOCKED	00 15 to 07 00. Track work, 1 m.p./ 1 3/4 and 3 1/4 m.p.
S8	Lewisham and Courthill/Ladywell	Down & up BLOCKED	01 20 to 06 40. Track work, 6 and 6 1/2 m.p.
S9	Dartford and Cravesend	Down BLOCKED Up BLOCKED	01 10 to 06 50 ) Signalling work, ) unloading materials, 00 20 to 06 00 ) track work, 17 1/4 and ) 23 3/4 m.p.

## Monday/Tuesday, 3/4 to Thursday/Friday, 6/7 February

S10	Battersea Park and Peckham Rye	Down & up Atlantic BLOCKED	22 15 (Mon to Thurs) to 04 30 (Tues to Fri). Station work at Denmark Hill, 7 1/4 and 3 1/2 m.p.
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## LEWISHAM TO DARTFORD JN. (Via Woolwich Arsenal).

## Sunday, 2 February

S11	Crayford Spurs "A"/"B" and Dartford	All lines BLOCKED	01 00 to 06 00. Track work and loading materials. Possession to be given up and current restored for the passage of 04 34 LB to DT.
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SIGNALLING AND PERMANENT WAY  
ALTERATIONS

\*\* Items will not appear in future issues

## Sunday, 2 February - Melton Mowbray.

The existing up goods loop will become a private siding for Pedigree Petfoods Ltd. and the up passenger line will be renamed the up line.

The position light signal, bracketed from Melton up home 3 signal, formerly reading into the up goods loop will now read into Petfoods private siding.

A new position light ground signal, No.55, applicable to set back movements along the up line will be provided on the left hand side of the up line, 105 yards on the Oakham side of Melton up home 3 signal.

A new position light ground signal, No.56, with 2 stencil route indicators will be provided on the right hand side of the up line on the Oakham side of the trailing connection from Petfoods private siding and will read as follows:-

Indication	Route
SDG	Petfoods Private Siding
U	Along up line

Single side "OFF" indicators, R1.56 and R2.56, facing Melton Mowbray and working in conjunction with position light ground signal No.56 for set back movements into Petfoods private siding will be provided on the left hand side of the up line 228 yards and 440 yards respectively on the Oakham side of signal No.56.

The existing ground shunting signal No.40, at the Melton end of the former up goods loop will be replaced by a position light ground signal. A telephone will be provided to Melton signal box.

Holding Unit "A" will be provided approximately 330 yards into the private siding from the Melton Mowbray end and Holding Unit "B" will be provided a further 70 yards into the siding. A telephone to Melton signal box will be provided adjacent to Holding Unit "A".

Double sided, reflectorised notice boards lettered "10" to "12" will be provided at the following distances from Holding Unit "B" on the Oakham side:-

224 yards, 246 yards, 268 yards, 290 yards, 313 yards, 335 yards,  
358 yards and 380 yards.

Set back white lights, numbered X1, X2, X3 and X4, operated by a Guards's plunger situated adjacent to Holding Unit "B", will be provided at the following distances, respectively, from Holding Unit "B" towards Oakham:-

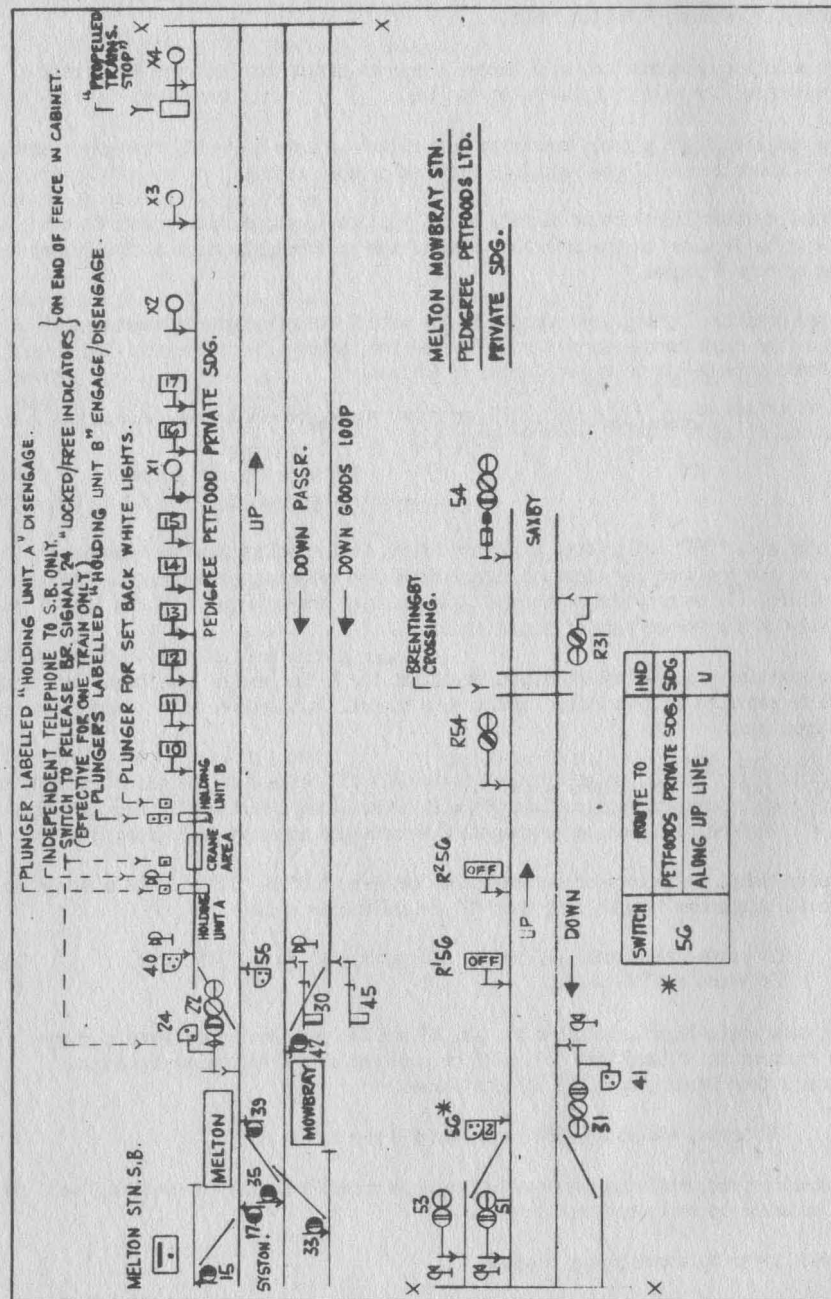
342 yards, 460 yards, 660 yards and 868 yards.

A double sided, reflectorised notice board lettered "Propelled Trains Stop" will be provided adjacent to white set back light No.X4.

Please refer to accompanying diagram.

## Signalling and Permanent Way Alterations-continued

Sunday, 2 February - Melton Mowbray.-continued



(O.D. 14/80/127)

(60)

## Signalling and Permanent Way Alterations-continued

Wednesday, 5 February - Matlock.

The existing down distant signal will be renewed as a reflectorised distant board.

(O.D.14/-)

(60)

## DETAILS OF WORK ALREADY CARRIED OUT

## Staythorpe "A" Power Station.

The facing connection from the down main line to the reception roads together with the associated slip connection from the up main line has been secured out of use pending removal. The associated signalling has been disconnected.

(O.D.14/85/261)

(60)

## Sandiacre Ballast Sidings.

No.1 siding has been extended by 175 yards and a new connection has been provided to the former Meadow Departure line at the Meadow sidings end.

(O.D.14/83/83)(New Item)

(61)

## Matlock Bath.

A new 10 m.p.h. P.S.R. has been introduced in each direction on the single line between 143m. 67chs. and 143m. 69chs.

(O.D.14/LC/1173)

(59)

## Derby, Masson Works Sidings Ground Frame.

Masson Works Sidings ground frame has been abolished. The associated trailing connection in the down goods (west) line has been secured out of use pending removal.

(O.D.14/85/248)

(59)

## \*\* Legrave.

The Limit of Shunt indicator situated on the down fast line south of Legrave Station has been recovered together with all associated signalling.

Signal WH.105 applicable to the down fast line has become an automatic signal and has been re-plated accordingly.

(O.D.14/85/55)

(58)

## \*\* Melton Mowbray Station Yard.

The siding alongside the loading dock and the adjacent siding have both been shortened by 80 yards.

(O.D.14/-)

(58)

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

**\*\*** Toton Up Yard.

The brake slip has been brought back into use and the connection to the up engine release line at the former hump room end has been converted to hand points.

The "Stop Wait Instructions" notice board situated between the brake slip and the up engine release line has been repositioned on the right hand side of the latter.

A new "Stop Wait Instructions" notice board has been provided on the left hand side of the brake slip.

The "Stop Wait Instructions" notice boards on No.1 and No.2 fans have been recovered and a new "Stop Wait Instructions" notice board has been provided on No.2 fan, 22 feet on the sidings side of the former retarder on the left hand side of the line.

(O.D.14/83/83) (58)

**\*\*** Market Harborough Station.

The barrow crossing indicators at the north end of platforms 1 and 2 have been taken away and telephones provided to Little Bowden box. The telephone must be used to contact the Signaller for permission to use the barrow crossing.

Little Bowden.

An up semaphore outer distant arm has been provided beneath Market Harborough up home signal, 1862 yards before reaching Little Bowden up home signal. AWS track equipment has been provided 200 yards before reaching the new outer distant signal for Little Bowden box.

(O.D.14/85/195) (58)

EASTERN REGION

Between Gelderd Road Jn. and Ardsley Tunnel.

Up Doncaster line signals L198 and L200 have been converted to 4 - aspect signals.

(60)

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

EASTERN REGION-continued

Wakefield Westgate.

The Up Through line has been taken out of use pending removal and all Up traffic travels via the Up Platform line.

The connections from the Up Doncaster to the Up Platform line and from the Up Platform line to the Up Doncaster have been secured for through running to/from the Up Platform pending replacement by plain line.

The ground frame - operated connection from the Up Platform to the Up Siding has been secured out of use pending removal.

Signalling Alterations

Up Through line Signal L242 has been abolished, Up Doncaster Signal L234 applies towards the Up Platform only.

Up Platform (Down direction) Signal L235, no longer applies towards the Up Siding and ceases to display indication "U". The position light shunting signal applying from the Up Siding has been fixed in the "DN" (Danger) position.

The Advance Warning Indicator on the Up Doncaster line, giving warning of the 35 m.p.h. permanent speed restriction commencing at 175 miles 52 chains (and the associated A.W.S. permanent magnet) has been abolished.

(59)

Between Gelderd Road Jn. and Ardsley Tunnel.

Up Doncaster line Signals L198 and L200 have been converted to 4-aspect signals.

(59)

## BRITISH RAILWAYS

## LONDON MIDLAND REGION

**ME****64**

## WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 15 MARCH

TO

FRIDAY, 21 MARCH, 1986

inclusive

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

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

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SIGNALLING AND PERMANENT WAY  
ALTERATIONS

\*\* Items will not appear in future issues

Monday, 17 March - Mantle Lane.

The connection from No.14 siding towards No's 15 and 16 sidings will be recovered No.15 siding will be disconnected pending recovery.

The brake spur siding will be extended and connected into No.16 siding.

(O.D.14/85/255) (2)

## EASTERN REGION

Monday, 17 March - Doncaster Station (Old Yard).

The Cattle Dock Siding will be shortened by 115 yards leaving 44 yards of standage adjacent to the Cattle Dock for off-loading. The shortened siding will be fitted with a temporary sleeper Stop-Block, a Red flag and a Red light until completion of the temporary works when standard buffer-stops will be provided (as opposed to the sliding buffer-stops as at present fitted).

The connection into No.3 Siding will be secured out of use in the normal position for the shortened Cattle Dock Siding and No.3 Siding will be abolished.

From 08 00 until 16 00 hrs. on Monday, 17 March, the connection leading to No.3 Siding and the Cattle Dock Siding, will be secured out of use leaving access to No.2 Siding only. From 16 00 hrs. this connection will be reinstated, permitting access to the shortened Cattle Dock Siding.

On completion of the temporary works, the standard buffer-stops on No.2 Siding, will be replaced by sliding buffer-stops.

(2)

## WESTERN REGION

Sunday, 16 March - Wadborough Level Crossing.

Down line signal GP.100 will be repositioned 27 yards nearer to Birmingham.

(2)

## Signalling and Permanent Way Alterations-continued

## DETAILS OF WORK ALREADY CARRIED OUT

## Silverhill Colliery.

The eight M.G.R. signals, A to F, located on the colliery side of the N.C.B. bunker have been recovered.

Eight new M.G.R. signals A to H have been provided on the left hand side of the bunker line on the Tibshelf side of the N.C.B. bunker at the distances shown from the bunker wall:-

A	-	33 yards
B	-	143 yards
C	-	253 yards
D	-	340 yards
E	-	411 yards
F	-	482 yards
G	-	553 yards
H	-	624 yards

(O.D.14/85/45) (1)

## Between Whitacre Jn. and Daw Mill

The 40 m.p.h. P.S.R. which applied on the up line from 1m. 50ch. to 2m. 05ch. has been removed.

(O.D.14/79/75) (65)

## \*\* Nottingham

The up goods line between Sneinton Crossing Shunting Frame and Nottingham East Jn. has been taken out of use pending recovery together with the Railway and General Co. ground frame. All associated signalling has been disconnected.

The connection from the up goods line to the up main line at Nottingham East Jn. will be retained as trap points, lying normally towards the former up goods line, together with 50 yards of the former up goods line towards Sneinton Crossing.

(O.D.14/86/4) (64)

## \*\* Lenton North Jn.

## Nottingham Goods Yard North

No. 1 Departure and No. 2 Arrival lines have been taken out of use together with Nottingham Goods Yard North ground frame and all associated signalling.

## Lenton Depot Ground Frame

The ground frame neck has been taken out of use together with the signalled route from position light ground signal TT306 to the neck. The connection to the ground frame neck will be retained as trap points.

All internal sidings have been taken out of use with the exception of the Maintenance Shed line and the adjacent line which acts as a run - round line.

(O.D.14/85/258) (64)

## SECTION C

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

## \*\* Worthington Jn.

The connection in the down Stenson line to/from the Worthington branch has been secured out of use pending recovery of the branch.

All associated signalling has been taken out of use.

(O.D.14/82/167) (64)

## \*\* Tibshelf Sidings

All sidings, with the exception of No's 6 and 11 sidings, have been taken out of use.

No.6 siding has been renamed "Line A".

No. 11 siding has been renamed "Line B".

The connection between Line A and Line B at the main line end consists of spring points lying normally for Line A.

The connection between Line A and Line B at the Silverhill end consists of hand points. A scotchlite notice board facing Silverhill and lettered "Stop and Examine Points before Proceeding" has been provided on the Silverhill side of the hand points.

(O.D.14/84/245) (64)

## \*\* Derby Engine Sidings No. 2 S.F.

The Pilot siding together with the ground shunting signal (No. 12) reading to the down loco line has been removed.

The down loco line has been slewed into the former Pilot siding at the Nottingham end and has been renamed the Pilot siding. Position light ground signal DY427 has been repositioned on the left hand side of the new Pilot siding.

(O.D.14/77/52) (64)

## \*\* Between Lapworth and Hatton North Jn.

The catch points in the up line at 113m 72chs. has been recovered and replaced with plain line.

(O.D.14/GEN/117) (64)

## SECTION C

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

## EASTERN REGION.

## Between Wakefield Westgate and Ardsley Tunnel.

The 65 m.p.h. Permanent Speed Restriction on the Down line between 175m. 52chs. and 180m. 61chs. has been WITHDRAWN and replaced by the following new/alterd Permanent Speed Restrictions:-

75 m.p.h. on the Down line between 175m. 52chs. and 177m. 03chs.

The 85 m.p.h. Maximum Permissible Speed will apply on the Down line between 177m. 03chs. and 180m. 43chs.

The 75 m.p.h. Permanent Speed Restriction on the Down line between 180m. 61chs. and 184m. 16chs. has been ALTERED to apply between 180m. 43chs. and 184m. 16chs. (See Section D).

(1)

## Between Woodgrange Park and Barking.

A temporary level crossing at 12m. 26chs. for use by contractors vehicles has been brought into use.

Telephone communication has been provided between the crossing and Woodgrange Park signal box. A Crossing Keeper will be in attendance whilst the crossing is in use.

(65)

## \*\* Wrawby Jn.

An A.W.S. track inductor has been provided in conjunction with the down starting signal to Gainsborough direction.

(64)

## SECTION C

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

## WESTERN REGION

## Oxford.

The Up and Down goods line between Oxford (63 1/4 m.p.) and Hinksey North (62 1/2 m.p.) has been converted to a passenger line.

The trap points in the Up and goods line at 63m. 22chs. and 62m. 58chs. have been removed.

Up and Down goods line signal OX.73 has been removed.

Down direction signal OX.90 at the Oxford end of the line has been removed. A new signal OX.90, with position light signal, fibre optic route indicator and position 1 junction indicator, has been provided approximately 100 yards further from Oxford. The signal has the following routes:-

To	Aspect	Indication displayed
Down main	main	Position 1 junction indicator
Up Platform	main/ Position light	Route indication "P"

Up direction signal OX.75 at the Hinksey North end of the line has been removed. A new signal OX.75 has been provided approximately 100 yards nearer Oxford. The position light signal and route indicator are to the left of the main aspect. There is no alteration to the routing of this signal. A new AWS inductor has been provided 200 yards to the rear of the signal.

The route indicator associated with signal OX.71 on the Up platform at Oxford has been converted to fibre optic type. The route indication at this signal associated with route to the former Up and Down goods line has been changed from "G" to "L" (i.e. for the up and down loop).

A 25 m.p.h. Permanent Speed Restriction applies over Up and Down loop in both directions. (See Section D).

(1)

## SECTION C

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

## WESTERN REGION - continued

## Didcot C.E.G.B.

The trailing points in No.2 Reception line (forming part of the crossover between Nos 1 and 2 Reception lines) have been converted to power operated points controlled from the C.E.G.B. Control Tower.

(1)

## Filton Jn.

The former Down Filton relief line has become a siding as shown in heavy print on the accompanying diagram.

A new position light signal has been provided below signal B.241 and is routed towards the headshunt. A new ground position light signal, B.614, has been provided to control movements from the headshunt.

Signal B.141 (up Filton) has been repositioned approximately 240 yards towards Bristol.

Signal B.139 (Up Filton) has become an automatic signal and renumbered UF.3.

The routes on signals B.142 (Down Filton), B.242 (Down Bristol) and B.442 (Down Filton West Loop) to the former Up Filton main line have been removed.

The Guard's "Right Away" plunger and indicator and the "Limit of Shunt" board (situated at approximately 4 m.p.) on the Up Filton line have been removed.

(1)

## Didcot CEGB

The trailing spring points in the No.1 Reception line (forming part of the crossover between Nos. 1 and 2 Reception lines) have been converted to power operated points controlled from the CEGB Control Tower.

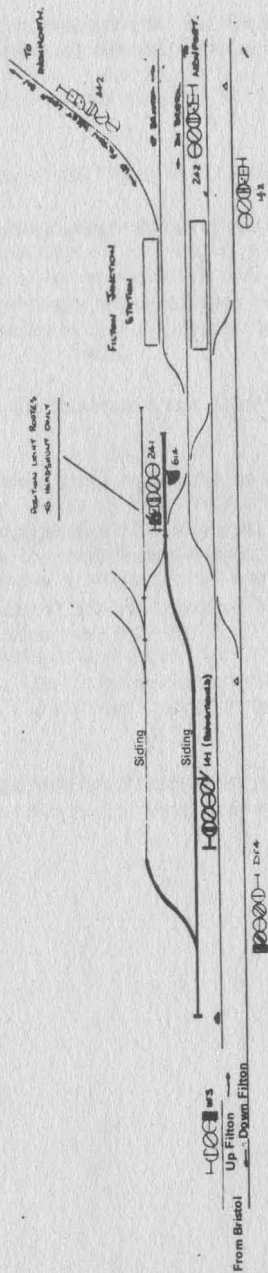
(65)



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

WESTERN REGION.-continued

Filton Jn.-continued



## Key to Symbols

Auto Plate  
Yellow  
Green  
Yellow  
Red  
Position Light  
Stencil

AWS Indicator

New Work shown in heavy type  
NOT TO SCALE

(1)

## 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 LINE (BR.29987)

Pages 31 - 34 - Instruction 10, (as amended in Supplement No.3)

Add as new paragraph 9:-

Where remotely controlled earthing switches are provided for the purpose of shortening an Emergency Isolation without invalidating the assurance given above, the Electrical Control Operator must carry out shortening, where appropriate, as soon as possible in accordance with the Control Room Instructions. In these circumstances, the electrical sections to remain isolated and earthed, must be blocked to electric trains before electricity is restored to the remaining sections.

(O.D.31/115)

(22-2-86)

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

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

## SECTION 15

Page 15.17 Clause 25.2

Add A third entry in table :-

Locomotive Class

E.T.H Index

37/4

30

Page 15.19 Clause 25.4 (d) - Add to right-hand column - 37/4

(O.D.15/64/316)

(8-2-86)

## MISCELLANEOUS INSTRUCTIONS

\*\*

ENGINEERING OPERATIONS BETWEEN BARRON ON SOAR  
AND RATCLIFFE JUNCTION ON SUNDAY 16TH MARCH 1986

During engineering operations involving disconnection of the signalling equipment between 03 45 hours and 07 45 hours on Sunday, 16 March, 1C03 05 20 Nottingham P.C.D to Cricklewood C.S. will be worked over the up goods line between Ratcliffe Junction and Sileby in accordance with the following arrangements :-

The train will be brought to a stand at the undermentioned signal and the Driver must not proceed until he is instructed to do so by the Handsignalman and is given a printed ticket :-

Signal at which train will be brought to a stand.

Up goods line

TT 434 (Kegworth)

After the Driver has been authorised to pass the above signal at Danger, he must proceed cautiously, ignoring any aspect which may be displayed at the following signals :-

Signals to be ignored by the Driver

Up goods line

TT 438

Loughborough up goods auto (LH101)

Loughborough up goods auto (LH103)

Loughborough up goods home 1 (LH14)

Loughborough up goods home 2 (LH15)

Loughborough up goods section signal (LH16)

On arrival at the undermentioned signal, the Driver must act in accordance with the indication displayed and after passing the signal, he must dispose of the printed ticket.

First signal beyond the affected area to be obeyed by Driver

Up goods line

Sileby up goods distant

(O.D.14/PAD1/106)

## MISCELLANEOUS INSTRUCTIONS-continued

ENGINEERING OPERATIONS AT AVENUE N.S.F. SIDINGS-  
UNTIL FURTHER NOTICE

A 5 mph restriction of speed will apply on the Plant Arrival and Plant Departure lines

(O.D.14/85/198) (Amended 23-10-85)

## EXPERIMENTAL STEEL CARRYING WAGON RDC 921000 - OPERATION OF HANDBRAKE

The above wagon has been fitted with a ratchet hand lever brake and whenever the wagon has to be braked then the handbrake on both bogies must be applied. Each bogie is fitted with a lever on both sides of the bogie operating on a single shaft which means that the brake can be applied/released from either side of the wagon. Release of the brake can be made from either side of the wagon, irrespective of which side the brake was applied.

To apply the handbrake the lever is raised from the horizontal towards the vertical position until a slight restriction is felt in the movement. The lever is then ratcheted up and down until no further movement is possible (approximately 10/12 strokes) this indicating that the brake is now fully applied.

To release the handbrake the lever needs to be raised once to its highest point (almost vertical) and then release of the brake is fully automatic. Confirmation of the release can be verified by the slackness of the disc brake rigging.

Explanatory notices have been painted, on the wagon for the benefit of staff who may be involved with its use, and it is initially intended to use this wagon on the Lackenby to Corby coil circuit, but further trials may subsequently be made in other areas.

(605/0/119)

(UFN)

T/EAST

## BRITISH RAILWAYS

## LONDON MIDLAND REGION

**ME****65**

## WEEKLY OPERATING NOTICE

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

SATURDAY, 22 MARCH

TO

FRIDAY, 28 MARCH, 1986

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, 23 March - Birmingham New St.

The existing search light type colour light signals, NS232 and NS233, located at the west end of platforms 3 and 2 respectively will be replaced in the same position by 3-aspect (R/Y/G) colour light signals with stencil route indicators displaying the same indications as at present. The illuminated arrow will be abolished.

An additional "OFF" indicator and "R" indicator will be provided on the overbridge support pillar adjacent to platform 2, 93 yards in rear of signal NS233.

(O.D.14/85/51) (3)

Sunday, 23 March - Mantle Lane.

The connection into sidings 9, 10, 11, 12 and 13 will become a new single lead connection into sidings, 10, 11, 12 and 13.

Siding 9 will be disconnected pending removal.

(O.D.14/85/255) (3)

Sunday, 23 March - Gedling Colliery.

The double sided notice board lettered "End of Single Line. Engines Do Not Pass Board Unless With Shunter/Commencement of Single Line" will be renewed in reflectorised materials and will be repositioned 120 yards nearer to Netherfield Jn.

"Run back" catch points, facing in the up direction, will be provided 20 yards on the Gedling Colliery side of the notice board (See Local Instruction).

A new connection, which will be secured for the existing sidings, will be provided 80 yards on the Gedling Colliery side of the catch points.

The spur road will be recovered and the double slip connection will be replaced by a new single lead.

(O.D.14/82/81) (3)

## EASTERN REGION.

Sunday, 23 March - Norwood Road Level Crossing at 86m. 30chs. (Between March West Jn. and Three Horse Shoes).

The level crossing gates will be abolished and replaced by Automatic Half-barriers. (Telephone communication will be provided between the crossing and March West Jn. or March East Jn. signal boxes).

## Down Main Line Signalling Alterations.

The semaphore STOP signal situated 4 yards before reaching the crossing and the 3-aspect colour light signal No.MW5, situated 443 yards after passing the crossing will be abolished and replaced by the following new colour light signals:-

A new 3-aspect signal No.MW4 will be provided 59 yards before reaching the crossing on the Down main line.

A new 3-aspect automatic signal No.MW757 will be provided 1,138 yards after passing the crossing on the Down main line.

(3)

## Signalling and Permanent Way Alterations-continued

## EASTERN REGION-continued

Sunday, 23 March - Tinsley Yard and Tinsley Park.

## Tinsley Yard.

The notice board worded "STOP - TELEPHONE" situated on the Washer Road at its convergence with the Engine line, will be replaced by a position light shunting signal No.TY246. This signal will apply - Washer Road to Engine line. A telephone to Tinsley Yard signal box will be provided adjacent to the signal.

## Tinsley Park.

Position light shunting signal No.TP7 applying from Express Freight Siding No.5 to the East Arrival or to Sorting Sidings, will have its 2-way route indicator changed to a 5-way route indicator and the following indications will now apply:-

Indication	Route
A	East Arrival
Y	Sorting Sidings 1 - 19
1	Sorting Sidings 13 - 27
2	Sorting Sidings 28 - 49
3	Sorting Siding 49 (via Brakes)

(3)

Sunday, 3 March - Darnall West.

## Signalling Alterations.

The Down Worksop 4-aspect home signal No.18 will be reduced in height to 11 ft. above rail level.

The Down Worksop 4-aspect starting signal No.19 will be repositioned on the left-hand side of the Down Worksop and reduced in height to 11 feet above rail level.

The Up Worksop 3-aspect home signal No.47, will be repositioned on the left-hand side of the Up Worksop and reduced in height to 11 feet above rail level.

The Up Worksop starting signal No.46 will be reduced in height to 12 feet above rail level (the 3-aspect head will be replaced by a 2-aspect (Red/Green head).

(3)

## SECTION C

## Signalling and Permanent Way Alterations-continued

## EASTERN REGION - continued

Monday, 24 March - Between Darnall and Woodhouse

The 40 m.p.h. Permanent Speed Restriction on the UP line between 44m. 15ch. and 44m. 75 ch. will be REMOVED. (See Section D).

(3)

## DETAILS OF WORK ALREADY CARRIED OUT

## Mantle Lane.

The connection from No.14 siding towards No's 15 and 16 sidings has been recovered No.15 siding has been disconnected pending recovery.

The brake spur siding has been extended and connected into No.16 siding.

(O.D.14/85/255) (2)

## Silverhill Colliery.

The eight M.G.R. signals, A to F, located on the colliery side of the N.C.B. bunker have been recovered.

Eight new M.G.R. signals A to H have been provided on the left hand side of the bunker line on the Tibshelf side of the N.C.B. bunker at the distances shown from the bunker wall:-

A	-	33 yards
B	-	143 yards
C	-	253 yards
D	-	340 yards
E	-	411 yards
F	-	482 yards
G	-	553 yards
H	-	624 yards

(O.D.14/85/45) (1)

## \*\* Between Whitacre Jn. and Daw Mill

The 40 m.p.h. P.S.R. which applied on the up line from 1m. 50ch. to 2m. 05ch. has been removed.

(O.D.14/79/75) (65)

## SECTION C

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

## EASTERN REGION

## Doncaster Station (Old Yard).

The Cattle Dock Siding has been shortened by 115 yards leaving 44 yards of standage adjacent to the Cattle Dock for off-loading. The shortened siding has been fitted with a temporary sleeper Stop-Block, a Red flag and a Red light until completion of the temporary works when standard buffer-stops will be provided (as opposed to the sliding buffer-stops as previously fitted).

The connection into No.3 Siding has been secured out of use in the normal position for the shortened Cattle Dock Siding and No.3 Siding has been abolished.

On completion of the temporary works, the standard buffer-stops on No.2 Siding, will be replaced by sliding buffer-stops.

(2)

## Between Wakefield Westgate and Ardsley Tunnel.

The 65 m.p.h. Permanent Speed Restriction on the Down line between 175m. 52chs. and 180m. 61chs. has been WITHDRAWN and replaced by the following new/altered Permanent Speed Restrictions:-

75 m.p.h. on the Down line between 175m. 52chs. and 177m. 03chs.

The 85 m.p.h. Maximum Permissible Speed applies on the Down line between 177m. 03chs. and 180m. 43chs.

The 75 m.p.h. Permanent Speed Restriction on the Down line between 180m. 61chs. and 184m. 16chs. has been ALTERED to apply between 180m. 43chs. and 184m. 16chs. (See Section D).

(1)

## \*\* Between Woodgrange Park and Barking.

A temporary level crossing at 12m. 26chs. for use by contractors vehicles has been brought into use.

Telephone communication has been provided between the crossing and Woodgrange Park signal box. A Crossing Keeper will be in attendance whilst the crossing is in use.

(65)

## WESTERN REGION

## Wadborough Level Crossing.

Down line signal GP.100 has been repositioned 27 yards nearer to Birmingham.

(2)

## SECTION C

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

## WESTERN REGION.-continued

## Oxford.

The Up and Down goods line between Oxford (63 1/4 m.p.) and Hinksey North (62 1/2 m.p.) has been converted to a passenger line.

The trap points in the Up and goods line at 63m. 22chs. and 62m. 58chs. have been removed.

Up and Down goods line signal OX.73 has been removed.

Down direction signal OX.90 at the Oxford end of the line has been removed. A new signal OX.90, with position light signal, fibre optic route indicator and position 1 junction indicator, has been provided approximately 100 yards further from Oxford. The signal has the following routes:-

To	Aspect	Indication displayed
Down main	main	Position 1 junction indicator
Up Platform	main/ Position light	Route indication "P"

Up direction signal OX.75 at the Hinksey North end of the line has been removed. A new signal OX.75 has been provided approximately 100 yards nearer Oxford. The position light signal and route indicator are to the left of the main aspect. There is no alteration to the routing of this signal. A new AWS inductor has been provided 200 yards to the rear of the signal.

The route indicator associated with signal OX.71 on the Up platform at Oxford has been converted to fibre optic type. The route indication at this signal associated with route to the former Up and Down goods line has been changed from "G" to "L" (i.e. for the up and down loop).

A 25 m.p.h. Permanent Speed Restriction applies over Up and Down loop in both directions. (See Section D).

(1)

## SECTION C

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

## WESTERN REGION - continued

## Didcot C.E.G.B.

The trailing points in No.2 Reception line (forming part of the crossover between Nos 1 and 2 Reception lines) have been converted to power operated points controlled from the C.E.G.B. Control Tower.

(1)

## Filton Jn.

The former Down Filton relief line has become a siding as shown in heavy print on the accompanying diagram.

A new position light signal has been provided below signal B.241 and is routed towards the headshunt. A new ground position light signal, B.614, has been provided to control movements from the headshunt.

Signal B.141 (up Filton) has been repositioned approximately 240 yards towards Bristol.

Signal B.139 (Up Filton) has become an automatic signal and renumbered UF.3.

The routes on signals B.142 (Down Filton), B.242 (Down Bristol) and B.442 (Down Filton West Loop) to the former Up Filton main line have been removed.

The Guard's "Right Away" plunger and indicator and the "Limit of Shunt" board (situated at approximately 4 m.p.) on the Up Filton line have been removed.

(1)

## \*\* Didcot CEGB

The trailing spring points in the No.1 Reception line (forming part of the crossover between Nos. 1 and 2 Reception lines) have been converted to power operated points controlled from the CEGB Control Tower.

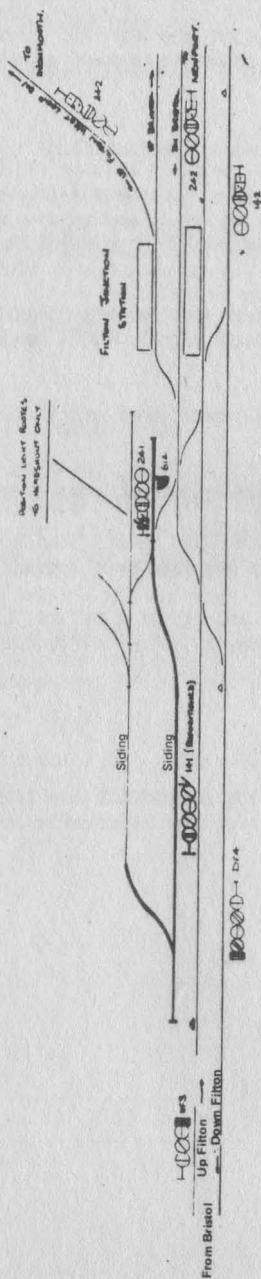
(65)

## SECTION C

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

WESTERN REGION.-continued

Filton Jn.-continued



Key to Symbols  
 Auto Plate  
 Yellow  
 Green  
 Yellow  
 Position Light  
 Stencil

AWS Indicator

New Work shown in heavy type  
 NOT TO SCALE

(1)

## 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 LINE (BR.29987)

Pages 31 - 34 - Instruction 10, (as amended in Supplement No.3)

Add as new paragraph 9:-

Where remotely controlled earthing switches are provided for the purpose of shortening an Emergency Isolation without invalidating the assurance given above, the Electrical Control Operator must carry out shortening, where appropriate, as soon as possible in accordance with the Control Room Instructions. In these circumstances, the electrical sections to remain isolated and earthed, must be blocked to electric trains before electricity is restored to the remaining sections.

(O.D.31/115)

(22-2-86)

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

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

## SECTION 15

Page 15.17 Clause 25.2

Add A third entry in table :-

Locomotive Class

E.T.H Index

37/4

30

Page 15.19 Clause 25.4 (d) - Add to right-hand column - 37/4

(O.D.15/64/316)

(8-2-86)