

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME**9/10**

WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 24 MAY

TO

FRIDAY, 6 JUNE, 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 RECORD SOCIETY

www.s-r-s.org.uk

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SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Sunday, 25 May - Market Harborough

The ground frame worked connection from the up main line to the up siding will be temporarily taken out of use.

(O D 14/85/195) (12)

Sunday, 1 June - Between Knighton South Jn. and Bell Lane

The down and up goods lines between Knighton South Jn. and Bell Lane together with all associated connections and signalling will be taken out of use except as indicated below:-

The facing connection in the up goods line approximately 200 yards on the station side of Bell Lane box will be secured for movements on and off the MPD. All movements to and from the MPD will be made via the Reception Line and the trailing connection between the down and up goods lines at Bell Lane. The up goods starting signal for Bell Lane will be fixed at Danger.

The connection between the MPD Fans 1 and 2 at Leicester North will be converted to handpoints and all existing signalling for the MPD will be taken away.

A reflectorised double-sided notice board worded "Stop and Telephone" together with a telephone to Leicester North box will be provided on the Reception Line immediately on the Bell Lane side of the connection with No. 1 Fan.

(O D 14/73/291)

Monday, 2 June - Avenue N.S.F. Sidings

The existing notice board lettered "B.R. Loco to Stop to Uncouple" and the associated signal will be repositioned 20 yards further away from the N.S.F. hopper.

(O D 14/-) (13)

EASTERN REGION

Sunday, 25 May - Snellend

The down main distant (semaphore arm) signal will be replaced by a colour light distant 177 yards further from the signal box.

(12)

Monday, 26 May - Doncaster Up Decoy Engineers Sidings

Spring worked points will be provided within the Engineers Sidings.

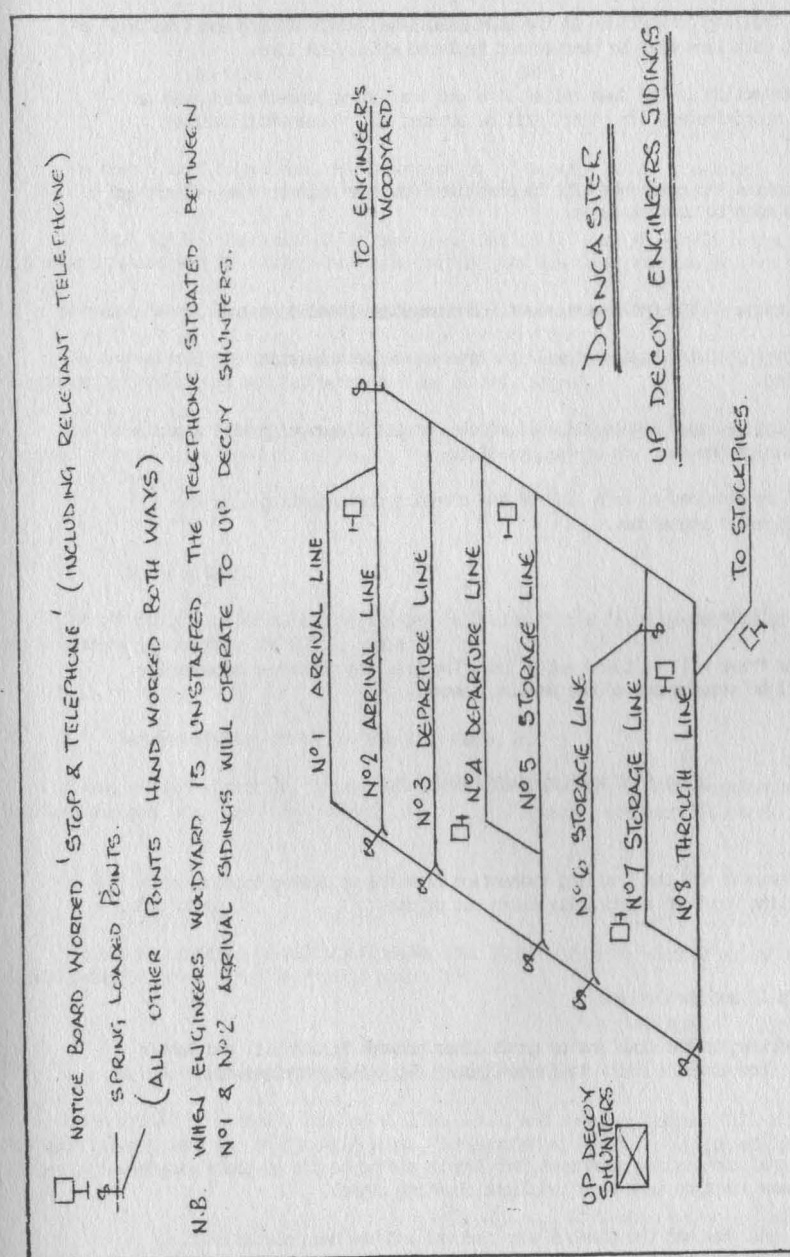
"STOP and TELEPHONE" notice boards will also be provided and the location of these and the new spring-points will be as shown on the diagram included herein.

All points other than the new spring-worked points will be hand-worked.

(12)

SECTION C

Signalling and Permanent Way Alterations-continued
EASTERN REGION-continued



SECTION C

Signalling and Permanent Way Alterations-continued

WESTERN REGION

From 22 00 Saturday, 31 May until completion - Reading West Junction

The facing and trailing connections in the down main line and the facing and trailing connections in the up main line will be removed and replaced with plain line.

The trailing connection in the down relief line and the facing connection in the up relief line, both at approximately 37m. 4ch., will be secured out of use until further notice.

Until further notice, no movements will be possible from down main to down relief, up relief to up main, up main to up west curve.

(12)

From 23 30 Saturday, 31 May until completion - Dunhampstead Level Crossing

The existing level crossing equipment will be removed and an automatic half-barrier crossing (AHB) provided.

Amber and flashing red road lights will illuminate, an audible warning will sound and the barriers will lower on the approach of rail traffic.

Telephones will be provided on each side of the crossing communicating with the monitoring point, Gloucester signal box.

(12)

Sunday, 1 June - Oddingley

Oddingley ground frame will be taken out of use. The trailing crossover between the down and up lines will be secured out of use pending removal.

(12)

DETAILS OF WORK ALREADY CARRIED OUT

Narborough

The trailing crossover and the trailing connection from the up siding together with all associated signalling has been temporarily taken out of use.

(O D 14/73/291) (11)

Between Bardon Hill and Mantle Lane

The method of working on the down and up goods lines between Bardon Hill and Mantle Lane has been changed from Absolute Block to Track Circuit Block (Non-Permissive).

Bardon Hill

The shunting signal controlling movements from the up siding to the up goods line has been renewed in the same position as a position light shunting signal.

The up home 1 signal has had the diamond sign removed and has been plated BH.2. A telephone to Bardon Hill box has been provided at this signal.

The up home 2 signal has had the diamond sign removed and has been plated BH.4. A telephone to Bardon Hill box has been provided at this signal.

SECTION C

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

Between Bardon Hill and Mantle Lane-continued

Bardon Hill-continued

The following signals have been plated as shown:-

up home 3 -	BH.5
up starting -	BH.6
down distant -	BH.13R

The down home 1 signal has been converted to a 3-aspect (R/Y/G) signal and plated BH.13. The signal displays a yellow aspect when signal BH.12 is at Danger (see below).

The down auto-distant signal has been converted to a 3-aspect (R/Y/G) controlled signal and plated BH.12. A telephone to Bardon Hill box has been provided at this signal.

The down home 2 signal has had the diamond sign removed and has been plated BH.11.

The down starting signal has had the diamond sign removed and has been plated BH.10. A telephone to Bardon Hill box has been provided at this signal.

The signal controlling movements from the Bagworth NCB line has been converted to a 3-aspect (R/Y/G) signal and plated BH.26. The signal displays a yellow aspect when signal BH.12 is at Danger.

(O D 14/73/291) (11)

**
Castle Bromwich

The connection in the up siding leading to Dunlop Rubber Co. siding has been secured for movements to and from the M.E.B. siding.

(O D 14/82/168) (10)

**
Between Wigston North Jn. and Glen Parva Jn.

A new, unstaffed station, located at 14m. 67ch. and known as South Wigston station has been brought into use. The platforms, which are staggered, are each 105 yards in length.

(O D 14/-) (10)

**
Luton South Jn.

The catch points in the up slow line at 29m. 28ch. have been secured out of use in the closed position pending replacement by plain line.

(O D 14/84/169) (10)

**
Between Bennerly NCB Sidings and Codnor Park Jn.

A new unstaffed station, located at 129m. 68ch. and known as Langley Mill station has been brought into use on the main lines. The platforms, which are staggered, are each 105 yards in length.

(O D 14/-) (10)

Signalling and Permanent Way Alterations-continued
Details of Work Already Carried Out-continued**
Mantle Lane

A single-sided "OFF" indicator, facing Mantle Lane has been provided outside the up goods line approximately 400 yards on the Coalville side of the box. The "OFF" indicator works in conjunction with the shunting signal situated immediately on the Coalville side of the box and applying to set-back movements from the up goods line to the up sidings. (See Local Instruction in Section D).

The notice board lettered "33 MGR" and associated set-back indicator situated on the down goods loop has been taken away and a new notice board lettered "35 MGR" with associated set-back indicator has been provided 20 yards nearer the Moira end of the loop.

(O D 14/85/235)

**
Bell Lane

The slip connection allowing movements from the up goods line or down goods line to the down passenger line or down reception lines has been taken out of use together with all associated signalling.

(O D 14/73/291) (9)

**
Between Trent South Jn. and Meadow Lane Jn.

An A.W.S. magnet has been provided, on the down High Level goods line, 200 yards on the approach side of signal TT233.

The position light signal and stencil indicator "G" associated with signal TT217 applicable to the down High Level goods line at Meadow Lane Jn. has been recovered. An A.W.S. magnet has been provided 200 yards on the approach side of the signal.

(O D 14/83/83) (9)

**
Between Attenborough Jn. and Stanton Gate

The down and up East Goods lines between Attenborough Jn. and Meadow Lane Jn. have become passenger lines and have been renamed down and up East Curve.

The down and up High Level goods lines between Meadow Lane Jn. and Toton Jn. have become passenger lines and have been renamed down and up High Level lines.

The line has 3 aspect colour light signalling and is equipped with A.W.S. throughout.

Down direction

Signal TT215 applicable to the down East Curve at Meadow Lane Jn. has been repositioned 100 yards nearer to Attenborough Jn. The associated position light signal and stencil indicator "G" has been removed.

Signal TT209 at Toton East Jn. has been abolished.

Signal TT198 at Toton East Jn. has been repositioned 100 yards nearer to Meadow Lane Jn. The associated position light signal and stencil indicator "G" has been removed.

Signalling and Permanent Way Alterations-continued
Details of Work Already Carried Out-continued**
Between Attenborough Jn. and Stanton Gate-continued

Down direction-continued

Signal TT181 applicable to the down High Level line at Toton Centre has been repositioned 100 yards nearer to Toton Jn. The associated position light signal and stencil indicator "G" has been recovered.

Elevated position light signal TT188 applicable to the down goods line, situated adjacent to the north yard connection at Toton Centre has been repositioned 50 yards nearer to Trent.

Up direction

The position light signal and stencil indicator "G" associated with signal TT157 applicable to the up goods line at Stanton Gate have been taken out of use pending recovery.

An A.W.S. magnet has been provided, on the up goods line, 200 yards on the approach side of signal TT164 at Stapleford and Sandiacre.

An A.W.S. magnet has been provided, on the up goods line, 200 yards on the approach side of signal TT174 at Toton Centre.

Signal TT194 applicable to the up High Level line at Toton Jn. has been repositioned 100 yards nearer to Toton Centre and will no longer display a "call on" indication with stencil indicator "H" towards Meadow Lane Jn.

Signal TT207 at Toton East Jn. has been abolished.

Signal TT214 at Meadow Lane Jn. has been repositioned 100 yards nearer to Toton Jn. The associated position light signal and stencil indicator "G" has been recovered.

(O D 14/83/83) (9)

**
Toton Down Yard

Toton Down Sidings Hump Room has been closed and movements on the Down Reception line will be controlled by the Person in charge at Toton North Yard Shunters' Cabin.

The notice board lettered "Stop and Telephone" on the Down Reception line, together with associated telephone, has been repositioned adjacent to the handpoints to Reception Sidings 1 and 2.

The telephones situated at the Reception Line ground frame and associated with the "Stop and Telephone" boards on the Down Reception line and Reception Sidings 1 and 2 have been connected to Toton North Yard Shunters' Cabin.

(O D 14/83/83) (9)

**
Redditch

No. 1, No. 2 and New sidings have been taken out of use pending recovery together with all associated connections and signalling.

(O D 14/84/328) (9)

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

EASTERN REGION.

Between Bradway Tunnel and Dore South Jn.

Down main 4-aspect signal S.49 has been removed from the overhead signal gantry and repositioned as a straight post signal 75 yards further from the tunnel mouth.

The position 1 Junction Indicator (applying down main to Dore curve) has been repositioned above the main signal.

(11)

**
Sheffield Station.

No.8 Platform line position light signal S139 has been replaced by a fixed Red colour light signal (11ft. above rail level) on the platform ramp, 54 yards nearer to the signal box. An elevated position light signal has been provided on the signal post.

Down Passenger Loop signal S81 has an additional theatre-type route indication "8" applying (when cleared in conjunction with S91 position light signal) towards No.8 platform line.

The following indications apply:-

Aspect	Route Indication	Application towards
Main	8	No.8 Platform line new fixed Red signal S139
Position Light	8	No.8 Platform line occupied

(10)

WESTERN REGION

Oxford

A "Right Away" (RA) indicator has been provided at signal OX.82 (up platform starting signal for movements in down direction), illuminated by a plunger provided on the up platform outside the station buffet.

(New item) (12)

Reading West Jn.

The double compound connection in the down west curve line and the trap points in the down goods loop at approximately 36m. 76ch. have been renewed and secured for movements from the down west curve line to the down main line via the down goods loop until further notice.

The facing and trailing connections in the Up West Curve line at approximately 36m. 72ch. have been removed and replaced with plain line, to permit movements from the Up Main line to the Up West Curve line only. Movements to and from Reading Diesel Depot will, until further notice, only be possible from the East end via the Up Westbury line.

(11)

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

WESTERN REGION.-continued

**
Between Blackwell and Stoke Works Jn.

The 80 m.p.h. permanent speed restriction over the down and up lines between 56 m.p. and 57m. 50ch. has been removed and the maximum permissible speed of the line applies. (See Section D).

(10)

**
Between Tredington and Charfield

Alterations have been made to the maximum permissible speeds over the down and up lines between 83m. 70ch. and 112 m.p. and attention is drawn to Section D of this notice.

A new 75 m.p.h. permanent speed restriction applies over the up line from 86m. 45ch. to 85 3/4 m.p. (See Section D).

(10)

**
Between Lawrence Hill and Filton Jn.

The 50 m.p.h. permanent speed restriction over the up line from 2m. 70ch. to 3 m.p. has been removed and the maximum permissible speed of the line applies.

The 50 m.p.h. permanent speed restriction over the up line from 1 1/2 to 2m. 70ch. has been raised to 60 m.p.h. (See Section D).

(10)

**
Between Reading (Scours Lane) and Didcot East

The maximum permissible speed over the down and up relief lines between 37m. 45ch. and 52 1/4 m.p. has been raised to 95 m.p.h. (See Section D).

(10)

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

EASTERN REGION.

Between Bradway Tunnel and Dore South Jn.

Down main 4-aspect signal S.49 has been removed from the overhead signal gantry and repositioned as a straight post signal 75 yards further from the tunnel mouth.

The position 1 Junction Indicator (applying down main to Dore curve) has been repositioned above the main signal.

(11)

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The following indications apply:-

Aspect	Route Indication	Application towards
Main	8	No.8 Platform line new fixed Red signal S139
Position Light	8	No.8 Platform line occupied

(10)

WESTERN REGION

Oxford

A "Right Away" (RA) indicator has been provided at signal OX.82 (up platform starting signal for movements in down direction), illuminated by a plunger provided on the up platform outside the station buffet.

(New item) (12)

Reading West Jn.

The double compound connection in the down west curve line and the trap points in the down goods loop at approximately 36m. 76ch. have been renewed and secured for movements from the down west curve line to the down main line via the down goods loop until further notice.

The facing and trailing connections in the Up West Curve line at approximately 36m. 72ch. have been removed and replaced with plain line, to permit movements from the Up Main line to the Up West Curve line only. Movements to and from Reading Diesel Depot will, until further notice, only be possible from the East end via the Up Westbury line.

(11)

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

WESTERN REGION.-continued

*** Between Blackwell and Stoke Works Jn.

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The 50 m.p.h. permanent speed restriction over the up line from 2m. 70ch. to 3 m.p. has been removed and the maximum permissible speed of the line applies.

The 50 m.p.h. permanent speed restriction over the up line from 1 1/2 to 2m. 70ch. has been raised to 60 m.p.h. (See Section D).

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The maximum permissible speed over the down and up relief lines between 37m. 45ch. and 52 1/4 m.p. has been raised to 95 m.p.h. (See Section D).

(10)

SECTION D

APPENDIX INSTRUCTIONS-continued
SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985-continued

OTHER GENERAL INSTRUCTIONS-continued

Page 248

DRIVER/GUARD COMMUNICATION ON TRAINS HAULED BY CLASS 87 LOCOMOTIVES.

Amend heading to read :-

DRIVER/GUARD COMMUNICATION ON TRAINS HAULED BY ELECTRIC LOCOMOTIVES.

Delete existing item and substitute:-

Class 86/1, 86/2, 86/4, 87 and all new build electric locomotives, together with a number of brake vehicles are being equipped with a means of communication between the Driver and Guard.

Telephone-type handsets, push-button and buzzers are provided in each driving cab of the locomotives and in the PA cupboard in each Guard's compartment so fitted.

To initiate a call, the Driver/Guard must press the call button, using the code 3 - 3 to operate the buzzer. The system is linked to the PA System and if the Guard is away from his compartment, must leave the PA system switched ON. The buzzer code 3 - 3 will be heard over the PA system throughout the train. The Guard should return to his compartment immediately to answer the call.

It should be noted that whilst the buzzer code will be heard over the PA system, speech between the Driver/Guard will not as it is carried over a separate circuit.

In order to speak, it is necessary to press the switch on the handset and this must be released before the other party can reply.

The apparatus must be tested by the Guard after the locomotive has been coupled to the train; in the event of failure, the Guard must advise the Driver and, if possible, also advise the C & W/Maintenance staff at the location concerned.

The communication must only be used for essential conversations between the Driver and Guard on matters concerning the operation of the train, including:-

- (a) (i) to advise the Driver of the train particulars and also in connection with the brake continuity test. However if the apparatus has failed, the brake test must be carried out by conventional means.
- (ii) to confer, as outlined in the Rule Book, Section M, in the event of the train being stopped by accident, failure, or other exceptional cause, provided the Driver and Guard are satisfied that no other lines(s) is affected.
- (b) in the event of circumstances on the train, e.g. defect, illness, hooliganism etc. requiring an out-of-course, but not immediate, stop to be made
- (c) when the Driver becomes aware of the probability of extended delay, to enable the Guard to advise the passengers

(0015/64)

(3.5.86)

SECTION D

APPENDIX INSTRUCTIONS-continued
SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985-continued

LOCAL INSTRUCTIONS

ST. PANCRAS TO CHESTERFIELD (VIA DERBY)

Page 296 - BETWEEN BELL LANE AND LEICESTER NORTH

Delete heading and all particulars.

(1-6-86)

Page 300 - ST. MARYS GOODS YARD

Add - new first paragraph:-

Down goods line and up departure siding "OFF" indicators. The illumination of an "OFF" indicator, working in conjunction with the signal applying to movements from the down goods line or up departure siding to No's 1 or 2 roads will be the Driver's authority to commence the setting back movement and the provisions of the Rule Book, Section J, clause 4.1. are exempt. The setting back movement must be made at walking pace and the Driver must be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

(O.D.14/85/133) (12-4-86)

TRENT EAST JUNCTION TO CLAY CROSS SOUTH JUNCTION

Pages 302 and 303 - TOTON

Delete all instructions under the following sub-headings:-

Down Arrival line at Toton East Junction.
Working of trains without a Brakevan in rear.
West Yard.
Humping at Down Sidings.

(O.D.14/83/83) (30-3-86)

Page 303 - TOTON.

Add under sub-heading, Sandiacre Engineer's Ballast Sidings, new second paragraph:-

These sidings are used for the loading and unloading of engineer's materials and equipment. Guards and shunters must observe the provisions of the Rule Book, Section J, Clause 3.10.

(O.D.14/-) (13-4-86)

DERBY TO BLACKWELL (BRANCHES)

Page 333 - Add:-

BETWEEN CASTLE DONINGTON AND STENSON JN.

When single line working is in operation, the single line in the wrong direction may be divided into two sections. Drivers must be prepared to stop at the Handsignalman provided at signal DY341 or DY342 as appropriate.

(O.D.14/82/167) (13-4-86)

SECTION D

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985-continued

LOCAL INSTRUCTIONS-continued

DERBY TO BLACKWELL (BRANCHES)-continued

Page 334 - BAGNORTH

OFF Indicators - Amend sub-heading to read OFF Indicator
- Delete reference to signal BH.25 in second line.

(18-5-86)

Page 334 - BARDON HILL

Shunting at Bardon Hill Ground Frame - Add new second paragraph:-

Wrong direction movements may be made on the down goods line from Bardon Hill ground frame (rear of signal BH.10) to position light shunting signal BH.14 at Bardon Hill box.

(18-5-86)

Pages 334 and 335

MANTLE LANE

Delete all particulars and substitute:-

Guard's telephones on up goods line. Telephones are provided 400 yards and 300 yards before reaching the up goods home 2 signal and the Guard of an up train or Driver's Assistant in the case of a light locomotive, must inform the Signalman at Mantle Lane box immediately the train, complete with tail lamp, has arrived at the home 2 signal.

Locomotive Holding Siding. A telephone is provided at the Locomotive Holding Siding and must be used to advise the Signalman when a locomotive is ready to depart and what train it is to work.

Down goods loop. A set-back indicator, not normally illuminated, is provided on the notice board lettered "35 MGR" on the down goods loop. When it is necessary for a train to set-back into the neck, provided the signal reading to the neck has been cleared, the Guard or Shunter in charge of the train must press the plunger at the signal to illuminate the set-back indicator. The indicator is extinguished by releasing the plunger. Setting-back movements must only be made when the indicator is illuminated and must stop immediately it is extinguished.

(O.D.14/81/57) (Amended 15-5-86)

(Page 48, ME No. 5)

Add:-

"Off indicator on up goods line. When the "OFF" indicator, working in conjunction with the shunting signal applying to setting-back movements from the up goods line to the up sidings, is illuminated, the Driver may commence the set-back movement without receiving a handsignal from the shunter but he must proceed cautiously, keeping a sharp look-out and be prepared to act on a handsignal from the Shunter when the latter comes into view.

(O D 14/85/235) (15-5-86)

SECTION D

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985-continued

LOCAL INSTRUCTIONS-continued

DERBY TO BLACKWELL (BRANCHES)-continued

Page 336 - Delete heading COALVILLE and all particulars.

(O.D.14/81/57) (12-4-86)

Page 336 (Page 148 MED No.2)

Delete heading:- COALFIELD FARM BRANCH - WORKING OF DOWN & UP GOODS BRANCH LINE. and all particulars and substitute:-

BETWEEN COALVILLE JN. AND COALFIELDS FARM

Working of "up & down" goods line. The Instructions for working single lines by the Tokenless Block System shown in the General Appendix apply with the exception of Instruction 1. The section of line between Coalville Jn. and the double-sided notice board at Coalfields Farm ground frame is fully track circuited and the clearing of the signal applying to movements to the "up & down" goods line at Coalville Jn. will be the Driver's authority to proceed onto the single line. Except as shown in Instructions 3, 4, 5 and 6 and in the following paragraph, Drivers must not proceed unless this signal has been cleared.

In connection with Instruction 6, if there is a failure of the signal reading to the "up & down" goods line but all track circuits in respect of the single line are indicating correctly, a Pilotman will not be appointed and Drivers will be instructed by the Signalman at Mantle Lane box to pass the signal concerned at Danger.

(O.D.14/79/157) (13-4-86)

Pages 336 and 337 (Page 148 MED No.2)

Delete heading:- COALFIELDS FARM BRANCH all particulars and substitute:-

COALFIELDS FARM

Inwards trains composed of M.G.R. vehicles must be brought to a stand at the signal controlling the entrance to the bunker loading line so that the Guard can ascertain from the N.C.B. Bunker Operator the speed at which the train is to proceed through the bunker for loading. This speed must not exceed 1 1/2 m.p.h.

On clearance of the position light shunting signal concerned, the train must proceed towards the stop block at the prescribed speed so that loading can commence. Loading will be completed as the train is set-back from the stop block. During loading operations, Drivers must work to the indications displayed by the M.G.R. signals as shown on page 269 except that the first two indications will have the following meanings:-

Three vertical white lights	-	move at low speed towards stop block for loading
Three diagonal flashing white lights	-	move at low speed away from stop block for loading

SECTION D

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985-continued

LOCAL INSTRUCTIONS-continued

DERBY TO BLACKWELL (BRANCHES)-continued

COALFIELDS FARM-continued

Departing trains. The Guard must obtain permission from the Signaller at Mantle Lane box for a train to depart from Coalfields Farm and advise him whether or not the train is being assisted in rear. When a train is being assisted in rear, the exchange of signals in accordance with Rule Book, Section H, Clause 3.20 will be the authority for the Driver of the assisting locomotive to pass the "Stop & Telephone" notice board at Coalfields Farm ground frame.

Cripple Siding. The hand points in the bunker line, leading to the Cripple Siding, must be kept normally padlocked for movements along the bunker line except when movements require to be made to or from the Cripple Siding. The key to the padlock is kept in the Bunker Control Room.

Stabling of empty M.G.R. trains when no N.C.B. staff are on duty.

An empty M.G.R. train which requires to be stabled at Coalfields Farm during the time when no N.C.B. staff are on duty will be brought to a stand at the signal controlling access to the down and up goods branch. The signaller will advise the driver of the circumstances after which the signal will be cleared for the train to proceed on to the branch.

The train must then be drawn on to the branch and be brought to a stand short of Coalfields Farm ground frame. The guard must obtain the ground frame release from the signaller at Mantle Lane box and must then set the facing points for the run round road.

The train must then be drawn on to the run round road and be brought to a stand in rear of the position light ground signal (No.1) controlling the entrance to the bunker loading line which will be showing a proceed indication. The vehicles must be secured and the locomotive released to depart via the bunker line.

The stabled empty vehicles must form the next loaded train to depart from Coalfields Farm and the locomotive to work this train must arrive on the bunker line and be brought to a stand at the position light ground signal (No.2) controlling the entrance to the bunker loading line. The driver must then work to the instructions of the N.C.B. Person in Charge.

(D.D.14/79/157) (13-4-86)

Page 337 - KINGSBURY BRANCH

Add before sub-heading, Hall End Ground Frame, new first paragraph:-

Before a train departs Kingsbury Branch Sidings for Birch Coppice Colliery or Baddesley Colliery, the Guard must obtain, from the Chargeman, the keys for Hall End ground frame and Baddesley Colliery ground frame.

Delete from the first paragraph under the sub-heading Baddesley Colliery the words:-

...attached to the Train Staff.

(D.D.14/83/189) (31-3-86)

APPENDIX INSTRUCTIONS - continued
INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
OVER THE OTHER REGIONS BR. 30063/4
SECTION D - EASTERN REGION

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points	Remarks
				Down Up	At or Between		
ELY DOCK JN. TO PETERBOROUGH CRESCENT JN. Page D10 (Page 170 MED No.58) Amend		Norwood Road L.C. (AHB)	86.30			(23-3-86)	

ME9/10D1/6

SECTION D

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

TABLE B - SPECIAL WORKING ARRANGEMENTS

Between	Line(s)	Authorities	Restrictions
Page J30 Add			
STOKE GIFFORD JN. TO SEVERN Pilning Station and Severn Tunnel Jn.	TUNNEL JN. Both	F	For the purpose of examining or dealing with an emergency in the Severn Tunnel. BV. See local instructions page J37A. (29-3-86)

LOCAL INSTRUCTIONS

Add new page J37A

STOKE GIFFORD JN. TO SEVERN TUNNEL JN.

PILNING

Shunting. A vehicle must not be moved on the Main Line unless it is coupled to a locomotive. Shunting must not be undertaken on the Down line unless a locomotive is at the Severn Tunnel end of the vehicles.

Examination of Freight Trains. Down trains requiring to undergo Guard's examination at Pilning must be brought to a stand on the Down goods line at the "Stop" board.

Drivers must not proceed until advised by the Guard that the examination has been completed.

Down sidings. The scotch block at the entrance to these sidings must be replaced and padlocked on completion of shunting. The key must be obtained from and returned to the Pilning Down ground frame control cabinet.

SEVERN TUNNEL

Restriction of traffic, exceptional loads, etc. Wagons carrying consignments exceeding published gauge dimensions must not pass through the tunnel unless previously agreed between the Departments concerned.

Traffic requiring more than two wagons for the bearing of the load, except special trains conveying welded rails from 300 feet to 900 feet on specially constructed wagons, must not pass through the tunnel.

Wagons conveying track sections must not be loaded with more than five sections and must be secured by four chains or polyester straps.

Wagons conveying unchained steel and loaded in accordance with the instructions in the Working Manual for Rail Staff, Part 2 (Green Pages), may travel through the tunnel.

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

LOCAL INSTRUCTIONS - continued

STOKE GIFFORD JN. TO SEVERN TUNNEL JN. - continued

SEVERN TUNNEL - continued

Lamps on walls in tunnel. White lamps for both lines are fixed on the tunnel walls to indicate to trainmen that the train is approaching the change of gradient in the centre of the tunnel. One lamp is on the left side, a quarter of a mile before reaching the point where the falling gradient changes to level, and two lamps, one above the other, 40 yards before reaching the level. The lamps have two lenses, one to throw the light towards an approaching train, and the other to reflect it across the rails.

When signals N.166 and N.185 are at Danger, bar-type marker lights situated on the approach side of the signals at 900/600/300 yards will illuminate. In addition, permanently illuminated figure-type marker lights are provided at 150/100/50 yards on the approach side of these signals.

Controlling freight trains down inclines. The Driver must release the brake gradually before passing the single lamp, in order that a tight coupling may be maintained, and apply power before reaching the double lamps.

Working of Diesel Multiple Unit trains. To facilitate the transfer of passengers to adjoining vehicles in the event of fire, only stock with gangway connections, either throughout or within each set, is to be used for loaded passenger trains through the tunnel. Where a single power car is attached to a gangwayed train it should be locked out of use.

Non-gangwayed Diesel Electric Multiple Unit trains are permitted to work loaded passenger trains through the tunnel.

Examination of freight trains. Trains composed entirely of vehicles (excluding brakevan when attached) shown below need not be examined, other than at the booked examination point, before passing through the tunnel:-

Private Owner tank cars.	Freightliner vehicles.
Car Carrying vehicles.	Covered AB vehicles.
Merry-go-Round wagons.	Palvans.
Presflo and Cemflo wagons.	

Guards working trains required to pass through the tunnel must not allow their trains to leave the last booked Carriage & Wagon examination point until the Examiner has completed his examination and until they have received from him a verbal assurance to that effect.

Up trains

Unless otherwise shown, it is the Guard's responsibility to examine specially the loading of every wagon on his train before leaving Severn Tunnel Junction, except trains having had C & W examination at Alexandra Dock Junction, East Usk or Llanwern and the Guard has received a verbal assurance from the Examiner to that effect. Special attention must be given to the security of the load, door fastenings and sheet ties. The Guard must examine both sides of the train.

SECTION D

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

LOCAL INSTRUCTIONS - continued

STOKE GIFFORD JN. TO SEVERN TUNNEL JN. - continued

SEVERN TUNNEL - continued

Up trains - continued

At Severn Tunnel Junction, when the Guard reaches his brake-van having completed his examination, provided there are no defective vehicles to be detached or defects requiring attention, he must give a hand signal to the Driver who must then advise the Newport Signalman by telephone that the train is ready to leave.

Trains starting from Severn Tunnel Junction are examined at the Bristol Yard.

Down trains

Down trains, except otherwise shown and trains starting from and having been examined at a siding in the Avonmouth or Bristol areas, requiring examination by Guards at Pilning must be brought to a stand on the Down Goods line at the "Stop" board. The Guard must examine both sides of the train with particular attention to security of the load, door fastenings and sheet ties. Drivers must not proceed until advised by the Guard that the examination has been completed.

Guards' examinations may be shown in the Working Timetable to be taken at a Bristol Yard where C & W examination is not normally made, e.g. Stoke Gifford. In such cases the Guard must advise the Signalman that the examination has been made. If this advice is not received, trains must be routed via the Down Goods Line at Pilning.

Alarm wire. An alarm wire connected to Newport signal box, for use in an emergency, is fixed to the Up side of the tunnel wall, approximately 5 ft. above ground level.

The wire is provided for the purpose of immediately attracting the attention of the Signalman if staff observe anything which may affect the safety of the line, or if a train is stopped by failure, accident or other exceptional cause in the tunnel.

When it is necessary to attract the Signalman's attention the wire must be broken. This will actuate audible and visual indicators in the signal box and place or maintain at Danger signals N.164, N.166, N.183, N.185 and N.583. The person who severs the wire must not leave the loose ends hanging down, but must coil each end into a loop in such a manner that the metal core does not touch the ground or the wet tunnel wall, otherwise the bell will cease ringing. He must also, as soon as practicable, advise the Signalman the approximate position at which this action was taken.

This equipment does not relieve trainmen of carrying out normal protection arrangements.

Telephones. In addition to the signal post telephones, 38 telephones approximately 220 yards apart on alternate sides of the tunnel, illuminated by electric lamps, are provided on the approach side of tunnel recesses.

By picking up a telephone receiver, the user will have direct contact with the Signalman.

Trainmen will be advised when the telephones are out of order.

When patrolling, the Patrolman must test each telephone to the Signalman and satisfy himself they are in order.

SECTION D

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

LOCAL INSTRUCTIONS - continued

STOKE GIFFORD JN. TO SEVERN TUNNEL JN. - continued

SEVERN TUNNEL - continued

Access to Severn Tunnel via the grid from the ventilation heading. White light warning indicators are provided on the ventilation heading and Sudbrook Shaft. The lights are extinguished when a train is approaching in the right direction.

During single line working, the Responsible Officer must ensure that the lights are disconnected by the S & T Technician and that warning notices are exhibited at the access points.

Staff using this access must beware of wrong direction movements during an Absolute Possession, or in an emergency.

Trains stopped in tunnel by accident or other exceptional cause.

General.

If the locomotive of a train, on which the air brake has failed and where a brakevan is not provided at the rear, is capable of hauling its train without assistance it may proceed provided no other train is in the tunnel on either line at the time.

If there is any possibility of the opposite line having been obstructed, the requirements of Rule Book, Section M, Clause 3, as modified in these instructions, must be carried out and, afterwards, prompt use made of the nearest telephone to inform the Signalman of the circumstances.

When the opposite line is not obstructed, after the alarm wire has been severed, the Signalman must be advised at once of the circumstances and that the opposite line is clear. If a reply is not obtained from the Signalman after a reasonable period of time, the next telephone which is situated on the opposite side of the tunnel (or signal telephone) must be used. Guards and Drivers are reminded that, after communicating with the Signalman, protection must be carried out.

The locomotive of a passenger train must not be detached to render assistance. However, the locomotive of a freight train may be used for this purpose providing sufficient brakes are applied on the vehicles. The vacuum/air brake must not be relied upon to hold the train.

Passenger trains must not be divided except in the case of fire or derailment.

When the services of the breakdown vans are required, the Driver's Assistant who goes forward and the Guard who goes to the rear may pilot the respective break-down gangs to the disabled train independently of each other, to allow the break-down trains to proceed to the scene of the accident as quickly as possible.

Dividing trains in tunnel.

Should it become necessary to divide a train in the tunnel and to remove it in two parts, the Driver must obtain permission from the Signalman before proceeding with the front portion and, when the front portion complete has cleared the tunnel, he must report accordingly to the Signalman. When reporting to the Signalman, the Driver must also state whether the opposite line is clear.

SECTION D

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

LOCAL INSTRUCTIONS - continued

STOKE GIFFORD JN. TO SEVERN TUNNEL JN. - continued

SEVERN TUNNEL - continued

Trains stopped in tunnel by accident or other exceptional cause. -continued

Accidental division.

If a train has parted in the tunnel and the rear portion of the train is to be drawn to a point in advance, the Guard of the divided train, after acting in accordance with the Rule Book, Section M, Clause 4, must proceed towards the end of the tunnel from which assistance will be provided and pilot the assisting locomotive, or tunnel examination train, to the rear portion of his train.

Obtaining assisting locomotive.

The Guard (or the rear Guard if there are two Guards with the train) in going back to protect his train must stop at the nearest telephone and advise the Signaller. He must be accompanied to the telephone by the Driver's Assistant, and if it is ascertained from the Signaller that a locomotive will be obtained in advance, the Driver's Assistant, after returning to the train and advising the Driver, must proceed in advance to meet the assisting locomotive. When the locomotive is single manned, the Driver must carry out the duties of the Driver's Assistant after the train has been properly secured.

The assisting locomotive or tunnel examination train must be accompanied by the Movements Supervisor who must ride on the locomotive or tunnel examination train which must enter the tunnel at a reduced speed and so proceed towards the disabled train until the Guard, or Driver's Assistant, is met. The assisting locomotive will then be piloted to the disabled train.

On arrival of the Movements Supervisor at the site of the divided or disabled train, he must decide whether it is safe for trains to proceed on the opposite line. If he decides it is safe to do so, he must first inform the Driver, Driver's Assistant and Guard of the disabled train of the arrangements and then advise the Signaller by telephone the action to be taken. On receipt of this authority, the Signaller may allow trains to proceed, after the Driver of each train has been informed of the circumstances and instructed to proceed cautiously.

Examination of tunnel.

Should anything be reported by Drivers or Guards which necessitates an examination being carried out, the Track Changer must, if practicable, be immediately advised and should accompany the locomotive or special examination train. If an examination has to be carried out when the Track Changer is not available, the Area Manager or Movements Supervisor must accompany the locomotive or special examination train and the result of the examination must be reported to the Track Changer as soon as possible.

The Permanent Way Section Supervisor must also be advised immediately on each occasion when a "bump" in the tunnel is reported.

For the purpose of the tunnel examination, a special examination train is provided at Severn Tunnel Junction. The locomotive coupling must be used and the brake pipes connected.

SECTION D

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

LOCAL INSTRUCTIONS - continued

STOKE GIFFORD JN. TO SEVERN TUNNEL JN. - continued

SEVERN TUNNEL - continued

Trains stopped in tunnel by accident or other exceptional cause. -continued

Examination of tunnel - continued

The special examination train will be accompanied by the Movements Supervisor or Area Manager, who will act as Guard and carry out the examination. The vehicles are fitted with powerful searchlights and when travelling to or from the mouth of the tunnel, the searchlights must be focussed inwards and downwards towards the 4-foot way.

Fire precautions

A 5.4 kg. B.C.F. fire extinguisher is located adjacent to every other recess on either side of the tunnel. B.C.F. is a volatile liquid which dissipates very rapidly when exposed to open air. Care should be taken to avoid contact with, or inhaling of, the vapour.

If contact is made with the vapour, the following precautions should be taken:-

- (a) Remove the person concerned away from the discharge area to a place where there is plenty of fresh air. Arrange for medical aid if the person appears to have been affected by the vapour stating that he/she has been affected by the discharge of a B.C.F. fire extinguisher.
- (b) If any liquid from a fire extinguisher enters the eyes, flush them as soon as possible with large quantities of clean water.

Used extinguishers must be placed in the recesses and not returned to the holding bracket.

The Patrolman must ensure the extinguishers are in their proper position and arrange for recovery and replacement.

Calling of Fire Brigade and entry of equipment into the tunnel in an emergency. Vehicles to form a Fire Emergency train are permanently available in the loading dock at Severn Tunnel Junction for use of the Fire Services.

Immediate arrangements are to be made for a locomotive to be available at the loading dock for attaching to the Fire Emergency train.

The brake pipes of the Fire Emergency train must be coupled throughout.

A DMU train will be made available at Bristol Temple Meads Station to form a Fire Emergency train for the use of Fire Services.

The person in charge or other responsible person on each side of the tunnel must meet the Officers in charge of the Fire Services on arrival in order to give the fullest possible information immediately. The Fire Officers will then indicate whether the Tunnel Inspection Van is required.

SECTION D

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

LOCAL INSTRUCTIONS - continued

STOKE GIFFORD JN. TO SEVERN TUNNEL JN. - continued

SEVERN TUNNEL - continued

Calling of Fire Brigade and entry of equipment into the tunnel in and emergency.-continued

The Fire Emergency trains may be permitted to enter the tunnel simultaneously, on their correct lines, either drawn or propelled with or without a brake-van.

The Fire Emergency trains must be kept under full control, so that they can be stopped short of any obstruction.

A careful look-out must be kept for persons who may be walking along the permanent way.

Emergency trolleys. The Leader of the Sudbrook Rescue Team will be responsible for their proper use and protection.

When not in use the trolleys must be stored in a dismantled state at Sudbrook Pumping Station.

When an emergency occurs and the emergency trolleys are to be used, the Signaller will confirm to the leader of the Sudbrook Rescue Team that the trolleys may be placed on the line on which the disabled train entered the tunnel. Until the Signaller is satisfied that any train (other than the disabled train) is at a stand, and will not be moved without his permission, the assisting train (including the tunnel examination train) may be allowed to proceed to the detonators protecting the failed train provided the Sudbrook Rescue Team leader gives an assurance the trolley is on the line on which the disabled train entered to tunnel, is working within the detonators, a member of his team is stationed at the detonators and has exhibited a hand Danger signal.

Before the trolleys are taken into the tunnel one of the Sudbrook team must switch on the lights in the tunnel at the bottom of the shaft, proceed a quarter of a mile from the shaft in the opposite direction to that of the incident, place three detonators, twenty yards apart on each line and a red light facing both ways between the rails at the detonators. He will then rejoin the team to assist at the site.

The parts of the trolleys will be taken down the shaft in the lift into the tunnel and reassembled and placed on the line.

The trolleys may move in any direction on either line between the bottom of the shaft and the site of the incident. It is, however, preferable to have them on the obstructed line.

The motorised trolley and the trailer trolleys should remain coupled whilst in use and carry a Danger signal. If for any reason they are used separately each trolley must carry a Danger signal.

SECTION D

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

LOCAL INSTRUCTIONS - continued

STOKE GIFFORD JN. TO SEVERN TUNNEL JN. - continued

SEVERN TUNNEL - continued

Emergency trolleys.-continued

When the trolleys are removed from the tunnel the Team Leader must check that they are complete and inform the Signaller.

Working of Engineers' "on track" machines through tunnel. A machine must not, under any circumstances, be taken into the tunnel at either end without the permission of the Signaller.

Staff working in tunnel. When it is necessary to carry out any work in the tunnel which will necessitate trains being stopped, the Rule Book, Section T, Part II, must be applied, unless the Engineer has Absolute Possession of the line.

The person in charge of the work must not authorise work to commence until he has ascertained from the Signaller on the telephone that the Handsignaller has reached the signal immediately outside the tunnel and has placed the two-position key operated switch on signal N.164, or signals N.183/N.583 as appropriate, to the "Up/Down line protected" position, and is exhibiting a hand Danger signal and also maintaining detonators on the line. On arrival at the signal, the Handsignaller must inform the Signaller of the intended obstruction.

When the work has been completed and normal working may be resumed, the person in charge must advise the Signaller, who must arrange for the Handsignaller to be informed. On receipt of this information, the Handsignaller must restore the two-position switch to the "protection removed" position.

NOTE:- The switch key must be removed after every occasion on which the switch is turned.

Absolute Possession of the Down and Up lines. When the Engineer has Absolute Possession the safe working of trains in the tunnel is the responsibility of the Engineering Department Supervisor in charge. Trainmen working in the tunnel during the period of the possession must conform to the requirements and handsignals of the Engineering Department Supervisor who should, whenever possible, verbally instruct the trainmen as to any movement required.

All movements of trains prior to entering and after leaving the tunnel are the responsibility of the train Guard and no shunting movement must be made outside the tunnel unless this is upon the Guard's instructions and in response to his hand signals. A responsible member of the Engineering Department will inform the Guard of any shunting movements required.

APPENDIX INSTRUCTIONS - continued
INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN
WORKING OVER THE WESTERN REGION B.R. 30063/10 SECTION K

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
PADDINGTON TO FOXHALL JN. Page K7 Delete 3rd and 4th MAXIMUM PERMISSIBLE SPEED entries and substitute HAYES (11 M.P.O AND READING (SCOURS LANE, 37M. 45CHS.)			60 75	60 75	MAXIMUM PERMISSIBLE SPEED ON RELIEF LINES
READING (SCOURS LANE, 37M. 45CHS.) AND FOXHALL JN. Page K14 Amend 2nd Permanent Speed Restriction from bottom to read:-			95	95	MAXIMUM PERMISSIBLE SPEED ON RELIEF LINES
			60	60	Relief lines, 35 1/2 m.p. and 37m. 45ch. (11-5-86)

100

101

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

LOCAL INSTRUCTIONS

PADDINGTON TO FOXHALL JN.

Page K29

OLD OAK COMMON

Movements to and from Passenger Yard Sidings. Delete 1st paragraph and substitute:-

Movements to and from Passenger Yard Sidings. All movements within the Passenger Yard area must not exceed 15 m.p.h.

The following arrangements will apply in respect of movements to or from the under mentioned sidings:-

(3-5-86)

Page K38

MAIDENHEAD

Add:-

Down Main Platform. Passenger trains exceeding 4 coaches in length must not stop at this platform.

(26-4-86)

Pages K39 to K42 (Page 296 MED 2)

DIDCOT

Instructions for the working of Merry-go-round coal trains at CEEB Station. Delete all instructions and substitute:-

Instructions for the working of Merry-go-round coal trains at CEEB Station.

NOTE :- Where reference is made in the following instructions to the Guard, his duties will be undertaken by the RST in the case of Guardless trains.

If upon arrival of a train on either Reception line, CEEB signals D.1 or D.2 are in Danger the Driver must immediately communicate with the Coal Hopper Plant Controller by the telephone provided adjacent to the signal post. These telephones are provided with call back facilities in the form of a flashing white light.

When the signal clears, the train must be drawn forward at a speed not exceeding 8 m.p.h. to CEEB signals D.3 or D.4, where it must stop.

Except in case of emergency, no wrong direction movements must take place once the train has passed CEEB signals D.1 or D.2.

SECTION D

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

LOCAL INSTRUCTIONS-continued

PADDINGTON TO FOXHALL JN.-continued

Pages K39 to K42 (Page 296 MED 2)-continued

DIDCOT-continued

The Guard must hand the Coal Advice note in at the Administration Block. In the case of Guardless trains, the RST must collect the coal advice note and deliver it to the Administration Block.

The Guard must advise the Coal Hopper Plant controller whether the train is being hauled by more than one locomotive and then proceed to the RST's Inspection Pit at the far end of the unloading hopper, where he must remain until the whole of the train has passed.

The Driver must select the slow speed controller and when the signal is clear proceed forward at a speed not exceeding one half mile per hour. In the event of a complete failure of the slow speed controller the Driver must contact the Coal Hopper Plant Controller and arrange for the train to be cleared for the Depot. The maximum permissible speed through the plant on either line in this condition is 10 m.p.h.

The Driver must strictly and promptly obey "Creep" signals which are placed at 50 to 60 yards intervals.

The indicators of the "Creep" signals are as follows:-

- 3 white lights, vertically placed - Proceed at one half mile per hour
- 2 red lights and one white (centre) - STOP IMMEDIATELY
light horizontally placed

Train length marker boards are provided on "A" and "B" lines, indicating the stopping position of MGR trains. On arrival at the appropriate marker board the Driver must bring his train and await instructions from the Guard.

When the RST has given written authority to the Guard for the train to proceed, the Guard must rejoin the locomotive and give the Driver the signal to start (in the case of Guardless trains, the RST is responsible for handing the Driver his Train Slip and giving authority for the train to proceed). The train may then proceed at a speed not exceeding 15 m.p.h. to the CEGB exit signal D.29 or D.30.

The RST is responsible for advising the CEGB Coal Hopper Plant Controller the train identification number of the train about to leave. If no written authority is given to the Guard he must take instructions from the RST.

SECTION D

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

LOCAL INSTRUCTIONS-continued

PADDINGTON TO FOXHALL JN.-continued

Pages K39 to K42 (Page 296 MED 2)-continued

DIDCOT-continued

Emergency Working

If it is not possible to discharge coal into the hopper on one line, it will be permissible to set back at 5 m.p.h. to the rear of CEGB signals D.1 or D.2 and, when resignalled, to draw forward onto the other line.

The CEGB Coal Hopper Plant Controller will inform the Reading signal box Supervisor when such movements are to take place and obtain his authority for a movement to the rear of CEGB signals D.1 or D.2, as required.

The CEGB Coal Hopper Plant Controller will advise all members of the train crew and, in the case of Guardless trains, the RST the precise details of the intended movement and instruct them to ensure that the points are correctly set. At the same time, the CEGB Coal Hopper Plant Controller will advise them that the authority of Reading signal box Supervisor has been obtained for the movement to proceed to the rear of CEGB signals D.1 or D.2.

30, 35, 40 and 45 wagon Marker boards are provided on Nos. 1 and 2 Hopper lines for propelling movements from the hopper towards CEGB signals D.1 or D.2. The marker boards indicate the point where the Driver must bring the movement to a stand.

The Guard must ensure that the points are correctly set and, providing the line is clear to the rear of CEGB signals D.1 or D.2 as appropriate, handsignal the Driver to complete the propelling movement.

The CEGB Coal Hopper Plant Controller will advise the Reading signal box Supervisor when the movement has been completed.

Cripple Siding.

30, 35, 40 and 45 Marker Boards are provided alongside the Outlet Road to denote to the Driver when the rear of trains are clear of the handpoints between "A" or "B" lines and the Cripple Siding.

A locomotive and 23 MGR wagons can stand clear between signal R.213 and the handpoints between "A" and "B" lines.

To facilitate shunting in and out of this siding, a double-sided white shunting light is provided approximately 140 yards in rear of signal R.213, and a duplicate white shunting light approximately 220 yards in advance of this signal.

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

LOCAL INSTRUCTIONS-continued

PADDINGTON TO FOXHALL JN.-continued

Pages K39 to K42 (Page 296 MED 2)-continued

DIDCOT-continued

Cripple Sidings.-continued

The lights will be operated by the Guard from plungers located in the vee of Cripple Sidings and Dust Loop and adjacent to the handpoint connection between No.1 Hopper line and the Outlet Road. A repeater is provided on the road overbridge in order that the indication given by the white lights may be observed. When detaching cripples and, due to the length of the train, the Guard and Driver may not be able to see each other, the sequence of movements must be as follows:-

- (i) The Guard must send train forward and the Driver must stop at appropriate point clear of handpoints.
- (ii) The Guard must set road into Cripple Siding and operate and maintain depressed the plunger to illuminate the white shunting lights, which will be the authority for the Driver to set back slowly.
- (iii) When it is necessary to stop the movement the Guard must release the plunger and the white lights will be extinguished. During setting back movements the Driver must stop when the white lights are extinguished.
- (iv) If it is necessary to ease up in the Cripple Siding, due to a tight coupling, the white lights must be flashed continuously during this movement, and extinguished when completed. When the lights are flashed, the Driver must set back at dead slow speed.
- (v) Having detached the cripple wagon, the Guard must send the train forward by two long flashes on the shunting lights and the Driver must again stop his train at the appropriate point clear of the handpoints.
- (vi) The Guard must re-set the road for the rear of his train, and the front portion must be set back as detailed in (ii), (iii) and (iv) above.

If the movement proceeds beyond signal R.213 prior to setting back into the Cripple Siding, after the movement has set back into the Cripple Siding the Signalman must again clear signal R.213 for the subsequent outward shunting movement.

(3-5-86)

APPENDIX INSTRUCTIONS-continued
 INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN
 WORKING OVER THE WESTERN REGION LONDON AREA BR.30063/12
 SECTION L

LOCAL INSTRUCTIONS

OLD OAK COMMON TO LANGLEY

Page L13

OLD OAK COMMON

Movements to and from Passenger Yard Sidings. Delete 1st paragraph and substitute:-

Movements to and from Passenger Yard Sidings. All movements within the Passenger Yard area must not exceed 15 m.p.h.

The following arrangements will apply in respect of movements to or from the under mentioned sidings:-

(3-5-86)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME**16**

WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 12 JULY

TO

FRIDAY, 18 JULY, 1986

inclusive

Trainmen must pay particular attention to works contained in this Notice and keep a good lock-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 lock-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, 13 July - Between Sharnbrook Jn. and Wymington Tunnel

The catch points in the down main line at 56m. 65ch. (707 yards before reaching signal WH.165) will be recovered and replaced with plain line.

(O D 14/73/291) (19)

EASTERN REGION

Saturday, 12 to Monday, 14 July - Between Clipstone and Rufford Jn.

Rufford Colliery Branch

Elmsley Level Crossing will be converted to an Open type crossing. The notice board worded "STOP - OPEN CROSSING GATES BEFORE PROCEEDING", together with the associated Distant Board, will be abolished. Notice boards worded "STOP - WHISTLE BEFORE PROCEEDING" will be provided 28 yards before reaching the crossing on each rail approach. A St. Georges Cross advance warning board will be provided 340 yards before reaching each "STOP" board.

Blidworth Colliery Branch

Inkersall level crossing will be converted to an Open type crossing. The notice boards worded "STOP - OPEN CROSSING GATES BEFORE PROCEEDING", will be abolished.

In the Down direction, the Distant board will be abolished. In the Up direction, colour light signal C200 will cease to display a Yellow aspect.

Notice boards worded "STOP - WHISTLE BEFORE PROCEEDING" will be provided 28 yards before reaching the crossing on each rail approach. A St. Georges Cross advance warning board will be provided 340 yards before reaching each "STOP" board.

The Annetts Keys to the various groundframes on the Blidworth, Rufford and Mansfield Colliery Branches, previously kept at Mansfield Concentration Sidings, will now be kept at Clipstone Signalbox.

(19)

Monday, 14 July - Between Peterborough Station (South) and Fletton Junction

The trailing connection in the Up Slow line at 76m. 02ch. (to South Yard Sidings) will be secured out of use pending removal.

(19)

Wednesday, 16 July - Doncaster Station (Old Yard)

The following track and signalling alterations will take place in the Old Yard :-

The Cattle Dock will be dispensed with, together with its hand-worked connection to the former No. 3 Siding (already removed).

The hand-worked points leading from No. 2 Siding to No. 3 Siding will also be removed and replaced by plain line giving access to No. 2 Siding (adjacent to new Loading Dock).

(19)

SECTION C

Signalling and Permanent Way Alterations-continued

WESTERN REGION

From 22 15 Saturday, 12 to 06 00 Monday, 14 July or until completion -
Reading Western Junction

The temporary plain line in the Down and Up Relief lines at approximately 37m. 06ch. will be replaced by a new double junction, secured out of use until further notice, to the Down and Up Reception lines.

(19)

From 15 00 Sunday, 13 July - Between Stoke Works Junction and Oddingley

The Maximum Permissible Speed over the Down and Up main lines between 58 and 62 3/4 m.p. will be RAISED to 100 m.p.h.

(See Section "D").

(19)

From 10 00 Monday, 14 July - Tuffley

The 70 m.p.h. P. S. R. over the Down and Up lines between 95 and 95 1/4 m.p. will be REMOVED and the Maximum Permissible Speed of the line will apply.

(See Section "D").

(19)

DETAILS OF WORK ALREADY CARRIED OUT

Between Loughborough and Ruddington

The "up and down" single line has been severed 320 yards (45 S.L.U.) on the Ruddington side of the British Gypsum siding at Hotchley Hill and a temporary stop block provided.

(New item) (O D 14/81/220) (18)

Irchester South

The trailing crossover between the down and up passenger lines, immediately on the Bedford side of the box, together with the position light shunting signals controlling movements through the crossover, has been taken away.

(O D 14/73/291) (18)

Kings Norton

The up fast platform has been shortened at the Birmingham end by 110 yards. Drivers must bring their trains to a stand at the special stop board provided.

(O D 14/-) (18)

SECTION C

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

Between Glendon North Jn. and Barrow-on-Soar.

The Maximum Permissible Speed on the main/fast lines in the down and up directions between 75m. 65chs. (near to Glendon North Jn.) and Barrow on Soar (109 m.p.) has been raised to 100 m.p.h.

Various alterations have been made to permanent speed restrictions on the main/fast lines and the following is a complete list of speeds (including the line maximum speed) on the main/fast lines between 75m. 65chs. and Barrow-on-Soar.

Down Direction

<u>APPROXIMATE LOCATION</u>	<u>SPEED</u>	<u>MILEAGE</u>
Glendon North Jn.	100 m.p.h	75m.65ch. and 82m.p.
Little Bowden L.C.	75 m.p.h *	82m.p. and 82m.68ch.
Market Harborough	60 m.p.h	82m.68ch. and 83m.10ch.
	85 m.p.h	83m.10ch and 84m.24ch.
	100 m.p.h	84m.24ch. and 92m.36ch.
	95 m.p.h	92m.36ch. and 92m.50ch.
	100 m.p.h	92m.50ch. and 95m.47ch.
Wigston South Jn.	80 m.p.h	95m.47ch. and 95m.74ch.
Wigston North Jn.	100 m.p.h	95m.74ch. and 97m.13ch.
Knighton Jn.	90 m.p.h	97m.13ch. and 98m.28ch.
Leicester South Jn.	50 m.p.h *	98m.28ch. and 98m.73ch.
Leicester Station	15 m.p.h	98m.73ch. and 99m.p.
	40 m.p.h	99m.p. and 99m.18ch.
	100 m.p.h	99m.18ch. and 102m.38ch.
	90 m.p.h	102m.38ch. and 109 m.p.

SECTION C

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

Between Glendon North Jn. and Barrow-on-Soar. - continued

Up Direction

Barrow-on-Soar	95 m.p.h	109 m.p. and 104m. 45ch.
Syston North Jn.	90 m.p.h	104m. 45ch. and 104m.20ch.
	95 m.p.h	104m. 20ch. and 102m.58ch.
Syston South Jn.	90 m.p.h *	102m.58ch. and 99m.18ch.
Leicester Station	40 m.p.h	99m.18ch. and 99m.p.
	15 m.p.h	99m.p. and 98m.73ch.
Leicester South Jn.	50 m.p.h *	98m.73ch. and 98m.28ch.
Knighton Jn.	90 m.p.h	98m.28ch. and 97m.13ch.
	100 m.p.h	97m.13ch. and 95m.74ch.
Wigston North Jn.	80 m.p.h	95m.74ch. and 95m.47ch.
Wigston South Jn.	100 m.p.h	95m.47ch. and 92m.50ch.
	95 m.p.h	92m.50ch. and 92m.36ch.
	100 m.p.h	92m.36ch. and 84m.24ch.
	85 m.p.h	84m.24ch. and 83m.10ch.
Market Harborough	60 m.p.h	83m.10ch. and 82m.68ch.
	75 m.p.h *	82m.68ch. and 82m.p.
Little Bowden L.C.	100 m.p.h	82m.p. and 76m.29ch.
	90 m.p.h	76m.29ch. and 72 1/2m.p.

* New permanent speed restriction.

SECTION C

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

Between Glendon North Jn. and Barrow-on-Soar. - continued

In addition, the following Maximum Permissible Speeds will apply on other than main/fast lines in both directions of travel :-

BETWEEN	SPEED	LINE
Kilby Bridge Jn. and Wigston North Jn.	50 m.p.h	"Up and down " slow line
Wigston North Jn. and Knighton Jn.	40 m.p.h	"Up and down" goods line
Leicester South Jn. and Syston South Jn.	40 m.p.h	"Slow lines"
Leicester Station and Humberstone Road Jn.	25 m.p.h	"Up and down " goods line
		(O.D.14/73/291) (17)

Humberstone Road Jn.

The connection between the "up and down" slow line and the down and up slow lines consists of trains operated points (under gas pressure) and a 15 m.p.h. P.S.R. applies through the connection in both directions of travel.

(Amended item) (OD14/73/291) (17)

SECTION C

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

Leicester Area

With reference to Leicester Re - signalling Special Notice 250E :-

Flashing Aspects

Add, on the plan, "F" against the yellow aspect of signal 241 applicable to the down main line approaching Kilby Bridge Jn.

Shunters'/ Guards' Acceptance Plungers

Amend note on plan at Knighton Jn. Down Sidings to read :-

Acceptance plunger for signal 325 (2S).

Amend reference in the text to "up and down slow" line at Humberstone Road Jn. to read "up slow".

Knighton Jn.

The double sided "OFF" indicators working in conjunction with signal 325 shown located on the cess side of the "up and down" goods line have now been located between the up main line and the "up and down" goods line.

Between Knighton Jn. and Knighton Tunnel

The A.W.S. magnets provided on the down main line and on the up main line (down direction) 200 yards ahead of the 50 m.p.h. Advance Warning boards located at 97m.3chs. (Knighton Jn.) have not been suppressed for movements in the up direction. "Cancel A.W.S." indicators have been provided.

The A.W.S. magnets provided 200 yards ahead of signal 396 on the up main line and signal 394 down main line (up direction) have not been suppressed for movements in the down direction. "Cancel A.W.S." indicators have been provided.

(O.D.14/73/291) (17)

Between Syston North Jn. and Syston South Jn.

On the plan amend up slow line to read up goods line.

(O D 14/73/291)

Kings Norton

The up fast platform has been shortened at the Barnt Green end by 110 yards. Drivers must bring their trains to a stand at the special stop board provided.

(O.D.14/-) (17)

x

Toton Up Yard

New hand worked connections have been provided at the Stapleford and Sandiacre end of sidings No's 4, 5 and 6 in the Old Bank Sidings-West Storage group which have become double ended sidings.

(O D 14/83/83) (16)

SECTION C

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

**
 Between Bordesley Jn. and Moseley Tunnel

The catch points in the down Camp Hill line at 43m. 40ch. (149 yards before reaching Moseley Tunnel) have been secured out of use pending replacement by plain line.

(O D 14/GEN/117) (16)

EASTERN REGION.

Between Little Steeping (Exclusive) and Wainfleet

The following level crossings have been converted to automatic open (A.O.C.L.) type crossings.

Lymm Bank Level Crossing at 1m. 46ch.
 Brewster Lane Level Crossing at 3m. 6ch.
 Matt Pitts Lane Level Crossing at 3m. 62ch.

A drivers flashing white light signal has been provided adjacent to each crossing to indicate to the driver that the Road Traffic Lights are working.

Combined St. Andrews Cross/Speed Restriction warning signs have been provided on each rail approach to the crossings (normal direction of travel) as shown below.

Lymm Bank

Down rail approach - 370 yards before reaching the crossing in the form $\frac{X}{45}$

Up rail approach - 450 yards before reaching the crossing in the form $\frac{X}{50}$

Brewster Lane

Down rail approach - 450 yards before reaching the crossing in the form $\frac{X}{50}$

Up rail approach - 450 yards before reaching the crossing in the form $\frac{X}{50}$

Matts Pitt Lane

Down rail approach - 450 yards before reaching the crossing in the form $\frac{X}{50}$

Up rail approach - 235 yards before reaching the crossing in the form $\frac{X}{30}$

A combined St. Andrews Cross/Speed Restriction sign has been provided 100 yards from each crossing in the form $\frac{X}{20}$ applicable to each rail approach in the wrong direction on each line.

A St. Georges Cross warning sign has been provided 110 yards before reaching each St. Andrews Cross sign in the normal direction of travel and adjacent to these on the opposite line, a St. Georges Cross sign has been provided applicable to each rail approach in the wrong direction.

SECTION C

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

EASTERN REGION.-continued

Between Little Steeping (Exclusive) and Wainfleet-continued

Wainfleet

The following signals have been abolished.

Up Main Starting
 Ground Shunting Signals associated with the Main to Main Crossover.

A 30 m.p.h. Permanent Speed Restriction has been imposed on the Up line between 4m. 12ch. (Wainfleet) and 3m. 62ch. (Matt Pitts Lane LC). (See Section D).

(18)

Clipstone

"Diamond" signs have been provided on the post of the following signals:-

Up Main 2nd Home
 Down Main 2nd Home
 Down Mansfield 2nd Home
 Up Mansfield Home
 Up Western Curve Home to Up Main
 Down Western Curve Home to Down Main

(18)

Wakefield Westgate

Up Platform Departure signal L240 has been converted to a 4-aspect signal and the following signalling alterations on the Up approach to Wakefield Westgate Station have been carried out:-

Up Doncaster 4-aspect signal L234 (with route to Up Platform) has been abolished.

Up Doncaster 4-aspect signal L226 has been repositioned 254 yards on the station side of its present position. A position light subsidiary has been provided applying towards the Up Platform line occupied.

The trailing crossover immediately north of the station (at 176 m.p.) has been secured out of use pending removal and the consequential re-routing of trains into and out of Westgate Up Platform line is given below:-

The route to Up Platform from the Down Doncaster position light signal No. 236 has been abolished. This signal has been repositioned 45 yards nearer to the Station.

The route from Up Platform (Down direction) signal L235 towards Down Doncaster or Down Sidings has been re-routed via the Up Doncaster and the Wrenthorpe mains crossover.

The route from Down Sidings exit signal 232 towards the Up Platform is via the Wrenthorpe mains crossover and the Up Doncaster line only.

SECTION C

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

EASTERN REGION.-continued

Between Little Steeping (Exclusive) and Mainfleet-continued

Wakefield Westgate-continued

The Permanent Speed Restrictions on the Up line in the vicinity of Wakefield Westgate have been revised and the following Permanent Speed Restrictions will apply upon completion of Permanent Way remodelling work:-

- 75 m.p.h. between 177m. 03ch. and 176m. 02ch.
- 45 m.p.h. between 176m. 02ch. and 175 3/4 m.p.
- 35 m.p.h. between 175 3/4 m.p. and 175m. 34ch.
- 50 m.p.h. between 175m. 34ch. and 174m. 58ch. - unaltered P.S.R.

The "Warning Indicator" at approximately 176m. 50ch. formerly giving warning of the 35 m.p.h. permanent speed restriction commencing at 175m. 52ch. has been repositioned 570 yards further north to a position 2020 yards before reaching the (resited) commencement of the 35 m.p.h. permanent speed restriction at 175 3/4 m.p.

The associated A.W.S. permanent magnet has been repositioned accordingly.

(See Sections A and D) (18)

Between Nostell and Hare Park Junction

Down Doncaster 4 - aspect signal L265 has been converted to an automatic signal.

(17)

Between South Kirkby Jn. and Fitzwilliam

A 65m.p.h. Permanent Speed Restriction has been IMPOSED on the Down line between 167m.25ch. and 167m.65ch. (See Section D).

(17)

** Between Holbeck West Jn. and Gelderd Road Jn.

Up Doncaster 4 - aspect signal L64 has been repositioned 35 yards on the Leeds side of its present position.

(16)

** Between South Tottenham and Harringay Park Jn.

The 10 m.p.h. P.S.R. on the up line between 4m. 79ch. and 4m. 77ch. has been increased to 20 m.p.h. A 20 m.p.h. P.S.R. now applies throughout between 5m. 66ch. and 4m. 12ch. (See Section "D").

(16)

** Between Ferrybridge and Milford Jn.

The 50 m.p.h. P.S.R. on the down and up lines between 0m. 15ch. and 0m. 01ch. have been increased on the down line only to a 60 m.p.h. P.S.R. (See Section "D").

(16)

SECTION C

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

WESTERN REGION

Between Lydney and Chepstow

The catch points in the down line at 139m. 05ch. and 140m. 07ch. have been removed.

(New item) (18)

Reading West Junction

The temporary plain line in the down and up relief lines has been replaced by a new double junction connected to the double junction previously provided in the down and up main lines. This permits movements down main to down relief and up relief to up main.

(18)

Reading

Fibre - optic brake test indicators showing the indication "BT," together with associated operating plungers have been provided on Platforms 8 and 9 as follows:-

Platform 8 : Indicator, facing West, suspended from the platform canopy near the buffer stop of Bay Platform 6.

Plunger on the end of canopy support at the west end of the platform.

Platform 9 : Indicator, facing West, attached to the second canopy support at the London end of the platform.

Plunger on station building wall adjacent to the shunters room at the west end of the platform.

(See Section D)

(18)

Caldicot

The "set - back" indicator located on the up main line at 147m.70chs. has been removed.

(18)

Reading West Jn.

The facing and trailing connections in both the down and up relief lines have been removed and replaced with plain line. No movements will be possible between the relief lines and the goods and main lines until further notice.

(17)

Llanwern Works East

The 20 m.p.h. permanent speed restriction over the down relief line from 153m.5chs. to 153m.10chs. has been removed and the maximum permissible speed of the line now applies.

(See Section D)

(17)

SECTION C

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

SOUTHERN REGION

Clapham Junction "A"

Signalled routes, as shown below, have been restored to use:-

From	To
Down Windsor Through	Up Ludgate, Up Windsor Through or Up Local
Down Ludgate	Down Windsor Through
Up Windsor Through	Up Lidgate, Up Windsor Local
Up Windsor Local	Up Ludgate, Up Windsor Through
	(New item) (18)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

| New Item

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

RULE BOOK BR. 87109

SECTION H

Page 10A (as issued in supplement No. 12)
 Amend date at top right hand corner of page to read:-
 Re-issued June 1986.

(O D 15/6H) (21-6-86)

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES B.R.29987

Page 194A - Appendix "C" (as amended in supplement No. 3)

Amend E.T.D. Telephone Numbers for Willesden to:-

00 - 40594, 46161, 46211, 46335, 46336

(O D 15/-) (14-6-86)

EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES B.R.29988

Page 50A - Appendix "B" (as amended in supplement No. 3)

Amend E.T.D. Telephone Numbers for Willesden to:-

00 - 40594, 46161, 46211, 46335, 46336

(O D 15/-) (14-6-86)

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES
 BY THE ABSOLUTE BLOCK SYSTEM BR.30062/2

Absolute Block Regulations

Regulation 3.7 Blocking Back

Amend sub clause (b) of clause 3.7.1 (i) to read:-

(b) work in accordance with Rule Book, Section T, Part II or IV.

(O D 15/69/1) (7-6-86)

BRITISH RAILWAYS

LONDON MIDLAND REGION



602A



WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 26 JULY

TO

FRIDAY, 1 AUGUST, 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

EASTERN REGION

Sunday, 27 July - Between Wincobank Jn. and Holmes Jn.

The LIMIT OF SHUNT on the down main between Wincobank Jn. and Holmes Jn. will be replaced by a position light signal elevated 11 ft. above rail level. This will act as Down Main Limit of Shunt and will display two horizontal RED lights.

(21)

Monday, 28 July - Doncaster Station (West Yard)

No. 7 Sidings in West Yard, together with the associated hand-worked points, will be secured out of use pending removal.

(21)

Monday, 28 July - Peterborough

The P.S.R. through the following crossovers in the vicinity of Peterborough signal box will be reduced to 15 m.p.h. :-

Down Fast to Up Fast at 76m. 50ch.
Up Slow to Up Fast at 76m. 54ch.

(See Section "D").

(21)

Monday, 28 July - New England North

The P.S.R. through the following crossovers at New England North will be reduced to 15 m.p.h. :-

Up Fast to Up Slow
Up Fast to Down Fast
Down Fast to Up Stamford
Up Stamford to Down Slow/Down Stamford

(See Section "D").

(21)

WESTERN REGION

From 10 00 Monday, 28 July - Maidenhead

A 25 m.p.h. P.S.R. will apply over the trailing crossover between the Down and Up Relief lines at the west end of the station.

(See Section "D").

(21)

SOUTHERN REGION.

Sunday, 27 July - Between Erith and Slade Green.

Down North Kent line signal D130 will be repositioned 11 yards nearer to Erith. Signal D130 will be 598 yards from signal A466 and 818 yards from signal D128.

(R/1646/8)

(21)

SECTION C

Signalling and Permanent Way Alterations-continued

DETAILS OF WORK ALREADY CARRIED OUT

Between Sharnbrook Jn. and Wymington Tunnel

The catch points in the down main line at 56m. 65ch. (707 yards before reaching signal WH.165) have been recovered and replaced with plain line.

(O D 14/73/291) (19)

** Between Loughborough and Ruddington

The "up and down" single line has been severed 320 yards (45 S.L.U.) on the Ruddington side of the British Gypsum siding at Hotchley Hill and a temporary stop block provided.

(O D 14/81/220) (18)

** Irchester South

The trailing crossover between the down and up passenger lines, immediately on the Bedford side of the box, together with the position light shunting signals controlling movements through the crossover, has been taken away.

(O D 14/73/291) (18)

** Kings Norton

The up fast platform has been shortened at the Birmingham end by 110 yards. Drivers must bring their trains to a stand at the special stop board provided.

(O D 14/-) (18)

EASTERN REGION.

Stamford Station

A telephone for emergency use has been provided on the Up Platform, unlocked by a standard 21 door key.

This is housed in a cabinet on the wall outside Stamford Booking Office. The cabinet contains a list of telephone numbers of neighbouring signal boxes.

(New item) (21)

Immingham East Junction

The ground disc shunting signal applying up main to down main has been repositioned 80 yards nearer to Immingham East Junction signal box.

(20)

SECTION C

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

EASTERN REGION.-continued

Between Clipstone and Rufford Jn.

Rufford Colliery Branch

Elmsley Level Crossing has been converted to an Open type crossing. The notice board worded "STOP - OPEN CROSSING GATES BEFORE PROCEEDING", together with the associated Distant Board, has been abolished. Notice boards worded "STOP - WHISTLE BEFORE PROCEEDING" have been provided 28 yards before reaching the crossing on each rail approach. A St. Georges Cross advance warning board has been provided 340 yards before reaching each "STOP" board.

Blidworth Colliery Branch

Inkersall level crossing has been converted to an Open type crossing. The notice boards worded "STOP - OPEN CROSSING GATES BEFORE PROCEEDING", have been abolished.

In the Down direction, the Distant board has been abolished. In the Up direction, colour light signal C200 has ceased to display a Yellow aspect.

Notice boards worded "STOP - WHISTLE BEFORE PROCEEDING" have been provided 28 yards before reaching the crossing on each rail approach. A St. Georges Cross advance warning board has been provided 340 yards before reaching each "STOP" board.

The Annetts Keys to the various groundframes on the Blidworth, Rufford and Mansfield Colliery Branches, previously kept at Mansfield Concentration Sidings, are now kept at Clipstone Signalbox.

(19)

Between Peterborough Station (South) and Fletton Junction

The trailing connection in the Up Slow line at 76m. 02ch. (to South Yard Sidings) has been secured out of use pending removal.

(19)

Doncaster Station (Old Yard)

The following track and signalling alterations have taken place in the Old Yard :-

The Cattle Dock has been dispensed with, together with its hand-worked connection to the former No. 3 Siding (already removed).

The hand-worked points leading from No. 2 Siding to No. 3 Siding have also been removed and replaced by plain line giving access to No. 2 Siding (adjacent to new Loading Dock).

(19)

SECTION C

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

EASTERN REGION.-continued

** Between Little Steeping (Exclusive) and Mainfleet

The following level crossings have been converted to automatic open (A.O.C.L.) type crossings.

Lymm Bank Level Crossing at 1m. 46ch.
 Brewster Lane Level Crossing at 3m. 6ch.
 Matt Pitts Lane Level Crossing at 3m. 62ch.

A drivers flashing white light signal has been provided adjacent to each crossing to indicate to the driver that the Road Traffic Lights are working.

Combined St. Andrews Cross/Speed Restriction warning signs have been provided on each rail approach to the crossings (normal direction of travel) as shown below.

Lymm Bank

Down rail approach - 370 yards before reaching the crossing in the form $\frac{X}{45}$

Up rail approach - 450 yards before reaching the crossing in the form $\frac{X}{50}$

Brewster Lane

Down rail approach - 450 yards before reaching the crossing in the form $\frac{X}{50}$

Up rail approach - 450 yards before reaching the crossing in the form $\frac{X}{50}$

Matts Pitt Lane

Down rail approach - 450 yards before reaching the crossing in the form $\frac{X}{50}$

Up rail approach - 150 yards before reaching the crossing in the form $\frac{X}{30}$

A combined St. Andrews Cross/Speed Restriction sign has been provided 100 yards from each crossing in the form $\frac{X}{20}$ applicable to each rail approach in the wrong direction on each line.

A St. Georges Cross warning sign has been provided 110 yards before reaching each St. Andrews Cross sign in the normal direction of travel and adjacent to these on the opposite line, a St. Georges Cross sign has been provided applicable to each rail approach in the wrong direction.

SECTION C

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

EASTERN REGION.-continued

** Between Little Steeping (Exclusive) and Wainfleet-continued

Wainfleet

The following signals have been abolished.

Up Main Starting
 Ground Shunting Signals associated with the Main to Main Crossover.

A 30 m.p.h. Permanent Speed Restriction has been imposed on the Up line between 4m. 12ch. (Wainfleet) and 3m. 62ch. (Matt Pitts Lane LC). (See Section D).

(18)

** Clipstone

"Diamond" signs have been provided on the post of the following signals:-

Up Main 2nd Home
 Down Main 2nd Home
 Down Mansfield 2nd Home
 Up Mansfield Home
 Up Western Curve Home to Up Main
 Down Western Curve Home to Down Main

(18)

** Wakefield Westgate

Up Platform Departure signal L240 has been converted to a 4-aspect signal and the following signalling alterations on the Up approach to Wakefield Westgate Station have been carried out:-

Up Doncaster 4-aspect signal L234 (with route to Up Platform) has been abolished.

Up Doncaster 4-aspect signal L226 has been repositioned 254 yards on the station side of its present position. A position light subsidiary has been provided applying towards the Up Platform line occupied.

The trailing crossover immediately north of the station (at 176 m.p.) has been secured out of use pending removal and the consequential re-routing of trains into and out of Westgate Up Platform line is given below:-

The route to Up Platform from the Down Doncaster position light signal No. 236 has been abolished. This signal has been repositioned 45 yards nearer to the Station.

The route from Up Platform (Down direction) signal L235 towards Down Doncaster or Down Sidings has been re-routed via the Up Doncaster and the Wrenthorpe mains crossover.

The route from Down Sidings exit signal 232 towards the Up Platform is via the Wrenthorpe mains crossover and the Up Doncaster line only.

SECTION C

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

EASTERN REGION-continued

** Wakefield Westgate-continued

The Permanent Speed Restrictions on the Up line in the vicinity of Wakefield Westgate have been revised and the following Permanent Speed Restrictions will apply upon completion of Permanent Way remodelling work:-

75 m.p.h. between 177m. 03ch. and 176m. 02ch.
 45 m.p.h. between 176m. 02ch. and 175 3/4 m.p.
 35 m.p.h. between 175 3/4 m.p. and 175m. 34ch.
 50 m.p.h. between 175m. 34ch. and 174m. 58ch. - unaltered P.S.R.

The "Warning Indicator" at approximately 176m. 50ch. formerly giving warning of the 35 m.p.h. permanent speed restriction commencing at 175m. 52ch. has been repositioned 570 yards further north to a position 2020 yards before reaching the (resited) commencement of the 35 m.p.h. permanent speed restriction at 175 3/4 m.p.

The associated A.W.S. permanent magnet has been repositioned accordingly.

(See Sections A and D) (18)

WESTERN REGION

Reading West Jn.

The temporary plain line in the Down and Up Reception lines has been replaced by a new double junction connected to the double junction previously provided in the Down and Up Relief lines. This permits movements Down Relief to Down Reception and Up Reception to Up Relief.

(20)

Chepstow

Down main line signal N.186 has been reduced in height by 1 foot.

(19)

Reading Western Junction

The temporary plain line in the Down and Up Relief lines at approximately 37m. 06ch. have been replaced by a new double junction, secured out of use until further notice, to the Down and Up Reception lines.

(19)

Between Stoke Works Junction and Oddingley

The Maximum Permissible Speed over the Down and Up main lines between 58 and 62 3/4 m.p. has been RAISED to 100 m.p.h.

(See Section "D").

(19)

SECTION C

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

WESTERN REGION-continued

Tuffley

The 70 m.p.h. P. S. R. over the Down and Up lines between 95 and 95 1/4 m.p. has been REMOVED and the Maximum Permissible Speed of the line will apply.

(See Section "D").

(19)

**
Between Lydney and Chepstow

The catch points in the down line at 139m. 05ch. and 140m. 07ch. have been removed.

(18)

**
Reading West Junction

The temporary plain line in the down and up relief lines has been replaced by a new double junction connected to the double junction previously provided in the down and up main lines. This permits movements down main to down relief and up relief to up main.

(18)

**
Caldicot

The "set - back" indicator located on the up main line at 147m.70chs. has been removed.

(18)

SECTION C

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

SOUTHERN REGION

Basingstoke

Double-sided "OFF" indicators working in conjunction with the signals shown below have been provided as follows:-

Location	Working in conjunction with	Distance in rear of signal
Down slow platform	Signal 40	193 yards
Down fast platform	Signal YW42	242 yards
Up fast platform	Signal YW21	134 yards

(20)

**
Clapham Junction "A"

Signalled routes, as shown below, have been restored to use:-

From	To
Down Windsor Through	Up Ludgate, Up Windsor Through or Up Local
Down Ludgate	Down Windsor Through
Up Windsor Through	Up Lidgate, Up Windsor Local
Up Windsor Local	Up Ludgate, Up Windsor Through

(18)

b

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602A

19

WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 2 AUGUST

TO

FRIDAY, 8 AUGUST, 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.

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
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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.
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LEWISHAM TO DARTFORD JN. (via Woolwich Arsenal)

Tuesday, 5 to Friday, 8 August

S2	Blackheath and Plumstead	Down & up BLOCKED	00 45 to 04 20. Track work, 7 1/4 m.p. and 10m. 01ch.
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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

Sunday, 3 August - Washwood Heath Down Sidings

Washwood Heath No. 2 Shunting Frame will be abolished.

The existing reception lines 2 and 3 will be renamed recess lines 1 and 2. Recess line No. 2 will be temporarily secured out of use at the Derby end.

A new Limit of Shunt indicator, applicable to movements towards Derby, will be provided 70 yards on the Birmingham side of the connection from the down goods line to the recess line, on the left hand side of the line.

The existing Limit of Shunt Indicators located at the Derby end of recess lines 1 and 2 will be recovered.

A new "Stop and Telephone" board will be provided at the Derby end of and between recess lines 1 and 2. A telephone will be provided to Saltley box.

No. 7 siding, previously secured out of use, will be reconnected, shortened by 180 yards and renamed "M. & E.E. Siding".

The telephones associated with the "Stop and Telephone" boards at the Birmingham end of the sidings/recess lines and on the down through siding on the Derby side of the trailing connection from the sidings will be connected to Saltley box.

The trailing connection in the down through siding from recess lines 1 and 2, R.M.C. siding and M. & E.E. siding will be converted to hand points.

The connection from No's 9, 11 and 12 sidings to the down through siding will be converted to hand points. No's 9 and 11 sidings will be disconnected from No. 12 siding and a new siding will be provided between the M. & E.E. siding and No. 9 siding which will be renamed "On-track Machine Siding". No. 12 siding will be sleued into No. 11 siding and will be named No. 11 siding.

A "Stop and Telephone" board will be provided on the left hand side of the Engineer's siding, 50 yards from the connection to the down through siding.

The semaphore stop signal reading from the former 9, 11 and 12 sidings to the down through siding will be abolished and the adjacent trap points will be taken away and replaced with plain line.

A new power ground frame named "Metro Cammell G.F." will be provided adjacent to the down through siding on the Derby side of the connection to Metro Cammell private siding. A telephone will be provided to Saltley box.

The semaphore stop signal reading from Metro Cammell siding to the down through siding will be abolished.

Existing position light ground signal No. 3 previously worked by Washwood Heath No.2 S.F. and applicable to movements from the down through siding to the down goods line or the neck will be worked from Saltley box and will be renumbered SY482.

The existing connection from the down through siding to the down goods line at present worked from Washwood Heath No.2 S.F. will be worked from Saltley box.

SECTION C

Signalling and Permanent Way Alterations-continued

Sunday, 3 August - Washwood Heath Down Sidings-continued

Existing position light ground signal No.2 previously worked by Washwood Heath No.2 S.F. and applicable to movements from the neck will be worked from Saltley box and will be renumbered SY481.

The existing neck, at present 540 yards long, will be shortened to 240 yards.

A double sided "OFF" indicator, working in conjunction with position light ground signal SY479, will be provided on the left hand side of the down goods line, 240 yards on the Birmingham side of signal SY479.

(O D 14/83/279) (22)

Sunday, 3 August - Baddesley Colliery

Baddesley Colliery sidings will be remodelled. Please see diagram on following page.

(O D 14/85/276) (22)

Sunday, 3 August - Forders Sidings

The up home signal with Stewartby up outer distant arm beneath will be reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

Sunday, 3 August - Millbrook

The up home and starting signals will be reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

Monday, 4 August - Woburn Sands

The down distant signal will be reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

Tuesday, 5 August - Ridgmont

The up home signal will be reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

EASTERN REGION

Saturday, 2 and Sunday, 3 August - Woodburn Jn.

The connection Up Worksop/Up Loco line (together with the Up Loco line), will be abolished.

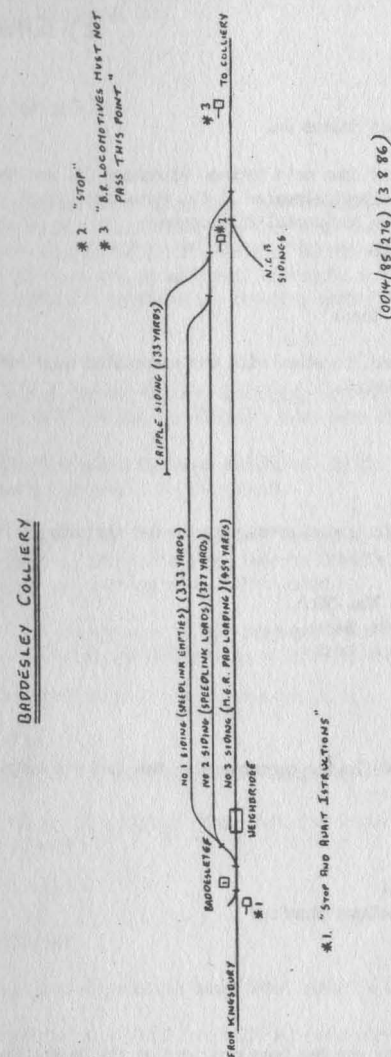
Signalling Alterations

The subsidiary signal and route indicator on the Up Worksop Home signal No. WJ63, together with all signal routes associated with the former Up Loco line will be abolished.

(22)

SECTION C

Signalling and Permanent Way Alterations-continued



SECTION C

Signalling and Permanent Way Alterations-continued

DETAILS OF WORK ALREADY CARRIED OUT

** Between Sharnbrook Jn. and Wymington Tunnel

The catch points in the down main line at 56m. 65ch. (707 yards before reaching signal WH.165) have been recovered and replaced with plain line.

(O D 14/73/291) (19)

EASTERN REGION.

Between Wincobank Jn. and Holmes Jn.

The LIMIT OF SHUNT on the down main between Wincobank Jn. and Holmes Jn. has been replaced by a position light signal elevated 11 ft. above rail level. This acts as Down Main Limit of Shunt and displays two horizontal RED lights.

(21)

Doncaster Station (West Yard)

No. 7 Siding in West Yard, together with the associated hand-worked points, has been secured out of use pending removal.

(21)

Peterborough

The P.S.R. through the following crossovers in the vicinity of Peterborough signal box has been reduced to 15 m.p.h. :-

Down Fast to Up Fast at 76m. 50ch.
Up Slow to Up Fast at 76m. 54ch.

(See Section "D").

(21)

New England North

The P.S.R. through the following crossovers at New England North has been reduced to 15 m.p.h. :-

Up Fast to Up Slow
Up Fast to Down Fast
Down Fast to Up Stamford
Up Stamford to Down Slow/Down Stamford

(See Section "D").

(21)

Stamford Station

A telephone for emergency use has been provided on the Up Platform, unlocked by a standard 21 door key.

This is housed in a cabinet on the wall outside Stamford Booking Office. The cabinet contains a list of telephone numbers of neighbouring signal boxes.

(21)

SECTION C

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

EASTERN REGION.-continued

Immingham East Junction

The ground disc shunting signal applying up main to down main has been repositioned 80 yards nearer to Immingham East Junction signal box.

(20)

** Between Clipstone and Rufford Jn.

Rufford Colliery Branch

Elmsley Level Crossing has been converted to an Open type crossing. The notice board worded "STOP - OPEN CROSSING GATES BEFORE PROCEEDING", together with the associated Distant Board, has been abolished. Notice boards worded "STOP - WHISTLE BEFORE PROCEEDING" have been provided 28 yards before reaching the crossing on each rail approach. A St. Georges Cross advance warning board has been provided 340 yards before reaching each "STOP" board.

Blidworth Colliery Branch

Inkersall level crossing has been converted to an Open type crossing. The notice boards worded "STOP - OPEN CROSSING GATES BEFORE PROCEEDING", have been abolished.

In the Down direction, the Distant board has been abolished. In the Up direction, colour light signal C200 has ceased to display a Yellow aspect.

Notice boards worded "STOP - WHISTLE BEFORE PROCEEDING" have been provided 28 yards before reaching the crossing on each rail approach. A St. Georges Cross advance warning board has been provided 340 yards before reaching each "STOP" board.

The Annetts Keys to the various groundframes on the Blidworth, Rufford and Mansfield Colliery Branches, previously kept at Mansfield Concentration Sidings, are now kept at Clipstone Signalbox.

(19)

** Between Peterborough Station (South) and Fletton Junction

The trailing connection in the Up Slow line at 76m. 02ch. (to South Yard Sidings) has been secured out of use pending removal.

(19)

** Doncaster Station (Old Yard)

The following track and signalling alterations have taken place in the Old Yard :-

The Cattle Dock has been dispensed with, together with its hand-worked connection to the former No. 3 Siding (already removed).

The hand-worked points leading from No. 2 Siding to No. 3 Siding have also been removed and replaced by plain line giving access to No. 2 Siding (adjacent to new Loading Dock).

(19)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

602A

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WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 9 AUGUST

TO

FRIDAY, 15 AUGUST, 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.

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
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SOUTHERN REGION.

Until further notice

S2	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.
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NEW KEW JN. TO NORTHFLEET (VIA NUNHEAD AND HITHER GREEN)

Monday/Tuesday, 11/12 to Thursday/Friday, 14/15 and Tuesday, 12 to Friday, 15 August

S3	New Cross and Lewisham/ Courthill Jn.	Down, down slow and Down N. Kent BLOCKED Rev, 3 Up, up slow and Up N. Kent BLOCKED	01 25 to 04 20) Track work, 4 3/4 m.p. (Tues) (Fri)) and 6m. 30ch.) 23 50 to 04 15) (Mon to (Tues) Thurs) to Fri)
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LEWISHAM TO DARTFORD JN. (VIA WOOLWICH ARSENAL)

Tuesday, 12 to Friday, 15 August

S4	Charlton and Plumstead	Down & up BLOCKED	00 45 to 05 00. Track work, 7 1/2 m.p. and 10m. 01ch.
----	------------------------	----------------------	---

Wednesday, 13 August

S5	Bexleyheath and Slade Green/Crayford Creek Jn.	Down & up BLOCKED	00 30 to 04 15. Track work, 12m. 30ch. and 15m. 35ch./15m. 42ch.
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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

Sunday, 10 August - Kettering Junction

The catch points in the down main line at 69m. 62ch. (831 yards before reaching the down main home signal) will be replaced by plain line.

(O D 14/Gen/117)

Sunday, 10 August - Between Barnt Green and Redditch

Redditch signal box will be abolished and all signals worked therefrom will be taken away.

The line between Barnt Green Single Line Jn. and Redditch will henceforth be under the control of the Signalman at Saltley box and, except in an emergency, only one train will be allowed on the line at a time. (See Local Instruction in Southern Section Appendix).

The existing distant marker board associated with down home signal will be re-positioned 1,000 yards from the stop block. An AWS permanent magnet will be provided on the approach to the marker board in the down direction and an AWS cancelling indicator, 200 yards after passing the magnet in the up direction.

An AWS magnet will be provided 200 yards before reaching signal SY.5R in the up direction and an AWS cancelling indicator 200 yards after passing the magnet in the down direction.

The existing 3 - aspect signal (SY.5) at Barnt Green Single Line Jn. (up direction) will be taken away together with associated AWS magnet.

A new 3 - aspect signal (SY.5) will be provided on the right-hand side of the line 100 yards nearer Redditch. An AWS magnet will be provided on the approach to the signal in the up direction and an AWS cancelling indicator 200 yards after passing the magnet in the down direction. A telephone to Saltley box will be provided at the new signal.

The set-back shunting signal situated inside the down Redditch line at the Longbridge end of Barnt Green platform will be taken away and a new 3-aspect (R/Y/G) signal provided outside the down Redditch line at the same location. The signal will be plated SY.7 and will apply to movements departing in the up direction as follows:-

Aspect displayed	Indication	Route set
Main	M	Up main
Main	G	Up goods

A telephone to Saltley box will be provided at the new signal.

An AWS magnet will be provided on the down Redditch line, 200 yards before reaching signal SY.8. The magnet will be suppressed for movements in the up direction.

(O D 14/84/328)

SECTION C

Signalling and Permanent Way Alterations - continued

Sunday, 10 August - Wichnor Jn.

Signal DY.82 situated on the down main line approaching Wichnor Jn. will be re-positioned 268 yards nearer Derby.

(O D 14/86/20)

Sunday, 10 August - Saltley

The catch points in the down main line at 40m. 27ch. (594 yards before reaching signal SY.204) will be replaced by plain line.

The connection between the down main line and the Bank Engine Siding ahead of signal SY.208 will be re-positioned 13 yards nearer the signal. A pump handle to operate the points during a failure of the equipment will be provided in a locked cupboard in the downside cess adjacent to the points.

The neck at the Washwood Heath end of the Bank Engine Siding will be lengthened by 18 yards and the adjacent down goods line slued to maintain the necessary clearance with the Neck.

(O D 14/85/146)

Monday, 11 August - Burton-on-Trent

The south end of the up main platform will be brought back into use. The platform will be temporarily shortened at the north end by 104 yards.

Drivers of up trains booked to stop at Burton-on-Trent must bring their trains to a stand at the temporary stop board provided. Guards of locomotive hauled trains and HST's must advise passengers to alight from the front of the train only.

(O D 14/-)

DETAILS OF WORK ALREADY CARRIED OUT

Wichnor Jn. GF.

Wichnor Jn. ground frame and the trailing crossover worked therefrom have been taken out of use pending removal.

(New Item)

(OD14/86/20)

Stapleford & Sandiacre S.F.

Ground shunting signal No. 41 reading from Storage Sidings 7 to 12 towards the up goods line now applies to movements from sidings 4 to 12.

(New item)

(O D 14/83/83)

SECTION C

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

Derby Engine Sidings No. 2 S.F.

The connection between the locomotive stabling sidings and the carriage stabling sidings has been converted to hand points.

The trap points at the exit from the locomotive stabling sidings have been secured out of use pending removal.

(New item)

(O D 14/77/52)

Washwood Heath Down Sidings

Washwood Heath No. 2 Shunting Frame has been abolished.

The existing reception lines 2 and 3 have been renamed recess lines 1 and 2. Recess line No. 2 has been temporarily secured out of use at the Derby end.

A new Limit of Shunt indicator, applicable to movements towards Derby, has been provided 70 yards on the Birmingham side of the connection from the down goods line to the recess line, on the left hand side of the line.

The existing Limit of Shunt Indicators located at the Derby end of recess lines 1 and 2 have been recovered.

A new "Stop and Telephone" board has been provided at the Derby end of and between recess lines 1 and 2. A telephone has been provided to Saltley box.

No. 7 siding, previously secured out of use, has been reconnected, shortened by 180 yards and renamed "M.& E.E. Siding".

The telephones associated with the "Stop and Telephone" boards at the Birmingham end of the sidings/recess lines and on the down through siding on the Derby side of the trailing connection from the sidings have been connected to Saltley box.

The trailing connection in the down through siding from recess lines 1 and 2, R.M.C. siding and M.& E.E. siding has been converted to hand points.

The connection from No's 9, 11 and 12 sidings to the down through siding has been converted to hand points. No's 9 and 11 sidings have been disconnected from No. 12 siding and a new siding has been provided between the M.& E.E. siding and No. 9 siding which has been renamed "On-track Machine Siding". No. 12 siding has been slued into No. 11 siding and has been named No. 11 siding.

A "Stop and Telephone" board has been provided on the left hand side of the Engineer's siding, 50 yards from the connection to the down through siding.

The semaphore stop signal reading from the former 9, 11 and 12 sidings to the down through siding has been abolished and the adjacent trap points have been taken away and replaced with plain line.

A new power ground frame named "Metro Cammell G.F." has been provided adjacent to the down through siding on the Derby side of the connection to Metro Cammell private siding. A telephone has been provided to Saltley box.

The semaphore stop signal reading from Metro Cammell siding to the down through siding has been abolished.

SECTION C

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

Washwood Heath Down Sidings - continued

Existing position light ground signal No. 3 previously worked by Washwood Heath No.2 S.F. and applicable to movements from the down through siding to the down goods line or the neck is now worked from Saltley box and has been renumbered SY482.

The existing connection from the down through siding to the down goods line at present worked from Washwood Heath No.2 S.F. is now worked from Saltley box.

Existing position light ground signal No.2 previously worked by Washwood Heath No.2 S.F. and applicable to movements from the neck is now worked from Saltley box and has been renumbered SY481.

The existing neck, at present 540 yards long, has been shortened to 240 yards.

A double sided "OFF" indicator, working in conjunction with position light ground signal SY479, has been provided on the left hand side of the down goods line, 240 yards on the Birmingham side of signal SY479.

(O D 14/83/279) (22)

Baddesley Colliery

Baddesley Colliery sidings has been remodelled. Please see diagram on following page.

(O D 14/85/276) (22)

Forders Sidings

The up home signal with Stewartby up outer distant arm beneath has been reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

Millbrook

The up home and starting signals have been reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

Woburn Sands

The down distant signal has been reduced in height to 16 feet above rail level, and will be moved 82 yards nearer to the home signal.

(Further amended) (O D 14/GEN/118) (22)

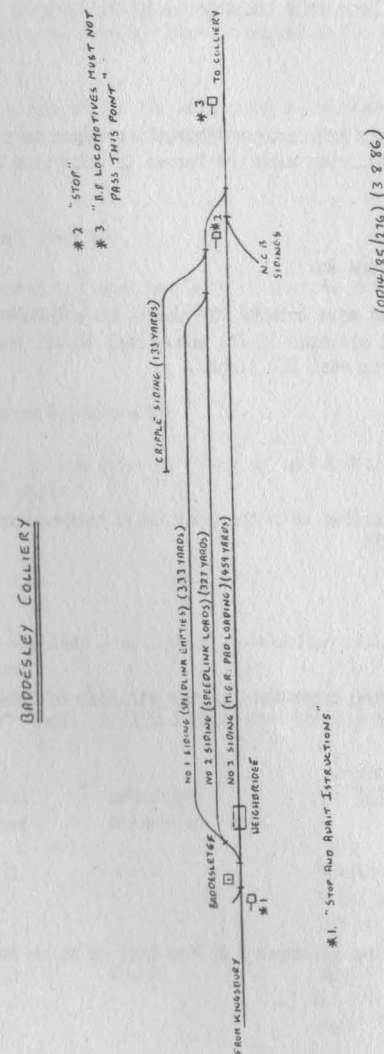
Ridgmont

The up home signal has been reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

SECTION C

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



SECTION C

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

EASTERN REGION.

Woodburn Jn.

The connection Up Worksop/Up Loco line (together with the Up Loco line), has been abolished.

Signalling Alterations

The subsidiary signal and route indicator on the Up Worksop Home signal No. WJ63, together with all signal routes associated with the former Up Loco line have been abolished.

(22)

Between Wincobank Jn. and Holmes Jn.

The LIMIT OF SHUNT on the down main between Wincobank Jn. and Holmes Jn. has been replaced by a position light signal elevated 11 ft. above rail level. This acts as Down Main Limit of Shunt and displays two horizontal RED lights.

(21)

Doncaster Station (West Yard)

No. 7 Siding in West Yard, together with the associated hand-worked points, has been secured out of use pending removal.

(21)

Peterborough

The P.S.R. through the following crossovers in the vicinity of Peterborough signal box has been reduced to 15 m.p.h. :-

Down Fast to Up Fast at 76m. 50ch.
Up Slow to Up Fast at 76m. 54ch.

(See Section "D").

(21)

New England North

The P.S.R. through the following crossovers at New England North has been reduced to 15 m.p.h. :-

Up Fast to Up Slow
Up Fast to Down Fast
Down Fast to Up Stamford
Up Stamford to Down Slow/Down Stamford

(See Section "D").

(21)

SECTION C

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

EASTERN REGION.-continued

Stamford Station

A telephone for emergency use has been provided on the Up Platform, unlocked by a standard 21 door key.

This is housed in a cabinet on the wall outside Stamford Booking Office. The cabinet contains a list of telephone numbers of neighbouring signal boxes.

(21)

**

Immingham East Junction

The ground disc shunting signal applying up main to down main has been repositioned 80 yards nearer to Immingham East Junction signal box.

(20)

Nene Carriage Sidings Peterborough

Sidings No's 6 and 11 have been taken out of use and Siding No's 12, 13, 14 and 15 have been shortened by 9 yards.

(New item)

(23)

Grantham Station

"OFF" indicators have been 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
3 (Bay)	D21	North	Single Sided - Adjacent to Buffer Stops on bay platform on separate Post 108 yards from D21 signal.
4	D19	North	Single sided - suspended from platform building roof over Western Platform 101 yards from D19 signal.

(New item)

(23)

SECTION C

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

WESTERN REGION

Maidenhead

A 25 m.p.h. P.S.R. now applies over the trailing crossover between the Down and Up Relief lines at the west end of the station.

(See Section "D").

(21)

**

Reading West Jn.

The temporary plain line in the Down and Up Reception lines has been replaced by a new double junction connected to the double junction previously provided in the Down and Up Relief lines. This permits movements Down Relief to Down Reception and Up Reception to Up Relief.

(20)

SOUTHERN REGION

Between Erith and Slade Green.

Down North Kent line signal D130 has been repositioned 11 yards nearer to Erith. Signal D130 is now 598 yards from signal A466 and 818 yards from signal D128.

(R/1646/8)

(21)

**

Basingstoke

Double-sided "OFF" indicators working in conjunction with the signals shown below have been provided as follows:-

Location	Working in conjunction with	Distance in rear of signal
Down slow platform	Signal 40	193 yards
Down fast platform	Signal YW42	242 yards
Up fast platform	Signal YW21	134 yards

(20)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

New Item

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

WORKING MANUAL FOR RAIL STAFF (B.R.30054) PART 3 (PINK PAGES)

HANDLING AND CONVEYANCE OF DANGEROUS GOODS

Will all staff issued with a copy of the Pink Pages of the Working Manual amend Paragraph F2/1 clause (a) to read:-

(a) Keep well clear on the windward side but avoid low lying areas.

(605/0/119)

WORKING MANUAL FOR RAIL STAFF (B.R.30054) PART 6 (WHITE PAGES)

RELEASE OF WHEEL OPERATED HANDBRAKES

Attention is drawn to the instructions shown in Clause D9/6 of the White Pages of the Working Manual, as instances of "flats" on wheels of Cartic wagons have been reported, thus meaning the loss of use of wagons for periods whilst repairs are carried out.

Will all staff ensure that all hand-brakes are fully released before a wagon is moved to prevent damage to the wheels. After releasing the hand-brakes, wherever possible, staff must check by visual means that the brake has in fact been released by checking "indicators" where fitted, the brake rigging is slack and the hand-brake wheel will not turn any more. The fact that the hand-brake wheel is slack is no positive indication that the brake has been released.

(605/0/119)(9-8-86) (PON)

APPENDIX INSTRUCTIONS

SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985

Page 21 - Item 5

Add - (e) FWS - Fixed Warning System (applies to all lines unless otherwise shown).

(O.D.14/-)

(5-7-86)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME**21**

602A.

WEEKLY OPERATING NOTICE
containingTemporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices

SATURDAY, 16 AUGUST

TO

FRIDAY, 22 AUGUST, 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.

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Monday, 18 August - Gedling Colliery

Gedling Colliery Sidings will be remodelled. Please see diagram.

(O D 14/82/81) (24)

Wednesday, 20 August - Saltley

The existing double sided "OFF" indicator working in conjunction with position light ground signal SY466 situated on the up main line will be recovered.

A third double sided "OFF" indicator, working in conjunction with position light ground signal SY464, will be provided, situated on the left hand side of the up goods line. 600 yards on the Washwood Heath side of signal SY464.

A third double sided "OFF" indicator, working in conjunction with position light ground signal SY462, will be provided on the cess side of the "up & down" Lawley Street through siding, 600 yards on the Washwood Heath side of signal SY462.

All existing control plungers situated adjacent to position light ground signals SY454, SY462, SY464 and SY466 will be recovered.

A telephone to Saltley box and new control plungers will be provided for the "OFF" indicators associated with signals SY454, SY462 and SY464, grouped together in Lawley Street cess adjacent to underbridge No. 152. A separate white light indication associated with each plunger will show when the relevant signal is "OFF". A further common plunger will extinguish all "OFF" indicators.

(O D 14/83/44) (24)

SECTION C

Signalling and Permanent Way Alterations - continued

EASTERN REGION

Saturday, 16 to Monday, 18 August - Between South Yorkshire Jn. and Marshgate Jn.

The Two-Way Goods line between South Yorkshire Jn. and Marshgate Jn. exclusive will be renamed Two-Way Goods No.1. The adjacent Down Goods line will be renamed Two-Way Goods No.2.

South Yorkshire Jn.

Position light signal D1466 at the south end of the Two-Way Goods No.2 (former Down Goods) will be replaced by a new 3-aspect colour light signal plated D276.

A 3-way theatre-route indicator will be provided and the following indications (applying Up direction on Two-Way Goods No.2) are as follows:-

Indication	Application to or towards
"2"	Down/Up West Slow No.2 signal D262.
"H"	Up Sheffield Goods Down direction signal D265 at St. James Jn.
"S"	Down Sheffield signal D699.

A signal-post telephone will be provided.

(Position light signal D1468 on Two-Way Goods No.2 will now apply towards D276).

North of Marshgate Jn.

Signals D300 (Up Main), D302 (Up Leeds) and D308 (Down Thorne) will apply additionally towards the Two-Way Goods No.2 (D276 signal), and a new route indication "2" will be provided on each signal.

Automatic Warning System

An A.W.S. Inductor will be provided immediately after passing D276 signal in the Up direction.

(24)

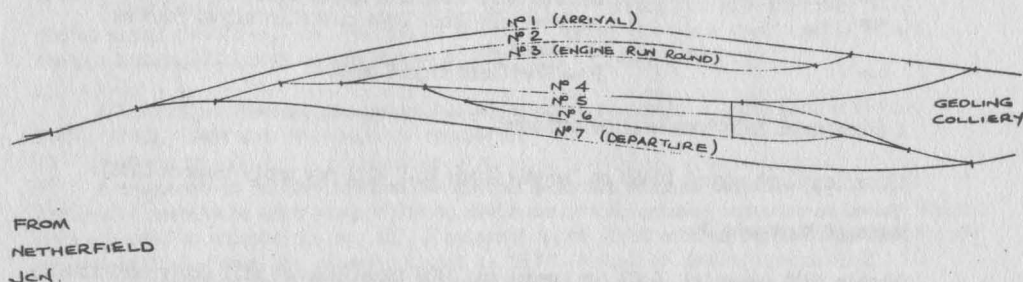
WESTERN REGION

From 15 00, Sunday, 17 August - Hayes

No's 1 to 4 Parcels sidings will be restored to use.

(24)

Signalling and Permanent Way Alterations - continued

GEDLING COLLIERY
SIDINGS REMODELLING

SECTION C

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Humberstone Road Jn.

Position light ground signal LR644 applicable to movements from the shunt neck has been repositioned from the left hand side to the right hand side of the shunt neck.

(New item) (O D 14/73/291) (23)

Kettering Junction

The catch points in the down main line at 69m. 62ch. (831 yards before reaching the down main home signal) have been replaced by plain line.

(O D 14/Gen/117) (23)

Between Barnt Green and Redditch

Redditch signal box has been abolished and all signals worked therefrom have been taken away.

The line between Barnt Green Single Line Jn. and Redditch is under the control of the Signaller at Saltley box and, except in an emergency, only one train will be allowed on the line at a time. (See Local Instruction in Southern Section Appendix).

The distant marker board associated with down home signal has been re-positioned 1,000 yards from the stop block. An AWS permanent magnet has been provided on the approach to the marker board in the down direction and an AWS cancelling indicator, 200 yards after passing the magnet in the up direction.

An AWS magnet has been provided 200 yards before reaching signal SY.5R in the up direction and an AWS cancelling indicator 200 yards after passing the magnet in the down direction.

The existing 3 - aspect signal (SY.5) at Barnt Green Single Line Jn. (up direction) has been taken away together with associated AWS magnet.

A new 3 - aspect signal (SY.5) has been provided on the right-hand side of the line 100 yards nearer Redditch. An AWS magnet has been provided on the approach to the signal in the up direction and an AWS cancelling indicator 200 yards after passing the magnet in the down direction. A telephone to Saltley box has been provided at the new signal.

The set-back shunting signal situated inside the down Redditch line at the Longbridge end of Barnt Green platform has been taken away and a new 3-aspect (R/Y/G) signal provided outside the down Redditch line at the same location. The signal is plated SY.7 and applies to movements departing in the up direction as follows:-

Aspect displayed	Indication	Route set
Main	M	Up main
Main	G	Up goods

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

An AWS magnet has been provided on the down Redditch line, 200 yards before reaching signal SY.8. The magnet is suppressed for movements in the up direction.

(O D 14/84/328) (23)

SECTION C

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

Saltley

The catch points in the down main line at 40m. 27ch. (594 yards before reaching signal SY.204) have been replaced by plain line.

The connection between the down main line and the Bank Engine Siding ahead of signal SY.208 has been re-positioned 13 yards nearer the signal. A pump handle to operate the points during a failure of the equipment has been provided in a locked cupboard in the downside cess adjacent to the points.

The neck at the Washwood Heath end of the Bank Engine Siding has been lengthened by 18 yards and the adjacent down goods line sluiced to maintain the necessary clearance with the Neck.

(O D 14/85/146) (23)

Burton-on-Trent

The south end of the up main platform has been brought back into use. The platform has been temporarily shortened at the north end by 104 yards.

Drivers of up trains booked to stop at Burton-on-Trent must bring their trains to a stand at the temporary stop board provided. Guards of locomotive hauled trains and HST's must advise passengers to alight from the front of the train only.

(O D 14/-) (23)

Wichnor Jn. GF.

Wichnor Jn. ground frame and the trailing crossover worked therefrom have been taken out of use pending removal.

(O D 14/86/20) (22)

Stapleford & Sandiacre S.F.

Ground shunting signal No. 41 reading from Storage Sidings 7 to 12 towards the up goods line now applies to movements from sidings 4 to 12.

(O D 14/83/83) (22)

SECTION C

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

Derby Engine Sidings No. 2 S.F.

The connection between the locomotive stabling sidings and the carriage stabling sidings has been converted to hand points.

The trap points at the exit from the locomotive stabling sidings have been secured out of use pending removal.

(O D 14/77/52) (22)

Washwood Heath Down Sidings

Washwood Heath No. 2 Shunting Frame has been abolished.

The existing reception lines 2 and 3 have been renamed recess lines 1 and 2. Recess line No. 2 has been temporarily secured out of use at the Derby end.

A new Limit of Shunt indicator, applicable to movements towards Derby, has been provided 70 yards on the Birmingham side of the connection from the down goods line to the recess line, on the left hand side of the line.

The existing Limit of Shunt Indicators located at the Derby end of recess lines 1 and 2 have been recovered.

A new "Stop and Telephone" board has been provided at the Derby end of and between recess lines 1 and 2. A telephone has been provided to Saltley box.

No. 7 siding, previously secured out of use, has been reconnected, shortened by 180 yards and renamed "M.& E.E. Siding".

The telephones associated with the "Stop and Telephone" boards at the Birmingham end of the sidings/recess lines and on the down through siding on the Derby side of the trailing connection from the sidings have been connected to Saltley box.

The trailing connection in the down through siding from recess lines 1 and 2, R.M.C. siding and M.& E.E. siding has been converted to hand points.

The connection from No's 9, 11 and 12 sidings to the down through siding has been converted to hand points. No's 9 and 11 sidings have been disconnected from No. 12 siding and a new siding has been provided between the M.& E.E. siding and No. 9 siding which has been renamed "On-track Machine Siding". No. 12 siding has been sluiced into No. 11 siding and has been named No. 11 siding.

A "Stop and Telephone" board has been provided on the left hand side of the Engineer's siding, 50 yards from the connection to the down through siding.

The semaphore stop signal reading from the former 9, 11 and 12 sidings to the down through siding has been abolished and the adjacent trap points have been taken away and replaced with plain line.

A new power ground frame named "Metro Cammell G.F." has been provided adjacent to the down through siding on the Derby side of the connection to Metro Cammell private siding. A telephone has been provided to Saltley box.

The semaphore stop signal reading from Metro Cammell siding to the down through siding has been abolished.

SECTION C

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

Washwood Heath Down Sidings - continued

Existing position light ground signal No. 3 previously worked by Washwood Heath No.2 S.F. and applicable to movements from the down through siding to the down goods line or the neck is now worked from Saltley box and has been renumbered SY482.

The existing connection from the down through siding to the down goods line at present worked from Washwood Heath No.2 S.F. is now worked from Saltley box.

Existing position light ground signal No.2 previously worked by Washwood Heath No.2 S.F. and applicable to movements from the neck is now worked from Saltley box and has been renumbered SY481.

The existing neck, at present 540 yards long, has been shortened to 240 yards.

A double sided "OFF" indicator, working in conjunction with position light ground signal SY479, has been provided on the left hand side of the down goods line, 240 yards on the Birmingham side of signal SY479.

(O D 14/83/279) (22)

Baddesley Colliery

Baddesley Colliery sidings has been remodelled. Please see diagram on following page.

(O D 14/85/276) (22)

Forders Sidings

The up home signal with Stewartby up outer distant arm beneath has been reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

Millbrook

The up home and starting signals have been reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

Woburn Sands

The down distant signal has been reduced in height to 16 feet above rail level, and will be moved 82 yards nearer to the home signal.

(O D 14/GEN/118) (22)

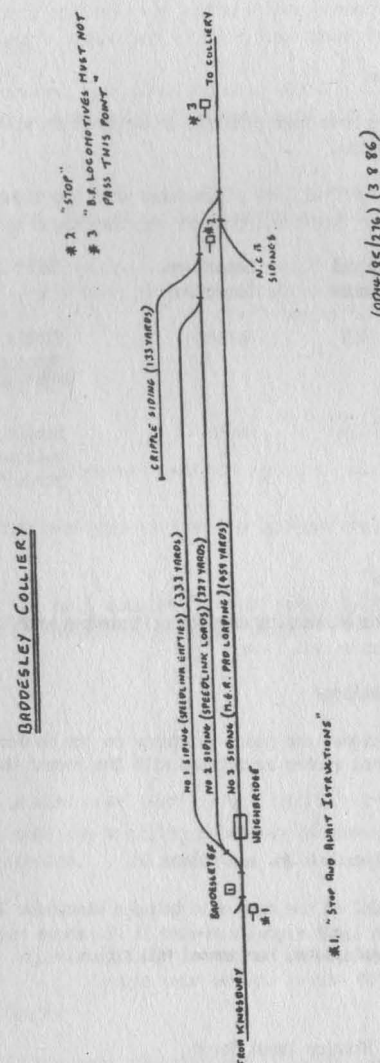
Ridgmont

The up home signal has been reduced in height to 16 feet above rail level.

(O D 14/GEN/118) (22)

SECTION C

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



SECTION C

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

EASTERN REGION.

Nene Carriage Sidings Peterborough

Sidings No's 6 and 11 have been taken out of use and Siding No's 12, 13, 14 and 15 have been shortened by 9 yards.

(23)

Grantham Station

"OFF" indicators have been 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
3 (Bay)	D21	North	Single Sided - Adjacent to Buffer Stops on bay platform on separate Post 108 yards from D21 signal.
4	D19	North	Single sided - suspended from platform building roof over Western Platform 101 yards from D19 signal.

(23)

Woodburn Jn.

The connection Up Workshop/Up Loco line (together with the Up Loco line), has been abolished.

Signalling Alterations

The subsidiary signal and route indicator on the Up Workshop Home signal No. WJ63, together with all signal routes associated with the former Up Loco line have been abolished.

(22)

**
Between Wincobank Jn. and Holmes Jn.

The LIMIT OF SHUNT on the down main between Wincobank Jn. and Holmes Jn. has been replaced by a position light signal elevated 11 ft. above rail level. This acts as Down Main Limit of Shunt and displays two horizontal RED lights.

(21)

**
Doncaster Station (West Yard)

No. 7 Siding in West Yard, together with the associated hand-worked points, has been secured out of use pending removal.

(21)

SECTION C

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

EASTERN REGION.-continued

**
Peterborough

The P.S.R. through the following crossovers in the vicinity of Peterborough signal box has been reduced to 15 m.p.h. :-

Down Fast to Up Fast at 76m. 50ch.
 Up Slow to Up Fast at 76m. 54ch.

(See Section "D").

(21)

New England North

The P.S.R. through the following crossovers at New England North has been reduced to 15 m.p.h. :-

Up Fast to Up Slow
 Up Fast to Down Fast
 Down Fast to Up Stamford
 Up Stamford to Down Slow/Down Stamford

(See Section "D").

(21)

**
Stamford Station

A telephone for emergency use has been provided on the Up Platform, unlocked by a standard 21 door key.

This is housed in a cabinet on the wall outside Stamford Booking Office. The cabinet contains a list of telephone numbers of neighbouring signal boxes.

(21)

WESTERN REGION

**
Maidenhead

A 25 m.p.h. P.S.R. now applies over the trailing crossover between the Down and Up Relief lines at the west end of the station.

(See Section "D").

(21)

SOUTHERN REGION

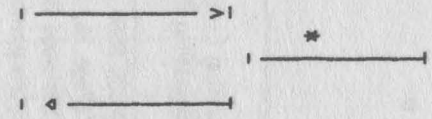
**
Between Erith and Slade Green.

Down North Kent line signal D130 has been repositioned 11 yards nearer to Erith. Signal D130 is now 598 yards from signal A466 and 818 yards from signal D128.

(R/1646/8)

(21)

APPENDIX INSTRUCTIONS - continued
 SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985 - continued
 TABLE 'A' - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down m.p.h.	Up m.p.h.	
DERBY TO BLACKWELL (BRANCHES) - continued Page 164 - BARNT GREEN TO REDDITCH Delete all particulars and substitute:- 	Barnt Green (See page 72)	51.67	35 15	35	MAXIMUM PERMISSIBLE SPEED Barnt Green Station and Barnt Green Single Line Junction.
	Signal SY.8 (Down direction) Barnt Green Single Line Junction	51.72		15	Barnt Green Single Line Junction and Barnt Green Station
	Alvechurch	52.11	30	30	Barnt Green Single Line Junction and 53 1/4 m.p.
	Redditch	53.47	20	20	* Local Instruction - See Page 339
		56.61			56 Saltley box area throughout (10-8-86)

APPENDIX INSTRUCTIONS- continued
 SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985 - continued

LOCAL INSTRUCTIONS - continued

DERBY TO BLACKWELL (BRANCHES) - continued

Page 337 - KINGSBURY BRANCH - continued

Immediately after a train has departed for Kingsbury, N.C.B. staff, when on duty, will lock the catch points in the throw off position. When N.C.B. staff are not on duty, as soon as the train has passed clear of the catch points, the Guard must lock them in the throw off position.

During the time a B.R. locomotive is working at Baddesley Colliery Sidings, the N.C.B. Shunter will obtain the permission of the B.R. Guard before he allows an N.C.B. locomotive to make any movement into the sidings. This permission must only be given after a clear understanding has been reached between the Guard and the N.C.B. Shunter as to the movements requiring to be made.

(O D 14/85/276) (3-8-86)

Page 339 - BETWEEN BARNT GREEN AND REDDITCH

Delete existing instruction and substitute:-

The single line between Barnt Green Single Line Jn. and Redditch is under the control of the Signaller at Saltley box and, except when assistance to a disabled is necessary, only one train is allowed on the single line at a time. The clearing of signal SY.8 at Barnt Green will be the Driver's authority to proceed onto the single line.

A locomotive hauled train proceeding onto the single line must also have a locomotive attached in rear. Under no circumstances must either locomotive be detached whilst the train is on the single line.

A train must not be divided on the single line.

Should a train become disabled and require assistance, the Driver or Guard must communicate with the Signaller by the most expeditious means and inform him of the precise location of the train. The disabled train must be protected by three detonators, 20 yards apart, 300 yards on the Barnt Green side of the train. Provided the Signaller has been assured that the disabled train has been protected, the Driver of the assisting train will be instructed by the Signaller to pass signal SY.8 at Danger. Rule Book, Section M, clause 5.2.3 will not apply. When the assisting trains and the disabled train have passed clear of the single line, the Guard must give an assurance to the Signaller at Saltley box that the single line is clear throughout.

Should there be a failure of the signalling equipment which prevents signal SY.8 from being cleared, Working by Pilotman must be introduced in accordance with Regulation 12 of the Regulations for One Train Working on Single Lines contained in the General Appendix, so far as it can be applied. The Pilotman must, when authorised by the Signaller, instruct the Driver to pass signal SY.8 at Danger.

(10-8-86)

BRITISH RAILWAYS
LONDON MIDLAND REGION

ME**24****WEEKLY OPERATING NOTICE**

containing

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

SATURDAY, 6 SEPTEMBER

TO

FRIDAY, 12 SEPTEMBER 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.

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
SOUTHERN REGION.		
Until further notice		
S3 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)		
Saturday, 6 September		
S4 Point Pleasant Jn. and Barnes	Down Windsor Local BLOCKED	00 30 to 06 00. Station work at Barnes, 5 3/4 and 6 m.p. Down trains to travel over Windsor Through line.
Tuesday, 9 and Wednesday, 10 September		
S5 Hither Green and Crayford	Down BLOCKED Up BLOCKED	00 35 to 05 00) Track work, 7m. 5ch.) and 15m. 15ch. 00 30 to 04 40))

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

Sunday, 7 September—Kingsbury Jn.

Signal SY388 applicable to the down line will display a flashing yellow aspect when signal SY386 is showing a yellow aspect with position 1 junction indicator for the down slow line.

(O D 14/84/258) (27)

EASTERN REGION.

Sunday, 7 September—Nostell Colliery Sidings

The signals/signal routes associated with the former trailing crossover and facing connection leading from up Doncaster to Nostell Colliery Sidings will be abolished or altered as shown below:-

Position light shunting signals abolished

L621 (Nostell Sidings to Down Doncaster or Spur)
L622 (Down Doncaster to Up Doncaster or Nostell Sidings)
L623 (Up Doncaster to Down Doncaster)

Altered signals

Position light shunting signal L624 at the Doncaster end of Nostell Sidings will apply up Doncaster to sidings only and will no longer also apply set back along up Doncaster.

The left-hand offset subsidiary signal (which formerly applied up Doncaster to Nostell Colliery Sidings) associated with up Doncaster 4-aspect signal L620 will be removed.

(27)

Sunday, 7 September—Hemsworth (Between South Kirkby Jn. and Nostell)

Down Doncaster line gantry mounted signal L633 will be renewed as a straight post signal on the right-hand side of the line.

(27)

SECTION C

Signalling and Permanent Way Alterations - continued

Sunday, 7 September-York Station

The four dead-end sidings between Platform 16 and the down and up Scarborough goods lines will be abolished.

The adjacent Fruit Dock Sidings will be stop-blocked midway and the north end of these sidings will be removed.

All signal routes applying to or from these sidings will be disconnected.

Between York Yard South and Clifton

A temporary level crossing (situated between the S & T service centre and York signal box) will be brought into use across the down and up Scarborough goods lines. The crossing will be protected by lockable barriers operated by the Crossing Keeper.

Telephone communication will be provided between the Crossing Keeper and the signal box.

(27)

DETAILS OF WORK ALREADY CARRIED OUT

** Gedling Colliery

Gedling Colliery Sidings have been remodelled. Please see diagram.

(O D 14/82/81) (24)

** Saltley

The double sided "OFF" indicator working in conjunction with position light ground signal SY466 situated on the up main line has been recovered.

A third double sided "OFF" indicator, working in conjunction with position light ground signal SY464, has been provided, situated on the left hand side of the up goods line, 600 yards on the Washwood Heath side of signal SY464.

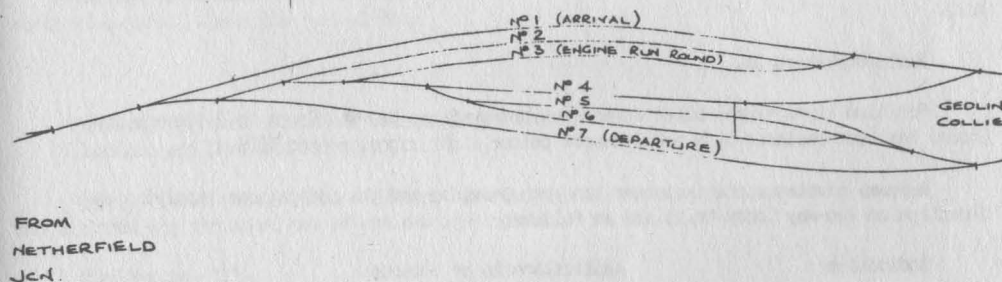
A third double sided "OFF" indicator, working in conjunction with position light ground signal SY462, has been provided on the cess side of the "up & down" Lawley Street through siding, 600 yards on the Washwood Heath side of signal SY462.

All existing control plungers situated adjacent to position light ground signals SY454, SY462, SY464 and SY466 have been recovered.

A telephone to Saltley box and new control plungers have been provided for the "OFF" indicators associated with signals SY454, SY462 and SY464, grouped together in Lawley Street cess adjacent to underbridge No. 152. A separate white light indication associated with each plunger will show when the relevant signal is "OFF". A further common plunger will extinguish all "OFF" indicators.

(O D 14/83/44) (24)

SECTION C

Signalling and Permanent Way Alterations - continued
Details of Work Already Carried Out - continuedGEDLING COLLIERY
SIDINGS REMODELLING

SECTION C

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

EASTERN REGION.

Between Hitchin and Peterborough

The Maximum Permissible Speed on the down and up slow lines between Hitchin, Cambridge Jn. (32m. 11ch.) and Peterborough (77 1/4 m.p.) has been increased from 75 m.p.h. to 80 m.p.h.

The 75 m.p.h. Permanent Speed Restriction on the down slow/Down Stamford line between Peterborough 77 1/4 m.p. and Helpston Jn. 81m. 56ch. has been amended to apply between 76 3/4 m.p. and 81m. 56ch.

All other Permanent Speed Restrictions on the down and up slow lines between Hitchin and Peterborough (77 1/4 m.p.) continue to apply without alteration.

(See Section "D") (26)

** Between South Yorkshire Jn. and Marshgate Jn.

The Two-Way Goods line between South Yorkshire Jn. and Marshgate Jn. exclusive has been renamed Two-Way Goods No.1. The adjacent Down Goods line has been renamed Two-Way Goods No.2.

South Yorkshire Jn.

Position light signal D1466 at the south end of the Two-Way Goods No.2 (former Down Goods) has been replaced by a new 3-aspect colour light signal plated D276.

A 3-way theatre-route indicator has been provided and the indications (applying Up direction on Two-Way Goods No.2) are as follows:-

Indication	Application to or towards
"2"	Down/Up West Slow No.2 signal D262.
"H"	Up Sheffield Goods Down direction signal D265 at St. James Jn.
"S"	Down Sheffield signal D699.

A signal-post telephone has been provided.

(Position light signal D1468 on Two-Way Goods No.2 now applies towards D276).

North of Marshgate Jn.

Signals D300 (Up Main), D302 (Up Leeds) and D308 (Down Thorne) apply additionally towards the Two-Way Goods No.2 (D276 signal), and a new route indication "2" has been provided on each signal.

Automatic Warning System

An A.W.S. Inductor has been provided immediately after passing D276 signal in the Up direction.

(24)

SECTION C

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

WESTERN REGION

Reading

Brake test indicators located on platforms 8 & 9 have been brought into use.

Note:- Both indicators are suspended from the canopy at the Paddington end of the platforms.

(See Section "D") (26)

Until 18 00 Sunday, 5 October, or completion -
Northway Level Crossing

The existing level crossing equipment will be removed and an automatic half-barrier crossing (AHB) provided.

Amber and flashing red road lights will illuminate, an audible warning will sound and the barriers will lower on the approach of rail traffic.

Telephones will be provided on each side of the crossing communicating with the monitoring point, Gloucester signal box.

(26)

Between Worcester Shrub Hill Junction/Worcester Tunnel
Junction and Shelwick Junction.

Partly fitted and unfitted trains are prohibited. All catch points have been clipped and scotched and padlocked out of use pending removal.

(See Section "D"). (26)

Northway Level Crossing

Up main line signal G.49 has been repositioned at 78m. 79ch. (approximately 50 yards from the level crossing), without alteration to height or form.

(25)

** Hayes

No's 1 to 4 Parcels sidings have been restored to use.

(24)

SOUTHERN REGION.

Basingstoke

The double sided Off Indicator working in conjunction with signal YW40 has been altered to show "OFF DOWN".

(New Item)

(26)

APPENDIX INSTRUCTIONS - continued
SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985 - continued
TABLE 'A' - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks	
			Down	Up m.p.h.		
DERBY TO BLACKWELL (BRANCHES) - continued Page 164 - BARNT GREEN TO REDDITCH Delete all particulars and substitute:- 						
	Barnt Green (See page 72)	51.67	35	35	MAXIMUM PERMISSIBLE SPEED Barnt Green Station and Barnt Green Single Line Junction.	Saltley box area throughout * Local Instruction - See Page 339 (10-8-86)
	Signal SY.8 (Down direction)	51.72	15			
	Barnt Green Single Line Junction	52.11	30	15	Barnt Green Single Line Junction and Barnt Green Station Barnt Green Single Line Junction and 53 1/4 m.p.	
	Alvechurch	53.47	20	30	56 m.p. and Redditch Station	
Redditch	56.61	20	20			

60

APPENDIX INSTRUCTIONS- continued
SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985 - continued

LOCAL INSTRUCTIONS - continued

ST. PANCRAS TO CHESTERFIELD (VIA DERBY)

Page 294 - BEDFORD

Delete 'Kings Place Concrete Depot-Concrete Batching Plant No.3 Siding' item.

(6-9-86)

Page 295 - Add:-

BETWEEN NEILSONS SIDINGS AND KETTERING

Working of Class 9 trains. Except as shown below, class 9 trains proceeding in the down direction must travel over the down goods line from Neilsons Sidings.

A class 9 Engineer's train proceeding to a site of work on the down main line between Neilsons Sidings and Kettering Junction must have a locomotive, other than a shunting locomotive, attached in rear.

(10-8-86)

DERBY LONDON ROAD JN. TO BIRMINGHAM PROOF HOUSE JN.

Pages 307 and 308 - Washwood Heath

Delete sub-heading Washwood Heath Sidings No. 2 Shunting Frame and associated instruction.

Add

Down goods line "OFF" indicator

The illumination of the "OFF" indicator working in conjunction with signal SY479 will be the Driver's authority to commence the setting back movement and the provisions of Rule Book, Section J, clause 4.1 are exempt. The setting back movement must be made at walking pace and the Driver must be prepared to act on a handsignal from the Guard or Shunter when he comes into view.

(O D 14/83/279) (3-8-86)

Page 308 - LAMLEY STREET FREIGHTLINER TERMINAL

Under sub-heading - Incoming Trains - Delete third paragraph and substitute:-

When a train is ready to be propelled into the Freightliner Depot, the Guard/Shunter must, after the appropriate signal, SY454, SY462 or SY464, has been cleared, operate the plunger, located adjacent to underbridge No. 152, to illuminate the associated "OFF" indicators. This will be the authority for the Driver to commence the setting back movement without receiving a handsignal from the Guard or Shunter but he must proceed cautiously keeping a sharp lookout and be prepared to act on a handsignal when the Guard or Shunter comes into view.

If it is necessary to bring the movement to a stand, the Guard/Shunter, must, before exhibiting the appropriate handsignal, operate the common plunger to extinguish all "OFF" indicators. If the "OFF" indicators are extinguished, the Driver must immediately bring his train to a stand.

(O D 14/83/94) (20-8-86)

SECTION D

APPENDIX INSTRUCTIONS- continued
SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985 - continued

LOCAL INSTRUCTIONS - continued

TRENT SOUTH JN. TO NEWARK (BRANCHES)

Page 329 (Page 130 Supplement No. 1) - GEDLING COLLIERY

Delete all instructions and substitute:-

"Run back" catch points are provided on the colliery side of the double sided notice board lettered "End of Single Line". Engines Do Not Pass Board Unless With Shunter/ Commencement of Single Line".

On arrival of an incoming train at the notice board, the B.R. Shunter must, before unlocking the catch points and setting them for the running position, obtain an assurance from the N.C.B. Person in charge that all gravitation of wagons has ceased and that the N.C.B. locomotive will not make any movement towards the arrival or departure sidings until the B.R. train has again departed and the catch points have been locked in the throw off position.

When the train has passed clear of the catch points, the B.R. Shunter must immediately restore them to the throw off position.

When the train has come to a stand on an arrival siding, the B.R. Shunter must ensure that sufficient brakes are applied to secure the train before the locomotive is detached.

If it is necessary to make shunting movements which necessitate drawing beyond the catch points, the B.R. Shunter must restore them to the throw off position after each movement has been completed.

When a train has departed, padlock the catch points in the throw off position and advise the N.C.B. Person in charge accordingly.

(O D 14/82/81) (18-8-86)

DERBY TO BLACKWELL (BRANCHES)

Page 337 - KINGSBURY BRANCH

Under sub-heading - Baddesley Colliery - delete all instructions and substitute:-

Baddesley Colliery. The catch points, trailing in the down direction, in the Baddesley Colliery branch line near bridge No. 29 are locked for the throw off position and released by a key or by a member of the N.C.B. staff.

Drivers of M.G.R. trains for Pad loading must not pass the "Stop and Await Instructions" board until instructed to do so by a member of the N.C.B. staff. N.C.B. staff will operate the catch points to the required position before instructing the Driver to proceed to the Stop board at the colliery end of No. 3 (Pad loading) siding. The speed of trains over the weighbridge whilst tare weighing or load weighing must NOT exceed 5 m.p.h.

N.C.B. staff, when on duty, will operate the catch points to the required position for trains for the colliery (other than M.G.R. trains) before instructing the Driver to pass the "Stop and Await Instructions" board. When N.C.B. staff are not on duty, trains must not pass the "Stop and Await Instructions" board until the Guard has operated the catch points to the required position and has ascertained that either siding No. 1 or 2 is clear. Trains must not be stabled on No. 3 (Pad loading) siding.

SECTION D

APPENDIX INSTRUCTIONS- continued
SECTIONAL APPENDIX - SOUTHERN SECTION DATED FEBRUARY 1985 - continued

LOCAL INSTRUCTIONS - continued

DERBY TO BLACKWELL (BRANCHES) - continued

Page 337 - KINGSBURY BRANCH - continued

Immediately after a train has departed for Kingsbury, N.C.B. staff, when on duty, will lock the catch points in the throw off position. When N.C.B. staff are not on duty, as soon as the train has passed clear of the catch points, the Guard must lock them in the throw off position.

During the time a B.R. locomotive is working at Baddesley Colliery Sidings, the N.C.B. Shunter will obtain the permission of the B.R. Guard before he allows an N.C.B. locomotive to make any movement into the sidings. This permission must only be given after a clear understanding has been reached between the Guard and the N.C.B. Shunter as to the movements requiring to be made.

(O D 14/85/276) (3-8-86)

Page 339 - BETWEEN BARNT GREEN AND REDDITCH

Delete existing instruction and substitute:-

The single line between Barnt Green Single Line Jn. and Redditch is under the control of the Signalman at Saltley box and, except when assistance to a disabled train is necessary, only one train is allowed on the single line at a time. The clearing of signal SY.8 at Barnt Green will be the Driver's authority to proceed onto the single line.

A locomotive hauled train proceeding onto the single line must also have a locomotive attached in rear. Under no circumstances must either locomotive be detached whilst the train is on the single line.

A train must not be divided on the single line.

Should a train become disabled and require assistance, the Driver or Guard must communicate with the Signalman by the most expeditious means and inform him of the precise location of the train. The disabled train must be protected by three detonators, 20 yards apart, 300 yards on the Barnt Green side of the train. Provided the Signalman has been assured that the disabled train has been protected, the Driver of the assisting train will be instructed by the Signalman to pass signal SY.8 at Danger. Rule Book, Section M, clause 5.2.3 will not apply. When the assisting trains and the disabled train have passed clear of the single line, the Guard must give an assurance to the Signalman at Saltley box that the single line is clear throughout.

Should there be a failure of the signalling equipment which prevents signal SY.8 from being cleared, Working by Pilotman must be introduced in accordance with Regulation 12 of the Regulations for One Train Working on Single Lines contained in the General Appendix, so far as it can be applied. The Pilotman must, when authorised by the Signalman, instruct the Driver to pass signal SY.8 at Danger.

(10-8-86)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME**32****WEEKLY OPERATING NOTICE**

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

SATURDAY, 1 NOVEMBER**TO****FRIDAY, 7 NOVEMBER 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.

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
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WESTERN REGION-continued

SOUTHERN REGION.

Until further notice

S4	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.
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NEW KEW JN. TO NORTHFLEET (Via Nunhead and Hither Green)

Tuesday, 4 to Friday, 7 November

S5	Point Pleasant Jn. and Barnes	Down & up Windsor Through BLOCKED	00 30 to 05 30. Station work (Putney), 5 1/4 m.p. and 6m. 75ch. Trains to travel over Windsor Local lines.
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LEWISHAM TO DARTFORD JN. (Via Woolwich Green)

Monday/Tuesday, 3/4 to Thursday/Friday, 6/7 November

S6	Charlton and Woolwich Dockyard	Down BLOCKED Up BLOCKED	00 20 to 05 20) Station work (Charlton), (Tues to Fri)) 7 1/2 and 8 3/4 m.p. 23 30 to 04 30) (Mon to (Tues) Thurs) to Fri)
S7	Plumstead and Belvedere	Down BLOCKED Up BLOCKED	00 30 to 05 00) Station work (Abbey (Tues to Fri)) Wood), 10 1/4 m.p. and 23 45 to 04 15) 13 m.p. (Mon to (Tues) Thurs) to Fri)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

Sunday, 2 November - Farringdon

The up platform at Farringdon station will be extended by 43 yards at the King's Cross end.

Repeater signal WH408R applicable to the up Moorgate line at Farringdon station will be taken away and will be replaced by a new 3-aspect (R/Y/G) colour light signal which will be numbered WH408. The red aspect will be 15ft. 6ins. above rail level. A telephone will be provided to West Hampstead box. An A.W.S. magnet will be provided 164 yards before reaching the new signal WH408.

The "Driver Only Operation" platform monitor adjacent to existing signal WH408R will remain and will become associated with new signal WH408.

The existing signal WH408 applicable to the up Moorgate line at the Barbican end of Farringdon station will be taken away together with the signal post telephone and associated "Driver Only Operation" camera and monitor.

(O D 14/85/61) (35)

Sunday, 2 November - Washwood Heath Down Sidings

The existing connection to No. 11 siding will be slewed into a new siding between No. 11 siding and the "On Track Machine" siding and will be named "Engineer's Ballast Siding".

The existing No. 11 siding will be taken out of use.

(O D 14/83/279) (35)

Monday, 3 November - Leicester Fox Street

Fox Street carriage siding No's 8 and 9 will be secured out of use pending removal.

(O D 14/73/291) (35)

EASTERN REGION

Sunday, 2 November - Between Rufford Junction and Clipstone

Down Mansfield line position light shunting signal No. C1210 (adjacent to the site of the former Mansfield Concentration Sidings Signal Box), which applies towards Up Reception, will now also apply - set-back along Down Mansfield towards C1206 position light signal, to facilitate run-round movements in the Reception siding.

(35)

SECTION C

Signalling and Permanent Way Alterations - continued

Sunday, 2 November - Tinsley Park

East Arrival line searchlight-type (ground mounted) signal No. TP19 will be replaced by a standard 2 aspect (Red/Yellow) colour light signal 11 ft. above rail level and 43 yards further from the signal box on the right hand side of the East Arrival.

The stencil-type route indicator will be abolished and the associated subsidiary mounted on a right-hand bracket.

The following indications will apply:-

Main aspect	East Departure
Offset subsidiary	East Arrival

A "Diamond" sign will be provided.

(35)

DETAILS OF WORK ALREADY CARRIED OUT

Market Harborough Station

The down platform has been extended at the Leicester end by 78 yards.

(New item) (O D 14/73/291) (33)

Bingham

An S.P.T. has been provided at the up main section signal.

(O D 14/85/211) (34)

Saltley Diesel Depot

Sidings No's. 10 and 12 have been abolished. Siding No.11 has been shortened by 20 yards and renumbered 'Siding No.10'.

(O D 14/85/146) (34)

Finedon Road

The down goods line distant signal has been taken away and repositioned beneath Wellingborough Station down goods line home signal, 13 feet above rail level and 1,030 yards from the home signal to which it applies.

(OD.14/73/291A) (34)

SECTION C

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

Bedford South Jn.

Flashing yellow aspects are displayed at the signals detailed below and apply to the route shown (Rule Book, Section C, clause 3.1.1 (b)).

Line	Flashing double yellow at signal	Flashing single yellow at signal	Indicates steady single yellow at	Junction indicator displayed
Down fast	WH.139	WH.141	WH.143	Position 4 down fast to down slow

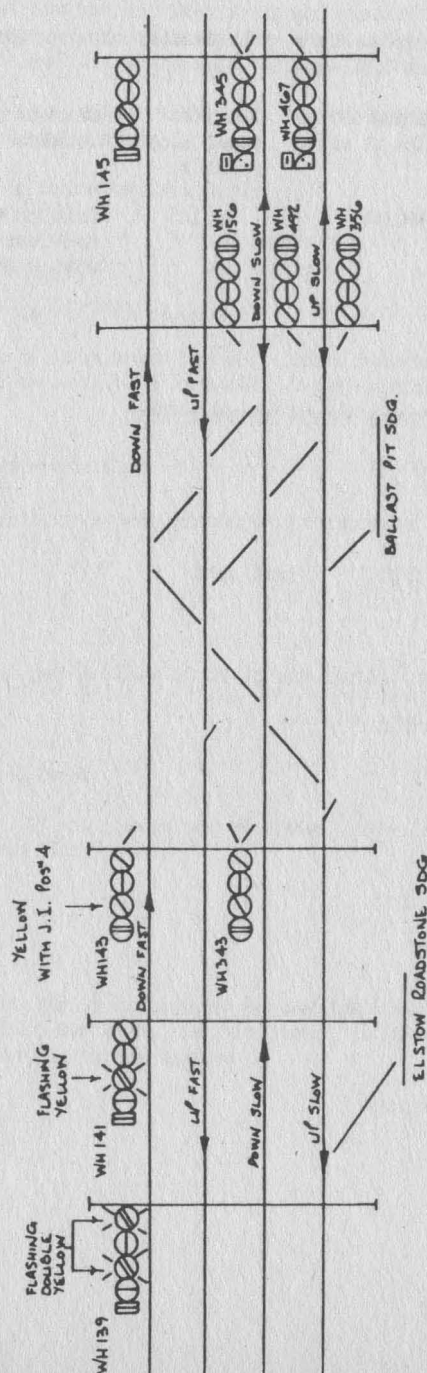
See diagram on following page

(33)

SECTION C

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

Bedford South Jn. - continued



BEDFORD SOUTH JUNCTION (PART)

(33)

SECTION C

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

**

Between Alrewas and Wichnor Jn.

The existing up Walsall line between Wichnor Jn. and Alrewas has been recovered.

The existing down Walsall line has become a single line between the existing trailing crossover at Alrewas and Wichnor Jn. worked in accordance with the Track Circuit Block Regulations and has been renamed the "up and down" Walsall line.

Alrewas down home signal, AS5 has the yellow aspect blanked out.

The position light ground signal applying to set back movements from down Walsall to up Walsall at Alrewas has been taken away.

Existing signal DY76, situated in the Wichnor Jn. side of Alrewas and applicable in the down direction, has the red aspect blanked out and has been renumbered DY78R.

The connection between the "up and down" Walsall line and the up main line at Wichnor Jn. has been repositioned 180 yards nearer to Derby. A 30 m.p.h. P.S.R. now applies through this connection to and from the "up and down" Walsall line.

Signal DY82 situated on the down main line approaching Wichnor Jn. has been repositioned 338 yards nearer Derby.

A new facing connection has been provided at Wichnor Jn. between the down and up main lines 16 yards on the Derby side of the new "up and down" Walsall to up main connection. A 30 m.p.h. P.S.R. now applies through this connection.

Existing signal DY77, applicable in the up direction, has been repositioned 35 yards nearer to Wichnor Jn. at 22m. 62ch. and 14 feet from the "up and down" Walsall line on the left hand side. The red aspect has been blanked out and the signal has been renumbered AS1R. The existing signal post telephone has been taken away.

The existing Alrewas up home signal, AS.1, has been repositioned 12 yards nearer to Wichnor Jn., 8ft. 6ins. from the "up and down" Walsall line on the left hand side.

A 15 m.p.h. P.S.R. now applies through the connection from the "up and down" Walsall line to the up Walsall line at Alrewas.

The position light ground signal applying to set back movements from up Walsall to down Walsall at Alrewas has been taken away.

(Amended (O D 14/86/20)

(32)

SECTION C

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

EASTERN REGION

Scarrington Lane Level Crossing at 117m. 73ch. - between Bottesford West Jn. and Bingham

Scarrington Lane level crossing has been converted to automatic half-barriers. Telephone communication is provided between the crossing and Bottesford West Jn. signalbox.

Working in the wrong direction

The following combined St. Andrews Cross/30 m.p.h. speed restriction signs have been provided applicable to each rail approach to Scarrington Lane level crossing in the wrong direction.

Down Main (wrong direction) 1,144 yards before reaching the crossing.

Up Main (wrong direction) 572 yards before reaching the crossing.

Up Main line signalling alterations

A signal-post telephone has been provided on the Bingham Up Main Starting signal.

Up Main Distant signal AIR has been abolished. A1 signal (60 yards on the approach side of Scarrington Lane level crossing has been altered so as to display YELLOW/GREEN aspect instead of RED/GREEN and has been replated AIR. This signal is 1,203 yards before reaching the new A1 signal described below:-

A new Up Main 2-aspect (RED/GREEN) colour light signal plated A1 has been provided on Aslockton Station Platform, 25 yards before reaching Aslockton level crossing.

(34)

Between South Kirkby Jn. and Hensworth

The 65 m.p.h. Permanent Speed Restriction on the DOWN MAIN line between 167m. 25ch. and 167m. 65ch. has been REMOVED. (See Section "D").

(34)

Nostell Colliery Sidings

The trailing connection in the up main leading to the Colliery Sidings has been secured out of use pending removal.

(33)

** York Yard South and Clifton

The Down and Up Scarborough Goods lines has been slued as follows:-

The Down Scarborough Goods has been slued into the Branches Yard and the Up Scarborough Goods slued to follow the course previously occupied by the Down Scarborough Goods.

A moveable stop-block has been provided in the line from the S.& T. Service Centre, to protect the newly aligned Down Scarborough Goods.

SECTION C

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

EASTERN REGION - continued

** York Yard South and Clifton - continued

Signalling Alterations

The S.& T. Service Centre line position light exit signal No. Y135 has been repositioned 37 yards further south to a position immediately after passing (in the Down direction) the moveable stop-block.

Down Scarborough Goods signal Y136 has been renewed as a straight post signal 37 yards further south.

Position Light Shunting Signals Abolished

Up Scarborough Goods Y142 (Up direction)
 Up Scarborough Goods Y137 (Down direction)
 Up Scarborough Goods Y143 (Down direction)

The hand-worked points in the Down Scarborough Goods (Former Branches Yard) to/from the S.& T. Service Centre line have been converted to power operation.

(32)

** Healey Mills Depot

Moveable Wheel Stops have been provided on all lines at the immediated approach to the Maintenance Shed and the Servicing Shed.

The Handpoints at the West end of the Maintenance Shed leading from the long Headshunt to the Shed Roads have been clipped and padlocked for running between the long Headshunt/Fuel Point.

A notice board worded "STOP BEFORE PROCEEDING TOWARDS SHED" has been provided at the approach to the East end of the Maintenance Shed.

(32)

** Peterborough Crescent Jn.

The Permanent Speed Restriction through the following connections has been REDUCED to 20 m.p.h.:-

Down fast to Down Slow at 76m. 09ch.
 Down Slow to Up Stamford (Platform 4 line) at 76m. 22ch.

(See Section "D").

(32)

SECTION C

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

EASTERN REGION - continued

** Aldwarke Jn.

The following signals have been converted to automatic signals and replated as shown:-

Line	Former No.	New No.
Down Pontefract	SA17	S453
Up Pontefract	SA12	S454

(32)

** York Station (Branches Yard)

The Through Siding has been shortened and Stop-blocked on the York Yard South side of the temporary level crossing. The two Dead-end Sidings have been shortened by 50 yards.

(32)

WESTERN REGION

Between Westerleigh Jn. and Bristol Parkway

A reflective white diamond coasting board has been provided on the down line at the 109 1/2 m.p. to enable Drivers of HST's to coast towards the 60 m.p.h. P.S.R. commencing at 111m. 62ch. on a booked stop at Bristol Parkway.

(New item)

(35)

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)

Refer MED 28 page 11 - SECURING OF HEAVY TRAINS ON GRADIENTS, the note at the end of the item should be amended to read as follows:-

NOTE: See Working Manual, Part 6, Section D9, for instructions regarding the application and release of wagon brakes.

(509A/T9/42)

(11-10-86)

STAFF ENGAGED IN SHUNTING OPERATIONS
ARE REMINDED THAT THEY MUST NOT REMAIN
BETWEEN VEHICLES DURING "EASING UP"
MOVEMENTS AS IT IS A HIGHLY DANGEROUS
PRACTICE.

RECENT INVESTIGATIONS REVEAL THAT THE
MAJORITY OF STAFF INJURED DURING SHUNTING
OPERATIONS HAD DISOBEYED THE INSTRUCTIONS
FOR "EASING UP" MOVEMENTS.

DONT BE A FOOL - OBSERVE THE RULE.

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

29

33

WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 8 NOVEMBER

TO

FRIDAY, 14 NOVEMBER 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.

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(DOWN)/UP _____ LINE FROM DETONATORS PLACED AHEAD OF
 SIGNALS/POINTS * No(s) _____ TO DETONATORS PLACED IN REAR OF
 SIGNALS/POINTS * No(s) _____ CLEAR AND SAFE TO RUN ON.
 POSSESSION GIVEN UP BY _____ OF _____ DEPARTMENT AT _____ HOURS.
 (NAME OF PICOP)

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
---------------	----------------	---------

WESTERN REGION-continued

READING WESTBURY LINE JN. TO BASINGSTOKE (S.R.)

Sunday, 9 November

W47 Southcote Jn. and Basingstoke Down & up BLOCKED 00 05 to 07 25. Track work, 38m. 25ch. and 51m. 05ch.

SOUTHERN REGION.

Until further notice

S4 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, 11 to Friday, 14 November

S5 Point Pleasant Jn. and Barnes Down & up Windsor Through BLOCKED 00 30 to 05 30. Station work (Putney), 5 1/4 m.p. and 6m. 75ch. Trains to travel over Windsor Local lines.

LEWISHAM TO DARTFORD JN. (Via Woolwich Green)

Monday/Tuesday, 10/11 to Thursday/Friday, 13/14 November

S6 Charlton and Woolwich Dockyard Down BLOCKED 00 40 to 05 20) Station work (Charlton), (Tues to Fri)) 7 1/2 and 8 3/4 m.p. Up BLOCKED 23 40 to 04 30) (Mon to (Tues) Thurs) to Fri)

S7 Plumstead and Slade Green Down BLOCKED 00 55 to 05 00) Station work (Abbey (Tues to Fri)) Wood), 10 1/4 m.p. and Up BLOCKED 23 40 to 04 30) 15m. 10ch. (Mon to (Tues) Thurs) to Fri)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

Sunday, 9 November - Finedon Road

The existing facing connection from the down reception line to the down main line will be repositioned 160 yards nearer to Leicester.

The ground shunting signal reading from the down reception line to the down main line will be taken away and will be replaced by a new main arm signal on the left hand side of the line 75 yards nearer to Leicester.

The ground shunting signal reading from the down reception line to the shunting line will be repositioned on the left hand side of the line, 75 yards nearer to Leicester.

The ground shunting signal applicable to set back movements from the down main line to the down reception line will be repositioned 160 yards nearer to Leicester.

The signal reading from the shunting line to the down reception line will be repositioned 145 yards nearer to Leicester.

(O D 14/73/291A) (36)

Monday, 10 November - Between Kettering Junction and Neillsons Sidings

The 20 m.p.h. P.S.R. applicable on the up goods line between 70m. 60ch. and 70m. 50ch. will be reduced to 10 m.p.h. between the same mileages.

(O D 14/82/110) (36)

Sunday, 9 November - Between Kingsbury Jn. and Whitacre Jn.

Signal SY312 applicable to the down slow line will become an automatic signal and will be re-plated accordingly.

(O D 14/-) (36)

Sunday, 9 November - Birmingham New St.

The existing searchlight type colour light signals, NS178 and NS179, located at the east end of platforms 3 and 2 respectively, will be replaced, 7 yards nearer to New St. box, by conventional 3-aspect (R/Y/G) colour light signals with position light signals beneath. The illuminated arrow will be abolished.

The existing E.T.D. telephone will be repositioned on the new signal post.

(O D 14/85/51) (36)

SECTION C

Signalling and Permanent Way Alterations - continued

Sunday, 9 November - Birmingham Moor St.

A temporary Engineers siding for use in connection with the Snow Hill Link project will be provided adjacent to the up Moor St. line.

Access to the siding will be via a trailing hand-worked connection to the up Moor St. line approximately 560 yards from the station. The connection will be normally clipped and padlocked for movements along the up Moor St. line with the siding end of the connection acting as trap points for the siding.

A "Stop & Await Instructions" board, facing Moor St. station and a telephone to Saltley box will be provided at the exit from the siding.

(O D 14/79/159) (36)

EASTERN REGION

Monday, 10 November - Between Allington Jn. and Barkston East Jn.

With effect from 10 00 hours, the 20 m.p.h. Temporary Speed Restriction on the UP line between 2m. 06ch. and 2m. 73ch. will become a Permanent Speed Restriction. (See Section "D").

(36)

DETAILS OF WORK ALREADY CARRIED OUT

Harpenden

Harpenden ground frame has been disconnected and the associated connection has been secured out of use pending recovery. All associated signalled routes have been disconnected.

(New item) (O D 14/85/55) (35)

Farringdon

The up platform at Farringdon station has been extended by 43 yards at the King's Cross end.

Repeater signal WH408R applicable to the up Moorgate line at Farringdon station has been taken away and replaced by a new 3-aspect (R/Y/G) colour light signal numbered WH408. The red aspect is 15ft. 6ins. above rail level. A telephone has been provided to West Hampstead box. An A.W.S. magnet has been provided 164 yards before reaching the new signal WH408.

The "Driver Only Operation" platform monitor adjacent to existing signal WH408R remains and is associated with new signal WH408.

Signal WH408 applicable to the up Moorgate line at the Barbican end of Farringdon station has been taken away together with the signal post telephone and associated "Driver Only Operation" camera and monitor.

(O D 14/85/61) (35)

SECTION C

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

Washwood Heath Down Sidings

The existing connection to No. 11 siding has been slewed into a new siding between No. 11 siding and the "On Track Machine" siding and is named "Engineer's Ballast Siding".

The existing No. 11 siding has been taken out of use.

(O D 14/83/279) (35)

Leicester Fox Street

Fox Street carriage siding No's 8 and 9 have been secured out of use pending removal.

(O D 14/73/291) (35)

** Market Harborough Station

The down platform has been extended at the Leicester end by 78 yards.

(O D 14/73/291) (33)

Bingham

An S.P.T. has been provided at the up main section signal.

(O D 14/85/211) (34)

Saltley Diesel Depot

Sidings No's. 10 and 12 have been abolished. Siding No.11 has been shortened by 20 yards and renumbered 'Siding No.10'.

(O D 14/85/146) (34)

Finedon Road

The down goods line distant signal has been taken away and repositioned beneath Wellingborough Station down goods line home signal, 13 feet above rail level and 1,030 yards from the home signal to which it applies.

(O D 14/73/291A) (34)

** Bedford South Jn.

Flashing yellow aspects are displayed at the signals detailed below and apply to the route shown (Rule Book, Section C, clause 3.1.1 (b)).

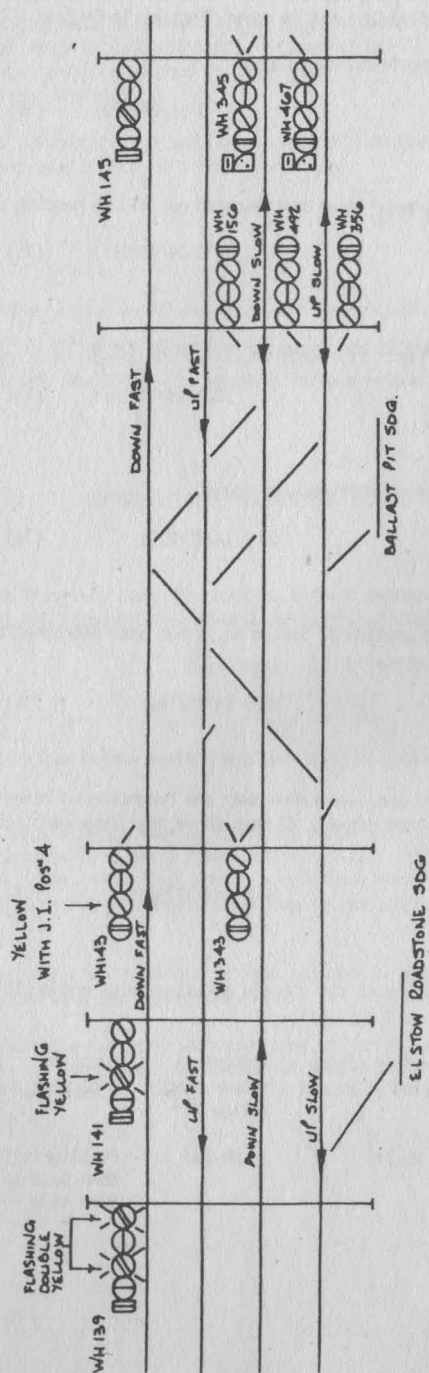
Line	Flashing double yellow at signal	Flashing single yellow at signal	Indicates steady single yellow at	Junction indicator displayed
Down fast	WH.139	WH.141	WH.143	Position 4 down fast to down slow

See diagram on following page

(33)

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

** Bedford South Jn. - continued



BEDFORD SOUTH JUNCTION (PART)

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

EASTERN REGION

Between Rufford Junction and Clipstone

Down Mansfield line position light shunting signal No. C1210 (adjacent to the site of the former Mansfield Concentration Sidings Signal Box), which applies towards Up Reception, now also applies - set-back along Down Mansfield towards C1206 position light signal, to facilitate run-round movements in the Reception siding.

(35)

Tinsley Park

East Arrival line searchlight-type (ground mounted) signal No. TP19 has been replaced by a standard 2 aspect (Red/Yellow) colour light signal 11 ft. above rail level and 43 yards further from the signal box on the right hand side of the East Arrival.

The stencil-type route indicator has been abolished and the associated subsidiary mounted on a right-hand bracket.

The following indications apply:-

Main aspect	East Departure
Offset subsidiary	East Arrival

A "Diamond" sign has been provided.

(35)

Scarrington Lane Level Crossing at 117m. 73ch. - between Bottesford West Jn. and Bingham

Scarrington Lane level crossing has been converted to automatic half-barriers. Telephone communication is provided between the crossing and Bottesford West Jn. signalbox.

Working in the wrong direction

The following combined St. Andrews Cross/30 m.p.h. speed restriction signs have been provided applicable to each rail approach to Scarrington Lane level crossing in the wrong direction.

Down Main (wrong direction) 1,144 yards before reaching the crossing.

Up Main (wrong direction) 572 yards before reaching the crossing.

Up Main line signalling alterations

A signal-post telephone has been provided on the Bingham Up Main Starting signal.

Up Main Distant signal AIR has been abolished. A1 signal (60 yards on the approach side of Scarrington Lane level crossing has been altered so as to display YELLOW/GREEN aspect instead of RED/GREEN and has been replated AIR. This signal is 1,203 yards before reaching the new A1 signal described below:-

A new Up Main 2-aspect (RED/GREEN) colour light signal plated A1 has been provided on Aslockton Station Platform, 25 yards before reaching Aslockton level crossing.

(34)

SECTION C

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

EASTERN REGION - continued

Between South Kirkby Jn. and Hemsworth

The 65 m.p.h. Permanent Speed Restriction on the DOWN MAIN line between 167m. 25ch. and 167m. 65ch. has been REMOVED. (See Section "D").

(34)

x Nostell Colliery Sidings

The trailing connection in the up main leading to the Colliery Sidings has been secured out of use pending removal.

(33)

WESTERN REGION

Between Westerleigh Jn. and Bristol Parkway

A reflective white diamond coasting board has been provided on the down line at the 109 1/2 m.p. to enable Drivers of HST's to coast towards the 60 m.p.h. P.S.R. commencing at 111m. 62ch. on a booked stop at Bristol Parkway.

(35)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

New Item

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

WORKING MANUAL FOR RAIL STAFF (B.R. 30054)

Refer MED 28 page 11 - SECURING OF HEAVY TRAINS ON GRADIENTS, the note at the end of the item should be amended to read as follows:-

NOTE: See Working Manual, Part 6, Section D9, for instructions regarding the application and release of wagon brakes.

(509A/T9/42) (11-10-86)

WORKING MANUAL FOR RAIL STAFF (BR.30054) PART 3 (PINK PAGES)
 HANDLING AND CONVEYANCE OF DANGEROUS GOODS

LOADING AND UNLOADING - EXPLOSIVES

Section D1/3 Amend last sentence of second paragraph to read:-

Approved types for Military Explosives are OAA, OBA, OCA, ODA, VAA, VAB, VBA, VBB, VCA, VDA, VEA, VFA, VGA AND VJX.

Add third paragraph as follows:-

Commercial and Military explosives may also be conveyed by Freightliner trains in approved containers.

(605/0/119) (8-11-86)

WORKING MANUAL FOR RAIL STAFF (BR.30054) (WHITE PAGES)
 PREPARATION AND WORKING OF FREIGHT TRAINS

NOTES ON COMPUTER-PRODUCED TRAIN LISTS

The following amendments to apply:-

- Page C17 - Change "C1" in Warning 1 to "CI"
 - Amend "Warning A - Wagon fitted with triple valves - see GA S16 CI 3.8" to read "Warning A - Wagon conveys dangerous goods ref. 2A - no more than one wagon or one 30' container permitted on Guardless train.
- Page C18
 Rejected - S - Cannot run.....delete "S"
 Rejected - T - Auto brake.....delete "T"
 add "Rejected - S - Wagon conveys dangerous goods not permitted on Guardless train".
 add "Warning - T - Wagon is of a type which may not be permitted on Guardless train".
 add "Warning - * - Wagon has special handling code XLD. Refer to conditions of travel to check suitability for Guardless train.
 add Rejected - . - Locomotive not equipped for Guardless train.
 amend Rejected - Max. number of DIT locos exceeded. See GA S2 CI 1.5/1.7, should be GA S2 pages 2.7 - 2.10.
 amend Rejected - DIT Shunting loco. Must run Class 9. See GA S2 CI 1.5/1.7, should be GA S2 pages 2.7 - 2.10.

(605/0/119) (8-11-86)

APPENDIX INSTRUCTIONS—continued

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN WORKING OVER THE WESTERN REGION - continued
B.R. 30063/9 SECTION J - continued

LOCAL INSTRUCTIONS

BARNT GREEN TO BRISTOL WEST DEPOT (VIA GLOUCESTER AVOIDING LINE)

Page J34

BRISTOL TEMPLE MEADS AREA

Movement of trains between Bristol Temple Meads Station and Wagon Repair Shops.
Delete 1st paragraph and substitute:-

Movement of trains between Bristol Temple Meads Station and Wagon Repair Shops.
Movements to and from Barton Hill Wagon Repair Shops must be accompanied by a Shunter.

Add as 2nd paragraph:-

Trains not formed of crippled stone wagons may be propelled to and from the Wagon Repair Shops subject to the following conditions:-

- (i) Not to exceed 10 SLU's, plus brake van.
- (ii) A brake van, in which the Guard/Shunter must ride, must be formed as the leading vehicle.
- (iii) Locomotive to be driven from the leading cab.
- (iv) Not to exceed 5 m.p.h.
- (v) Movements to be carried out in clear weather only.

(18-10-86)

GLOUCESTER BARNWOOD JUNCTION TO CARDIFF

Page J40

ALEXANDRA DOCK JUNCTION

Assisting up freight trains to Gaer Jn.

Delete heading and item.

(1-11-86)

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

LOCAL INSTRUCTIONS

OLD OAK COMMON WEST TO NORTHOLT JUNCTION EAST

Page K46

GREENFORD

Cement Sidings - Delete complete instructions and substitute:-

On arrival of the train in the Discharge Siding the locomotive must be run round via the shunt neck at the Northolt end of the Up Siding.

The train must be positioned in the Discharge Siding with the 14th and 15th vehicles (numbered from the Northolt end) adjacent to the discharge points.

The train must then be parted between the 13th and 14th vehicles, and the portion 1-13 must be secured by sufficient handbrakes. The locomotive must remain attached during discharge of the 14th and 15th vehicles.

Following discharge of the 14th and 15th vehicles these must be positioned by the locomotive at the Park Royal end of the siding and then secured by handbrake and scotches. The locomotive may then depart.

Discharge of the remainder of the vehicles will be carried out by the Cement Company's staff who will gravitate them after unloading towards the 14th and 15th vehicles which is authorised in accordance with the Rule Book Section J clause 3.5.3. Gravitation Shunting.

(10-11-86)

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
OVER THE LONDON AREA WESTERN REGION SECTION L BR. 30063/12

LOCAL INSTRUCTIONS

OLD OAK COMMON WEST TO NORTHOLT JUNCTION EAST

Page L24

GREENFORD

Cement Sidings - Delete complete instructions and substitute:-

On arrival of the train in the Discharge Siding the locomotive must be run round via the shunt neck at the Northolt end of the Up Siding.

The train must be positioned in the Discharge Siding with the 14th and 15th vehicles (numbered from the Northolt end) adjacent to the discharge points.

The train must then be parted between the 13th and 14th vehicles, and the portion 1-13 must be secured by sufficient handbrakes. The locomotive must remain attached during discharge of the 14th and 15th vehicles.

Following discharge of the 14th and 15th vehicles these must be positioned by the locomotive at the Park Royal end of the siding and then secured by handbrake and scotches. The locomotive may then depart.

Discharge of the remainder of the vehicles will be carried out by the Cement Company's staff who will gravitate them after unloading towards the 14th and 15th vehicles which is authorised in accordance with the Rule Book Section J clause 3.5.3. Gravitation Shunting.

(10-11-86)

MISCELLANEOUS INSTRUCTIONS

BETWEEN BOSTON AND SKEGNESS

With effect from 00 01 hours Saturday, 8 November, the prohibition on working freight trains between Boston, Grand Sluice L.C. and Skegness, except on the authority of the Regional Operations Manager, will be WITHDRAWN.

Thereafter, Drivers of Class 4, 6, 7, 8 and 9 trains must approach the 5 ADCL type level crossings between Boston and Wainfleet, namely:-

Tattershall Road
Red Cap Lane
Lynn Bark
Brewster Lane
Matt Pitts Lane

at a lower speed than indicated on the level crossing speed restriction sign situated on the Down and Up approach side of each level crossing.

The lower approach speeds are detailed in the amendments to Table A of the Sectional Appendix shown in Section D of this notice.

(8-11-86)

MISCELLANEOUS INSTRUCTIONS

INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
OVER THE OTHER REGIONS BR.30063/1, BR.30063/4 TO BR.30063/7
AND BR.30063/11 EASTERN REGION

The above publications will be re-issued and dated November, 1986 but will not be operative until Saturday, 6 December, 1986. Distribution will start week commencing 8th November and each separate section will comprise the following:-

BR.30063/1 Section A containing:-

General Instructions which will be required to be issued to Staff requiring any of the undermentioned.

BR.30063/4 Section D containing the following lines:-

Whitemoor Jn. to Peterborough Crescent Jn.
Fletton Jn. to Luffenham
Grantham to Bingham
Allington Jn. to Skegness
Bottesford West Jn. to Newark Crossing East Jn.
Staythorpe Cross to West Holmes
Immingham East Jn. to West Holmes

BR.30063/5 Section E containing the following lines:-

Hasland to Neville Hill East Jn. (via Sheffield and Normanton)
Tipton Jn. to Masborough Station North Jn.
Dore South Jn. to Dore West Jn.
Dore Station Jn. to Grindleford
Brightside Station Jn. to Treeton North Jn.
Catcliffe Jn. to Treeton Jn.
Healey Mills to Dakenshaw South Jn.
Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn.
Dakenshaw Jn. to Hare Park Jn.
Normanton Altofts Jn. to York Skelton
York South Yard to Clifton
Doncaster Decoy North Jn. to Doncaster Marshgate Jn.
Doncaster Bridge Jn. to St. James Jn.
Doncaster South Yorkshire Jn. to Aldwarke North Jn.
Aldwarke North Jn. to Gascoigne Wood
Moorthorpe Jn. to Leeds City West Jn.
Leeds West Jn. to Holbeck West Jn.
Gelderd Road Jn. to Leeds Holbeck West Jn.
Engine Shed Jn. to Whitehall Jn.
Shepcote Lane Jn. to Woodburn Jn.
Darnall West to Attercliffe Jn.
Beighton Jn. to Nunnery Main Line Jn.

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME**35**

WEEKLY OPERATING NOTICE

containing

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

SATURDAY, 22 NOVEMBER

TO

FRIDAY, 28 NOVEMBER 1986

inclusive

Traimen 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 November - Moira West Jn.

A temporary signal cabin will be provided adjacent to the existing signal box which will be temporarily taken out of use.

The up starting signal situated 645 yards on the Mantle Lane side of the box will be temporarily taken out of use and the existing up home 2 signal, approaching the connection to Rawdon Colliery will become the section signal.

(D D 14/84/96) (38)

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Derby Engine Shed Sidings No. 2

The portion of the Up Loco Line south of Derby Engine Shed Sidings No. 2 S.F. has been taken out of use and the facing points Up Loco Line to the Loco Inwards Road secured for the latter.

Semaphore signal No. 26 reading along the Up Loco Line has been fixed at Danger.

(D D 14/77/52) (37)

Leicester

The connection from the Reception line to the L.N.W. Yard and Queens Street goods yard has been recovered and replaced with plain line.

The signalled route and associated stencil indicator on position light ground signal LR642 reading to the sidings have been recovered.

Position light ground signal LR637 reading from the sidings has been recovered.

(D D 14/73/322) (37)

Finedon Road

The existing facing connection from the down reception line to the down main line has been repositioned 160 yards nearer to Leicester.

The ground shunting signal reading from the down reception line to the down main line has been taken away and replaced by a new main arm signal on the left hand side of the line 75 yards nearer to Leicester.

The ground shunting signal reading from the down reception line to the shunting line has been repositioned on the left hand side of the line, 75 yards nearer to Leicester.

The ground shunting signal applicable to set back movements from the down main line to the down reception line has been repositioned 160 yards nearer to Leicester.

The signal reading from the shunting line to the down reception line has been repositioned 145 yards nearer to Leicester.

(D D 14/73/291A) (36)

Between Kettering Junction and Neilsons Sidings

The 20 m.p.h. P.S.R. applicable on the up goods line between 70m. 60ch. and 70m. 50ch. has been reduced to 10 m.p.h. between the same mileages.

(D D 14/82/110) (36)

SECTION C

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

Birmingham New St.

The searchlight type colour light signals, NS178 and NS179, located at the east end of platforms 3 and 2 respectively, have been replaced, 7 yards nearer to New St. box, by conventional 3-aspect (R/Y/G) colour light signals with position light signals beneath. The illuminated arrow has been abolished.

The E.T.D. telephone has been repositioned on the new signal post.

(O D 14/85/51) (36)

Birmingham Moor St.

A temporary Engineers siding for use in connection with the Snow Hill Link project has been provided adjacent to the up Moor St. line.

Access to the siding is via a trailing hand-worked connection to the up Moor St. line approximately 560 yards from the station. The connection will be normally clipped and padlocked for movements along the up Moor St. line with the siding end of the connection acting as trap points for the siding.

A "Stop & Await Instructions" board, facing Moor St. station and a telephone to Saltley box has been provided at the exit from the siding.

(O D 14/79/159) (36)

** Harpenden

Harpenden ground frame has been disconnected and the associated connection has been secured out of use pending recovery. All associated signalled routes have been disconnected.

(O D 14/85/55) (35)

** Bedford South Jn.

Flashing yellow aspects are displayed at the signals detailed below and apply to the route shown (Rule Book, Section C, clause 3.1.1 (b)).

Line	Flashing double yellow at signal	Flashing single yellow at signal	Indicates steady single yellow at	Junction indicator displayed
Down fast	WH.139	WH.141	WH.143	Position 4 down fast to down slow

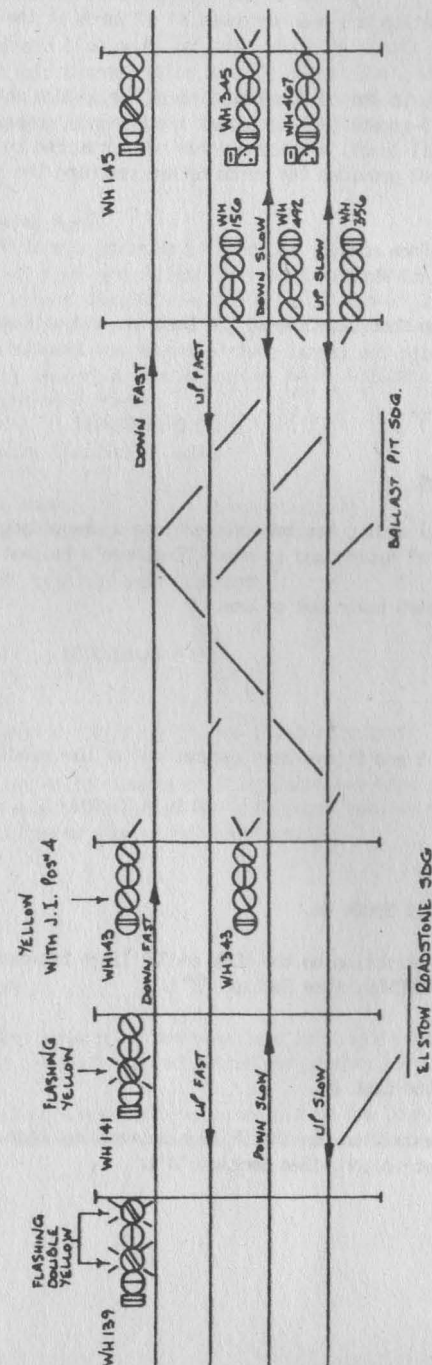
See diagram on following page

(35)

SECTION C

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

** Bedford South Jn. - continued



BEDFORD SOUTH JUNCTION (PART)

(35)

SECTION C

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

** Farringdon

The up platform at Farringdon station has been extended by 43 yards at the King's Cross end.

Repeater signal WH408R applicable to the up Moorgate line at Farringdon station has been taken away and replaced by a new 3-aspect (R/Y/G) colour light signal numbered WH408. The red aspect is 15ft. 6ins. above rail level. A telephone has been provided to West Hampstead box. An A.W.S. magnet has been provided 164 yards before reaching the new signal WH408.

The "Driver Only Operation" platform monitor adjacent to existing signal WH408R remains and is associated with new signal WH408.

Signal WH408 applicable to the up Moorgate line at the Barbican end of Farringdon station has been taken away together with the signal post telephone and associated "Driver Only Operation" camera and monitor.

(D D 14/85/61) (35)

** Washwood Heath Down Sidings

The existing connection to No. 11 siding has been slewed into a new siding between No. 11 siding and the "On Track Machine" siding and is named "Engineer's Ballast Siding".

The existing No. 11 siding has been taken out of use.

(D D 14/83/279) (35)

** Leicester Fox Street

Fox Street carriage siding No's 8 and 9 have been secured out of use pending removal.

(D D 14/73/291) (35)

EASTERN REGION

Between Tapton Jn. and Barrow Hill South Jn.

The 20 m.p.h. Permanent Speed Restriction on the DOWN and UP lines between 147m. 51ch. and 147m. 53ch. has been REMOVED. (See Section "D").

(37)

Between Allington Jn. and Barkston East Jn.

The 20 m.p.h. Temporary Speed Restriction on the UP line between 2m. 06ch. and 2m. 73ch. has become a Permanent Speed Restriction. (See Section "D").

(36)

SECTION C

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

EASTERN REGION

** Between Rufford Junction and Clipstone

Down Mansfield line position light shunting signal No. C1210 (adjacent to the site of the former Mansfield Concentration Sidings Signal Box), which applies towards Up Reception, now also applies - set-back along Down Mansfield towards C1206 position light signal, to facilitate run-round movements in the Reception siding.

(35)

** Tinsley Park

East Arrival line searchlight-type (ground mounted) signal No. TP19 has been replaced by a standard 2 aspect (Red/Yellow) colour light signal 11 ft. above rail level and 43 yards further from the signal box on the right hand side of the East Arrival.

The stencil-type route indicator has been abolished and the associated subsidiary mounted on a right-hand bracket.

The following indications apply:-

Main aspect	East Departure
Offset subsidiary	East Arrival

A "Diamond" sign has been provided.

(35)

WESTERN REGION

** Between Westerleigh Jn. and Bristol Parkway

A reflective white diamond coasting board has been provided on the down line at the 109 1/2 m.p. to enable Drivers of HST's to coast towards the 60 m.p.h. P.S.R. commencing at 111m. 62ch. on a booked stop at Bristol Parkway.

(35)

SOUTHERN REGION

Blackfriars

A new facing connection has been laid in the Up Holborn line, 80 yards London side of the station, and has been secured out of use pending commissioning.

A new trailing connection has been laid in the Down Holborn line, 80 yards London side of the station, and has been secured out of use pending commissioning.

(R/1815)

(37)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

**
SATURDAY/SUNDAY, 22/23 NOVEMBER - BETWEEN MAIDENHEAD AND RUSCOMBE JUNCTION

Whilst signalling staff are carrying out work in the above area, trains will be worked by the following method:-

On the Down and Up Main lines trains will be brought to a stand at the undermentioned signals and the Driver must not proceed until he has been instructed to do so by a handsignalman and has been given a printed ticket.

Signals at which trains will be brought to a stand:-

Down main S.36
Up main R.77
Up relief R.179 (leading to up main).

After the Driver has been authorised to proceed past one of the above signals he must proceed cautiously, ignoring any aspect which may be displayed at the following signals:-

Signals to be ignored by Drivers

Down main DM.25A, DM.25B, DM.26, DM.27, DM.28.
Up main UM.29, UM.28, UM.27A, UM.27B, UM.26, UM.25, UM. 24.

Drivers, upon arrival at one of the undermentioned signals must act in accordance with the aspect displayed - if other than a red aspect is displayed they may proceed normally without bringing their trains to a stand. After passing one of the undermentioned signals, Drivers must dispose of the printed ticket.

First signals beyond the affected which Drivers must obey:-

Down main R.6* (Ruscombe Junction)
Up main S.5* (Maidenhead)

* The number plate of the signal will be illuminated during the hours of darkness.

(22-11-86) (35)

R.S.B.

(PRIVATE and not for publication)

B.R.31146/1

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME

5 + 23

42

WEEKLY OPERATING NOTICE

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

SATURDAY, 10 JANUARY

TO

FRIDAY, 16 JANUARY 1987

inclusive

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

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

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

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
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WESTERN REGION - continued

DIDCOT TO HEYFORD

Sunday, 11 January

W48	Hinksey North and Oxford Station North	Down & up main and Down Platform BLOCKED	00 20 to 08 00. Track work, 63m. 26ch. Trains to travel over Down/Up passenger loop and Down/up platform loop.
W49	Tackley and Aynho Jn.	Down BLOCKED	00 01 to 08 00. Track work, 78m. 40ch. and 79 m.p. Single line working over up.

Sunday/Monday, 11/12 January

W50	Wolvercot Jn. and Aynho	Down BLOCKED	20 30 (Sun) to 06 00 (Mon). Speno rail grinding, 67m. 60ch. and 72m. 50ch. Single line working over up Aynho Jn. to Tackley from 04 30 (Mon). Amended train working.
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Wednesday/Thursday, 14/15 January

W51	Hinksey North and Kennington Jn.	Up BLOCKED	23 20 (Wed) to 04 00 (Thurs). Track work, 62m. 52ch. and 61m. 51ch. Up trains to travel via No. 1 reception and bi-directional goods loop.
-----	----------------------------------	------------	--

Passenger trains are authorised to travel via the No. 1 reception and bi-directional goods loop in accordance with the General Appendix Instructions.

OLD OAK COMMON WEST TO GREENFORD EAST

Until further notice

W52	Park Royal	Down & up BLOCKED	08 00 to 16 00 (except Saturdays). Bridge work, 4m. 79ch. Possession to be given up for passage of trains.
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READING WESTBURY LINE JN. TO BASINGSTOKE

Sunday, 11 January

W53	Southcote Jn. and Basingstoke	Down & up BLOCKED	00 20 to 07 25. Track work, 38m. 25ch. and 51m. 05ch.
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SOUTHERN REGION.

Until further notice

S9	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.
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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

Wednesday, 14 January - Derby St. Mary's

Two double sided "OFF" indicators working in conjunction with position light ground signal DY528 will be provided on the left hand side of the up goods line, 200 yards and 360 yards on the Derby station side of signal DY528.

Five single sided notice boards facing Ambergate will be provided on the left hand side of the up goods line on the Derby station side of signal DY528 as follows:-

Notice board lettered	Distance from signal DY528
10 SLU	80 yards
20 SLU	160 yards
30 SLU	240 yards
40 SLU	320 yards
50 SLU	400 yards

(O D 14/85/133) (45)

Wednesday, 14 January - Bennerley N.C.B. Sidings

Two new M.G.R. signals will be provided on the Arrival and Departure line at the following distances from the bunker:-

Signal "G" - 600 yards
Signal "H" - 712 yards

The "OFF" indicator, on the arrival and departure line, working in conjunction with signal TT130 will be recovered.

(O D 14/80/167) (45)

Thursday, 15 January - Hucknall Colliery Sidings

Hucknall Colliery Sidings box will be abolished, all associated signals will be recovered and all connections will be secured out of use pending recovery.

Hucknall Byron ground frame will be recovered.

The new block section will be from Bestwood Park Jn. box to Linby Colliery Sidings box.

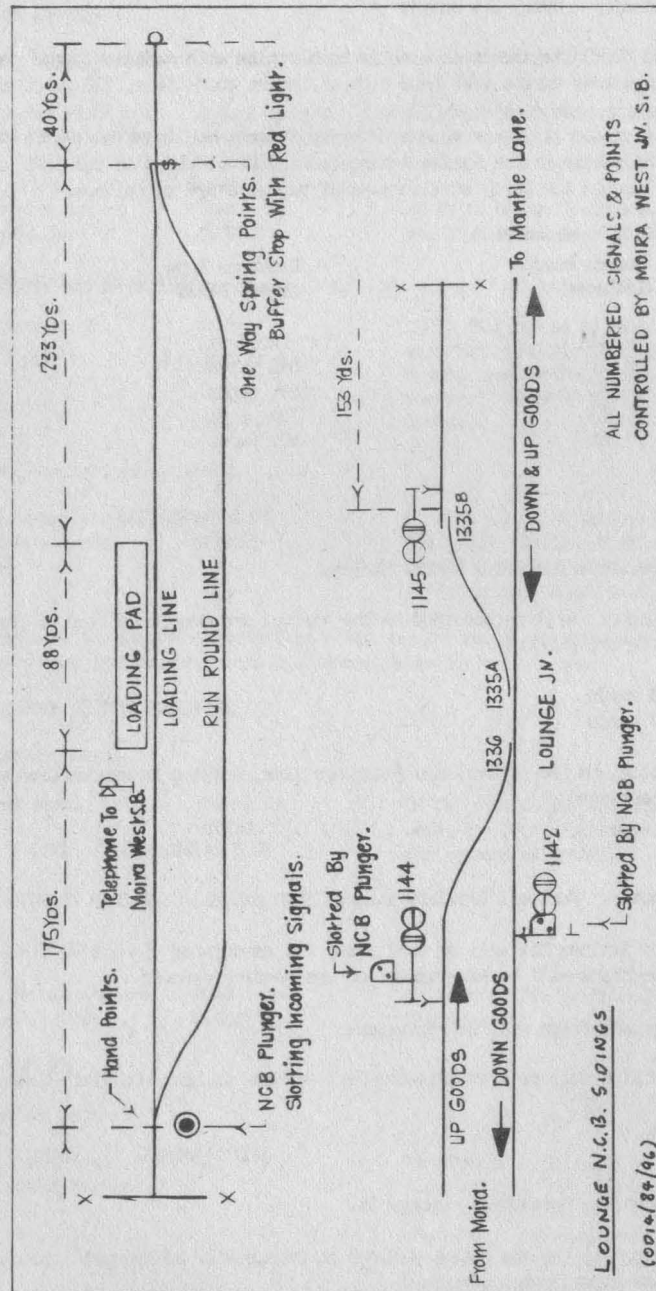
(O D 14/85/64) (45)

Wednesday, 14 January - Moira West, Lounge Jn.

The internal sidings in the new N.C.B. sidings at Lounge will be brought into use. For full details, please see accompanying diagram.

(O D 14/84/96) (45)

Signalling and Permanent Way Alterations - continued



SECTION C

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Whitacre Jn.

Signal SY312 applicable to the down slow line has become an automatic signal and has been plated accordingly.

Signal SY308 applicable to the down slow line has been moved 24 yards nearer to Derby.

(O D 14/-) (44)

Between Whitacre Jn. and Daw Mill

The catch points in the up main line at Om. 72ch. have been recovered and replaced with plain line.

(O D 14/GEN/117) (44)

SECTION C

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

EASTERN REGION

Leeds Station - West End

The Permanent Speed Restrictions at the West end of Leeds station have been revised and a 15 m.p.h. Permanent Speed Restriction applicable to both down and up trains applies on all lines between 20m. 47ch. and 0m. 07ch. (Leeds North Jn.). (See Section "D").

(42)

Grantham Up Yard

The 2-way hand-points giving access to No's 2 and 3 Roads have been replaced by Hold-Up Spring-points.

(42)

WESTERN REGION

Paddington

Ground position light signal 00.447 at the station end of the Parcels Line has been provided with a main fixed red aspect mounted directly above the existing signal.

(New item)

(44)

Reading

Bay platform No. 10 has been shortened by approximately 20 yards for reconstruction work. Temporary buffer stops have been erected.

(New item)

(44)

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) WHITE PAGES
 PREPARATION AND WORKING OF FREIGHT TRAINS

SECTION D5 WORKING INSTRUCTIONS FOR HAA AND HDA WAGONS

Clause D5/3 is to be amended as follows:-

Delete the first sentence completely. The second sentence to read:-

"The authorised loads in both loaded and empty conditions will be specially advised and must not be calculated by reference to the methods outlined in Section C3."

The third sentence remains unaltered.

The White Pages will be amended in due course to reflect these amendments.

(605/0/119)

(20-12-86)

APPENDIX INSTRUCTIONS - continued

SECTIONAL APPENDIX - SOUTHERN SECTION DATED NOVEMBER 1986 - continued

TABLE S1 - INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Name of Siding/s	Situated at or between	Line Connected With	Method of Control
Page B19 - TRENT SOUTH JN. TO NEWARK (BRANCHES) Delete heading and all particulars		(O D 14/85/64)	(15-1-87)

Page C16 Advanced Passenger Train Cab Display of Permissible Speed C-APT

Delete all instructions under this heading on pages C16 - C19.

(O D 15/850) (20-12-86)

LOCAL INSTRUCTIONS

ST. PANCRAS TO CHESTERFIELD (VIA DERBY)

Page D32 - ST. MARY'S GOODS YARD

Add - new second paragraph:-

Up goods line "OFF" indicators. The illumination of an "OFF" indicator, working in conjunction with the signal to movements from the up goods line to the down goods line or up departure siding will be the Driver's authority to commence the setting back movement and the provisions of the Rule Book, Section J, clause 4.1 are exempt. The setting back movement must be made at walking pace.

(O D 14/85/133) (14-1-87)

TRENT EAST JUNCTION TO CLAY CROSS SOUTH JUNCTION

Page D36 - BENNERLEY N.C.B. SIDINGS

Under sub-heading, Movements through the Bunker, amend first paragraph to read:-

The setting back movement from the Arrival/Departure line to the Bunker must be made at a speed not exceeding 3 m.p.h. and Drivers must work to the indications displayed by the M.G.R. signals. The vehicles will be tare weighed as they are propelled through the Bunker.

(O D 14/80/167) (14-1-87)

APPENDIX INSTRUCTIONS - continued

SECTIONAL APPENDIX - SOUTHERN SECTION DATED NOVEMBER 1986 - continued

DERBY LONDON ROAD JN. TO BIRMINGHAM PROOF HOUSE JN.

Page D40 - WASHWOOD HEATH

Before sub-heading "Down goods line "OFF" indicator", add:-

R.M.C. (Roadstone) Ltd. Siding. On arrival of a train for discharge at the "Stop and Await Instructions" board at the Derby side of the unloading hopper, the traincrew must obtain radios together with cards of instructions from the R.M.C. (Roadstone) Ltd. Person in charge.

The train must not proceed over the unloading hopper until permission has been obtained from the R.M.C. (Roadstone) Ltd. Person in charge.

Discharge of wagons will be one wagon at a time and will be controlled by radio in accordance with the card of instructions.

If to complete the discharge, it is necessary for the train to pass the "Stop and Telephone" board at the Birmingham end of the siding, permission must first be obtained from the Signaller at Saltley box. In these circumstances, the train must set back behind the notice board immediately unloading has been completed and the Signaller informed.

On completion of unloading, the radios and cards of instructions must be returned to the R.M.C. (Roadstone) Ltd. Person in charge.

(O D 14/83/279)

(Amended 13-12-86)

TRENT SOUTH JN. TO NEWARK (BRANCHES)

Page D67 - HUCKNALL COLLIERY SIDINGS

Delete - heading and all instructions.

(O D 14/85/64) (15-1-87)

Page D68 - Add:-

BETWEEN BOTTESFORD WEST JN. AND BINGHAM

Full details of this section of line are published in the Instructions affecting London Midland Region Staff when working over the Other Regions B.R. 30063/1-Section A-Eastern Region.

Scarrington and Aslockton R.H.B. level crossings are provided with circuitry to enable them to function automatically for wrong direction movements. Full instructions together with the associated permanent speed restrictions are shown in the above publication and the latter are also indicated at the lineside.

(O D 14/85/211)

(20-12-86)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

**

HANDBRAKE APPLIED INDICATOR FITTED TO NEA M.92040 (EXPT - FW371)

The above vehicle has been fitted with 3 experimental indicators which show when the handbrake is applied or released. Two of the indicators are located on the solebar below the Guard's compartment window on either side of the vehicle (for benefit or shunting staff) and a third is located on the partition in the Guard's brake cubicle inside the vehicle.

The pointer shows when the handbrake is applied or released. The "applied" slot is much greater to cater for the state of brakes adjustment but the "off" position is a short fixed sector. (See App. 1). Whenever a Guard joining the train sees the pointer is in applied sector it must be assumed that the handbrake is applied and must be fully released in the normal manner.

Likewise the procedure for applying the handbrake is unchanged i.e. it must be wound on in a clockwise direction until tight. Pointer will align somewhere in the "applied" sector.

UPON JOINING THE VEHICLE.

If the indicator is positioned anywhere in the applied slot - before movement; turn the handbrake wheel anticlockwise onto its stop.

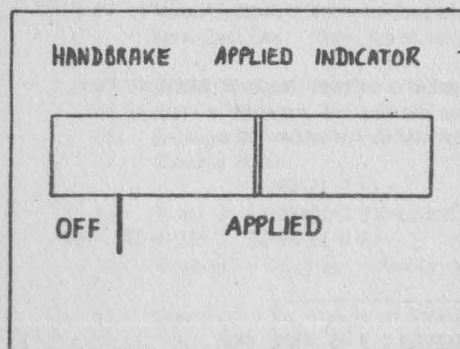
Pointer will now be indicating "OFF" and handbrake is released.

UPON LEAVING THE VEHICLE.

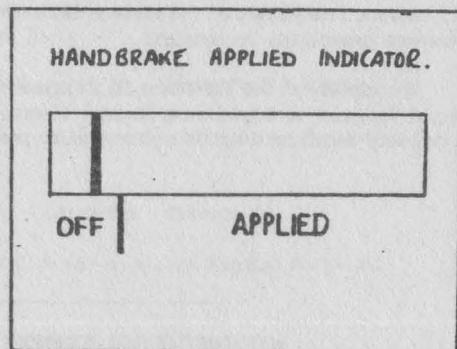
Wind the handbrake on to its fullest extent as per normal practice. DO NOT assume that to wind brake on until pointer is in "applied" sector is sufficient.

NOTE

The length of the applied sector is only to cater different states of brake adjustment.



WHENEVER POINTER IS ANYWHERE IN THE 'APPLIED' SECTOR - BEFORE MOVEMENT IS UNDERTAKEN; WIND HANDWHEEL ANTI-CLOCKWISE ONTO STOP UNTIL POINTER IS IN THE 'OFF' SECTOR.



WHENEVER POINTER IS IN 'OFF' SECTOR - HANDBRAKE IS RELEASED: TO APPLY - WIND HANDBRAKE WHEEL CLOCKWISE UNTIL IT IS SOLID AND NOT ONLY UNTIL POINTER REACHES 'APPLIED' SECTOR.

(RME/RO.57/371/B19) (12-12-86) (42)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

DRIVER ONLY OPERATION TRIALS

The following trains, and certain special trains, will operate under DCONP conditions between the points shown from 29 September, 1986.

The arrangement laid down in Issue 9 of the Rule Book dated 4.6.83, Sections H and M one man operation of fully fitted trains not conveying passengers will apply to the following trains.

There will be no alteration to the train timings.

6E44	08 50	MSX	Cardiff	Scunthorpe	Landor St. - Derby
6E40	10 10	SX	Corby	Lackenby	Corby - Toton
6T50	16 35	SX	Castle Donington	Toton	Throughout
6E37	20 25	SX	Corby	Lackenby	Corby - Toton
4E35	07 45	MSX	Grange Jn.	Lackenby	Grange Jn. - Derby
4E35	10 05	MD	Grange Jn.	Lackenby	Grange Jn. - Derby
6E99	19 00	SX	Hoo	Tinsley	Bedford - Toton
6M78	00 10	MSX	Lackenby	Etruria	Derby - Etruria
6M78	02 30	MD	Lackenby	Etruria	Derby - Etruria
6M47	10 50	SX	Lackenby	Corby	Toton - Corby
6M29	23 00	FSX	Lackenby	Corby	Toton - Corby
3M38	03 26	MX	Leeds	Curzon St.	Derby - Leicester and Landor St. - Curzon St.
4096	15 59	SD	Leeds	Southampton	Chesterfield - Landor St.
6V60	09 05	SX	Scunthorpe	Severn Tunnel Jn.	Chesterfield - Landor St.
6D23	05 23	MD	Toton	Corby	Throughout
7T50	13 36	SX	Silverhill	Castle Donington	Throughout
4E76	02 40	D	Southampton	Chesterfield	Landor St. - Chesterfield (MX), Derby (MD)
7A84	06 26	SX	Toton	Willesden	Toton - Rugby
6T50	10 39	SX	Toton	Silverhill	Throughout
6A82	18 42	SX	Toton	Willesden	Toton - Nuneaton
6054	21 38	SX	Toton	Hoo Jn.	Toton - Nuneaton
6V23	17 20	SD	Tunstead	Gloucester	Chesterfield - Landor St.
7E02	12 54	SX	Willesden	Worksop	Rugby - Toton
6E75	21 40	SX	Willesden	Leeds	Nuneaton - Toton

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

DRIVER ONLY OPERATION TRIALS - continued

The following trains additional to those already running under D.O.D.N.P. conditions are running as D.O.O. from 29 September 1986. - continued

Rep No.	Time	Days	From	To	Points between which D.O.O. will apply
6V23	17 15	SD	Tunstead	Gloucester	Landor St. - Gloucester
3V36	19 05	SD	Leeds	Bristol	B'ham N. St. - Bristol
3V85	19 52	ThSX	Whitemoor	Severn Tunnel Jn.	Landor St. - Gloucester -
7034	16 46	SX	Oxcroft	Ridham	Cricklewood RS - Hither Green
7E03	09 30	SX	Betteshanger	Oxcroft	Hither Green - Brent C. Jn.
6094	20 00	FD	Mountsorrell	Bat & Ball	Brent C. Jn. - Hither Green
7803	10 48	SX	Chislehurst	Acton Yard	Hither Green - Acton Yd.
6M04	10 35	TThD	Brookgate	Toton	Hither Green -
6E05	10 35	TD		Oxcroft	Brent C. Jn.
6M19	09 23	SD	Bat & Ball	Mountsorrell	Clapham Jn. (W) - Brent C. Jn.
6M89	00 30	MD	Dover	Willesden Brent	Hoo Jn. - Willesden Brent
6048	05 23	MD	Willesden Brent	Dover	Willesden Brent - Lewisham

(29-9-86)

The following trains additional to those already running under D.O.D.N.P. conditions are running as D.O.O. from 24 November 1986.

Rep No.	Time	Days	From	To	Points between which D.O.O. will apply
6E05/ 6M04	10 35	WFD	Brookgate	Oxcroft	Bedford - Toton
6E05	10 35	TThD	Brookgate	Oxcroft/Toton	Cricklewood/Bedford
3M38	03 26	MX	Leeds	Curzon St.	Leicester - Landor St.
6E76	23 36	TThD	Ditton	Ipswich	Crewe - Leicester
6V53	04 00	MSX	Humber	Langley	Nottingham - Bedford
6M52	14 43	SX	Kings Cross	Tring Cutting	Throughout
4S64	20 55	SX	Morris Cowley	Bathgate	Washwood Heath - Derby
7E60	12 54	TWD	Kingsbury	Ripple Lane	Lock Lane LC - Cricklewood
6V68	22 00	MTWD	Lindsey	Langley	Nottingham - Bedford
6E50	09 30	SD	Langley	Lindsey	Bedford - Nottingham
6E50	09 25	MSX			
6094	20 00	FD	Mountsorrel	Bat & Ball	Bedford - Brent Curve
7069	09 49	MMD	Oxcroft	Brookgate	Toton - Cricklewood Rec.
6M32	03 35	TWThD	Northfleet	Toton	Bedford - Toton
4M77	14 20	MSX	Bathgate	Washwood Heath	York - Derby
	14 15	MD	Millerhill		
4E72	03 00	MD	Bescot	Leeds FLT	Derby - Leeds
7E49	15 12	SX	Bescot	Dringhouses	Derby - Dringhouses
6E38	21 21	SX	Bescot	Doncaster	Derby - Doncaster
7E03	09 30	FSX	Betteshanger	Scunthorpe	Toton - Barrow Hill

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

DRIVER ONLY OPERATION TRIALS - continued

The following trains additional to those already running under D.O.D.N.P. conditions are running as D.O.O. from 24 November 1986. - continued

Rep No.	Time	Days	From	To	Points between which D.O.O. will apply
6E55	10 55	MSX	Bromsgrove	Port Clarence	Derby - York
6E05	10 35	WD	Brookgate	Oxcroft	Toton - Barrow Hill
6E44	08 50	SX	Cardiff	Scunthorpe	Derby - Scunthorpe
5M52	06 12	MD	Clifton	Willesden	Clifton - Derby
7M28	08 33	SX	Clipstone	Garston	Clipstone - Toton
7M51	19 45	TThD	Clipstone	Toton	Throughout
6E40	10 10	SX	Corby	Lackenby	Toton - York
6E37	20 25	FD	Corby	Lackenby	Toton - York
6E06	05 50	MX	Didcot	Markham	Landor St. - Barrow Hill
6E09	21 55	SX	Didcot	Markham	Landor St. - Barrow Hill
7M74	11 33	TWThD	Doncaster PWD	Cliff Hill	Doncaster - Derby
7M80	20 18	SX	Doncaster	Bescot	Tinsley - Derby
7M31	23 01	ThD	Doncaster	Toton	Throughout
7M88	01 27	MX	Dringhouses	Derby	Tinsley - Toton
6E30	17 18	MX	Eastleigh	Tees	Derby - York
6E10	08 35	MSX	Garston	Manfield	Toton - Warsop
4E35	07 45	MSX	Grange	Lackenby	Derby - York
4E35	10 05	MD	Grange	Lackenby	Derby - York
6M71	09 50	SX	Grimsby	Wolverhampton	Tinsley - Derby
6049	16 00	SX	Haverton Hill	Eastleigh	York - Derby
6M78	02 30	MD	Lackenby	Etruria	York - Derby
6M78	00 10	MSX	Lackenby	Grange	York - Derby
6M47	10 50	MD	Lackenby	Corby	York - Toton
6M47	10 50	MSX	Lackenby	Corby	York - Toton
4M78	11 09	SD	Leeds	Rugby	Leeds - Derby
4062	18 36	SX	Leeds	Southampton	Leeds - Derby
6E60	16 21	SX	Longport	Scunthorpe	Derby - Scunthorpe
4S64	20 55	SX	Morris Cowley	Bathgate	Derby - York MX
4V73	19 00	SX	Newcastle	Pengam	York - Derby
7034	16 46	SX	Oxcroft	Ridham	Barrow Hill - Toton
7069	09 49	MMD	Oxcroft	Brookgate	Barrow Hill - Toton
6V21	00 40	MSX	Port Clarence	Bromsgrove	York - Derby
4E88	17 40	SX	Pengam	Newcastle	Derby - Leeds
6E36	16 12	TD	Redbridge	Kilnhurst	Landor St. - Tinsley
6M59	01 50	SX	Scunthorpe	Wolverhampton	Scunthorpe - Derby
6V03	10 05	SX	Scunthorpe	Severn Tunnel Jn.	Scunthorpe - Derby
6M57	04 30	SX	Scunthorpe	Brierly Hill	Scunthorpe - Derby
6V81	17 30	SX	Scunthorpe	Severn Tunnel Jn.	Doncaster - Derby
7V26	22 57	SX	Markham	Didcot	Barrow Hill - Landor St.
7V09	08 41	SX	Markham	Didcot	Barrow Hill - Landor St.
6054	16 48	SX	Healey Mills	Hoo Jn. FSX) Sheerness FD)	Healey Mills - Toton

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

DRIVER ONLY OPERATION TRIALS - continued

The following trains additional to those already running under D.O.D.N.P. conditions are running as D.O.O. from 24 November 1986. - continued

6V58	23 48	SUN	Scunthorpe	Cardiff	Scunthorpe - Derby
6V58	23 00	FSX	Scunthorpe	Cardiff	Scunthorpe - Derby
6E35	17 35	SX	Severn Beach	York	Derby - York
6E94	01 25	MSX	Severn Tunnel Jn.	Doncaster	Toton - Doncaster
6E94	01 25	SD	Severn Tunnel Jn.	Doncaster	Toton - Doncaster
6E94	19 15	SX	Severn Tunnel Jn.	Haverton Hill	Derby - York
7E95	22 45	HX	Severn Tunnel Jn.	Scunthorpe	Derby - Scunthorpe
7E16	23 25	MSX	Severn Tunnel Jn.	Scunthorpe	Landor St. - Barrow Hill
7E16	23 25	SD	Severn Tunnel Jn.	Scunthorpe	Landor St. - Barrow Hill
4E76	02 40	MD	Southampton	Leeds	Derby - Leeds
6V66	18 35	MWD	Tees	Severn Tunnel Jn.	Dringhouses - Derby
7M85	19 34	SX	Tees	Bescot	York - Derby
6M09	05 17	TTHO	Tinsley	Washwood Heath	Throughout
6E61	09 59	MD)	Toton	Worksop	Throughout (MD)
	20 34	FSX)	Didcot		Toton - Worksop (MSX)
6E05	06 26	MD	Toton N. Yard	Oxcroft	Toton - Barrow Hill
7E03	08 48	MD	Toton	Scunthorpe	Toton - Barrow Hill
6E33	19 25	Tth	Toton	Doncaster	Throughout
6E21	22 50	TTHO	Toton	Worsop	Throughout
6E10	12 55	MD	Toton	Worsop	Toton - Worksop
6J48	17 32	TTHO	Worsop	Clipstone Colliery	Throughout
6E39	01 23	TTHO	Washwood Heath	Tinsley	Throughout
5E05	05 39	MWD)	Willesden	York	Derby - York
	06 00	TThFO)	Willesden		
7E02	12 45	SX	Willesden	Worksop	Toton - Worksop
6E75	21 40	MWFO)	Willesden	Leeds	Toton - Hunslet (TThSD)
6E52	08 28	SX	Wolverhampton	Scunthorpe	Derby - Scunthorpe
6E68	14 16	SX	Wolverhampton	Tinsley	Derby - Tinsley
6E96	19 48	SX	Wolverhampton	Grimsby	Derby - Tinsley
6M81	06 25/	MSX	Worksop	Toton	Throughout
	07 00	MD			
6M70	17 27	SX	Worksop	Toton	Throughout
6E29	11 45	SX	Brierly Hill	Scunthorpe	Derby - Scunthorpe
6M13	05 03	MD	Scunthorpe	Langport	Scunthorpe - Derby
6M13	05 35	MSX	Scunthorpe	Langport	Scunthorpe - Derby

(MAL/710) (29-11-86)

SECTION D

MISCELLANEOUS INSTRUCTIONS - continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing Date
Tyseley Sidings 5 and 6 in the Repair Depot (Factory) BLOCKED	Track work	Continuously Until further notice	21-11-86

CREWE
7 January, 1987

P. G. RAYNER
Regional Operations Manager

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME**43****WEEKLY OPERATING NOTICE**

containing

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

SATURDAY, 17 JANUARY**TO****FRIDAY, 23 JANUARY 1987**

inclusive

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

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

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

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
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SOUTHERN REGION.

Until further notice

S10 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.

LEWISHAM TO DARTFORD JN. (Via Woolwich Arsenal)

Monday/Tuesday, 19/20 to Thursday/Friday, 22/23 January

S11 Plumstead and Slade Green	Down BLOCKED Up BLOCKED	00 55 to 05 00) Track work, 10 1/4 m.p. (Tues to Fri) and 15m. 10ch. 23 45 to 04 00) (Mon to (Tues) Thurs) to Fri)
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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items will not appear in future issues

Sunday, 18 January - Nuneaton Abbey Jn.

The existing illuminated 30 m.p.h. permanent speed restriction advance warning indicator on the up Birmingham line will be repositioned 255 yards nearer to Whitacre Jn.

The banner repeater signal AJ R41/42 applicable to the up Birmingham line 400 yards before reaching signal AJ41/42 will be recovered.

(O D 14/86/127) (46)

DETAILS OF WORK ALREADY CARRIED OUT

Derby St. Mary's

Two double sided "OFF" indicators working in conjunction with position light ground signal DY528 have been provided on the left hand side of the up goods line, 200 yards and 360 yards on the Derby station side of signal DY528.

Five single sided notice boards facing Ambergate have been provided on the left hand side of the up goods line on the Derby station side of signal DY528 as follows:-

Notice board lettered	Distance from signal DY528
10 SLU	80 yards
20 SLU	160 yards
30 SLU	240 yards
40 SLU	320 yards
50 SLU	400 yards

(O D 14/85/133) (45)

Bennerley N.C.B. Sidings

Two new M.G.R. signals have been provided on the Arrival and Departure line at the following distances from the bunker:-

Signal "G" - 600 yards
Signal "H" - 712 yards

The "OFF" indicator, on the arrival and departure line, working in conjunction with signal TT130 has been recovered.

(O D 14/80/167) (45)

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

Hucknall Colliery Sidings

Hucknall Colliery Sidings box has been abolished, all associated signals have been recovered and all connections have been secured out of use pending recovery.

Hucknall Byron ground frame has been recovered.

The new block section is from Bestwood Park Jn. box to Linby Colliery Sidings box.

(O D 14/85/64) (45)

Moira West, Lounge Jn.

The internal sidings in the new N.C.B. sidings at Lounge have been brought into use. For full details, please see accompanying diagram.

(O D 14/84/96) (45)

Saturday, 17 and Sunday, 18 January - Grantham

Up Main 4-aspect signal D22 (with position 1 junction route indicator applying towards the Up Slow) will be repositioned 2 yards further south. (The redundant position 2 junction route indicator will be abolished).

(Two -Way Slow line 3-aspect signal D20, with route indications applying towards Up Slow or Up Fast, will be renewed with the Red aspect 11ft. above rail level).

(46)

Monday, 19 January - Doncaster Traction Maintenance Depot

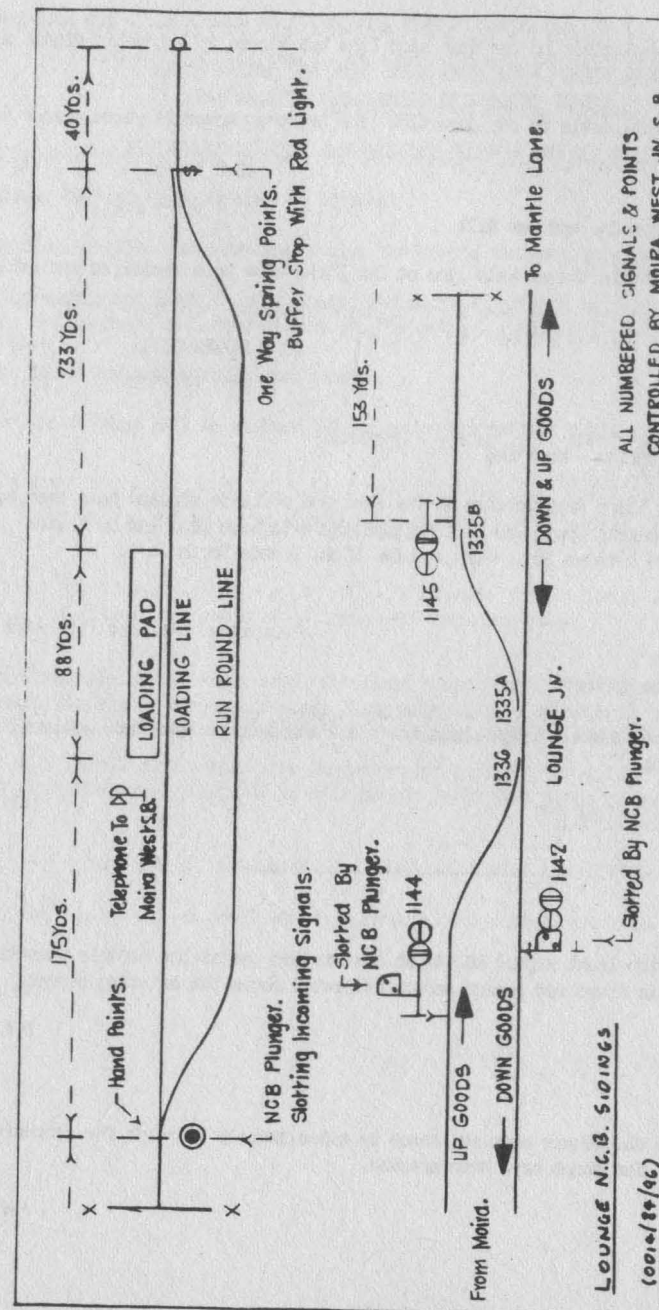
Locomotives entering the Traction Maintenance Depot via the Down Engine line from the Up Decoy area, manned by the Driver only, should stop at the newly erected notice board adjacent to the Depot worded:-

"LOCOMOTIVES MANNED BY A DRIVER ONLY SHOULD BE STABLED AT THIS POINT"

The Driver should then report the Locomotive on the Depot to the Train Crew Supervisor in the usual manner.

(46)

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



SECTION C

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

Whitacre Jn.

Signal SY312 applicable to the down slow line has become an automatic signal and has been plated accordingly.

Signal SY308 applicable to the down slow line has been moved 24 yards nearer to Derby.

(D D 14/-) (44)

Between Whitacre Jn. and Daw Mill

The catch points in the up main line at 0m. 72ch. have been recovered and replaced with plain line.

(D D 14/GEN/117) (44)

EASTERN REGION

** Leeds Station - West End

The Permanent Speed Restrictions at the West end of Leeds station have been revised and a 15 m.p.h. Permanent Speed Restriction applicable to both down and up trains applies on all lines between 20m. 47ch. and 0m. 07ch. (Leeds North Jn.). (See Section "D").

(43)

** Grantham Up Yard

The 2-way hand-points giving access to No's 2 and 3 Roads have been replaced by Hold-Up Spring-points.

(43)

WESTERN REGION

Paddington

Ground position light signal 00.447 at the station end of the Parcels Line has been provided with a main fixed red aspect mounted directly above the existing signal.

(44)

Reading

Bay platform No. 10 has been shortened by approximately 20 yards for reconstruction work. Temporary buffer stops have been erected.

(44)

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) WHITE PAGES
 PREPARATION AND WORKING OF FREIGHT TRAINS

SECTION D5 WORKING INSTRUCTIONS FOR HAA AND HDA WAGONS

Clause D5/3 is to be amended as follows:-

Delete the first sentence completely. The second sentence to read:-

"The authorised loads in both loaded and empty conditions will be specially advised and must not be calculated by reference to the methods outlined in Section C3."

The third sentence remains unaltered.

The White Pages will be amended in due course to reflect these amendments.

(605/0/119) (20-12-86)

SECTION H - LOCAL INSTRUCTIONS (RE-ISSUED MAY 1986)

Add :-

H1/13. Class 37/7 and 37/9 Locomotives

When these locomotives are used, the loads quoted for Class 37 can be used, with the extra weight for the heavier locomotives being added to the authorised load. If separate special loads for 37/7 and 37/9 locomotives are quoted in the future, these will of course apply.

(P7/J/800/19) (17-1-87)

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME**48****WEEKLY OPERATING NOTICE**

containing

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

SATURDAY, 21 FEBRUARY**TO****FRIDAY, 27 FEBRUARY 1987**

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 CREME (053/2239) to avoid duplication.



WARNING



A.C ELECTRIFIED LINES

EAST COAST MAIN LINE ELECTRIFICATION

HUNTINGDON - PETERBOROUGH

The overhead line equipment has been extended northwards from Huntingdon through Crescent Junction to a point approximately 2 miles north of Peterborough Station and to a point approximately 1/4 mile south of Peterborough Station on the March lines.

From 00 01 Monday, 16 March 1987 the overhead line equipment will be energised at 25,000 volts and must thereafter be regarded as "ALIVE" at all times.

The limits of energisation will be:-

From the existing electrified lines at 195 yards north of the 60 1/4 mile post, north of Huntingdon Station.

Structure Number:- E97/03 DOWN FAST, UP FAST, DOWN SLOW.

At 280 yards north of the 78 1/4 mile post, north of Peterborough Station.

Structure Number:- E/126/10 DOWN SLOW/DOWN STAMFORD.
E/126/12 DOWN FAST, UP FAST, UP SLOW.

On the March side of Crescent Junction, 259 yards south of the 76 1/4 mile post, south of Peterborough Station.

Structure Number:- C00/09 DOWN MARCH.
C00/10 UP MARCH.
C00/05 TWO WAY GOODS.

The Working Instructions for A.C. Electrified Lines (BR 29987), will apply.

(21-2-87)

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

Saturday, 21 February - Derby Station

Bay Platform No. 5 will be shortened by 15 yards until further notice.

(O D 14/-) (51)

EASTERN REGION

Sunday, 22 February - Between Tipton Junction and Barrow Hill

Down Barrow Hill controlled Signal No. S229 will be converted to an automatic signal.

(51)

Saturday, 21 February - Doncaster - St. James Jn.

Signals D263 (Down Hexthorpe Goods) and D265 (Down Sheffield Goods) will in future display a proceed aspect to the Down Reception line clear or occupied.

(51)

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Mountsorrel Ground Frame

Mountsorrel ground frame has been taken out of use. The connection controlled by the ground frame from the reception line to the down main line has been secured out of use until further notice.

(O D 14/73/291) (50)

Dorridge

Knowle ground frame and associated telephone has been recovered.

Position light ground signal SY427 situated on the up Leamington line at the south end of the up passenger loop, applicable to movements to the up passenger loop has been recovered.

The stencil route indicator associated with position light ground signal SY422 situated on the up Leamington line south of Dorridge station and applicable to movements along the up Leamington line in the wrong direction has been recovered.

The "Limit of Shunt" indicator situated at the Bentley Heath end of the up passenger loop has been recovered.

(O D 14/85/238) (50)

Bordesley Station

The island platform has been permanently reduced by 33 yards at the Tyseley end. Drivers must bring their trains to a stand at the temporary stop boards provided.

(O D 14/-) (49)

Farrington

Signal WH409 applicable to the down Moorgate line approaching Farrington station and signal WH412 on the up Moorgate line approaching Farrington station have been converted to controlled signals and have been replated accordingly.

(O D 14/85/61) (49)

Sherwood Colliery Sidings

The empty wagon sidings, down lie-by siding and the points in the shunting line together with all associated signals and connections have been recovered.

The signal situated on the left hand side of the "running" line applicable to movements towards the colliery has been recovered.

(O D 14/82/212) (49)

**

Birmingham Moor St.

The temporary Engineer's siding provided adjacent to the up Moor St. line has been extended. A new hand worked connection has been provided immediately beyond the end of the existing siding and two new sidings provided approximately 718 yards in length.

(O D 14/79/159) (48)

SECTION C

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

**
 Derby Engine Sidings No. 2 Shunting Frame

Derby Engine Sidings No.2 S.F. together with all associated signals and notice boards has been abolished.

The Down Loco Line has been renamed Pilot Siding.

The stencil indicators associated with signals DY472 ("up & down" Chaddesden Siding), DY475 (up goods) and position light ground signal DY473 (down goods) at Derby Station North Jn. now display a "P" indication for routes to the Pilot Siding.

Position light ground signal DY465 applicable to movements from the Top Yard Neck now reads as follows:-

Indication	Route
P	Pilot Siding
-	Workshops

The connection from the Pilot Siding to No. 14 Shop line previously worked from Derby box has been converted to hand points.

The Up Loco line has been recovered together with position light ground signal DY464 reading from the Up Loco Line to the down goods line, "up & down" Chaddesden Siding or Top Yard Neck.

Position light ground signal DY459 applicable to movements from the Pilot Siding at the Derby Station North Jn. end has been replaced as a ground mounted searchlight signal (R/Y/G) together with associated position light signal and 2 stencil indicators. The signal applies as follows:-

Aspect	Indication	Route
Main	-	Down goods
P/L	SDG	"Up & down" Chaddesden Siding
P/L	N	Top Yard Neck

A new position light ground signal, DY476, with 4 stencil indicators has been provided on the left hand side of the Pilot Siding immediately before reaching the connection to the Loco In Line. The signal applies as follows:-

Indication	Route
P	Pilot Siding
S	Stabling Sidings
L	Loco Line
C	C.M.E.E. Line

A telephone has been provided at signal DY476 to Derby box.

The connection between the Pilot Siding and the Loco In Line is worked from Derby box.

The Loco Out Line has been recovered between the Pilot Siding and the connection between the Loco In Line and the Loco Out Line.

The connection between the Loco In Line and the C.M.E.E. Arrival/Departure line is worked from Derby box.

SECTION C

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

**
 Derby Engine Sidings No. 2 Shunting Frame - continued

The connection between the Loco In Line and the Loco Out Line has been converted to spring points and normally lies for the Loco In Line.

A notice board, facing the Pilot Siding and lettered "Stop and Check Hand Points" has been provided on the left hand side of the Loco In Line immediately before reaching the connection to the Loco Out Line.

A new position light ground signal, DY478, facing the sidings, has been provided on the left hand side of the Loco In Line adjacent to the spring points and applies to movements to the Pilot Siding.

The connection between the C.M.E.E. Arrival and C.M.E.E. Departure sidings has been converted to spring points and normally lies for the C.M.E.E. Arrival siding.

A notice board, facing the Pilot Siding and lettered "Stop and Check Hand Points", has been provided on the right hand side of the C.M.E.E. Arrival/Departure line adjacent to the spring points.

A new position light ground signal, DY477, facing the sidings, has been provided on the left hand side of the C.M.E.E. Arrival/Departure line adjacent to the spring points and applies to movements to the Pilot Siding.

Notice boards facing the sidings and lettered "Stop and Telephone and Await Signal Ahead Clearing" have been provided on the siding side of the level crossing on the left hand side of the Loco Out Line, Loco In Line and C.M.E.E. Departure siding and on the right hand side of the C.M.E.E. Arrival siding. A telephone to Derby box has been provided at each notice board.

The A.W.S. Test Inductor formerly on the Down Loco Line has been repositioned on the Loco In Line.

The connection between the Pilot Siding and the Loco/Carriage Stabling Sidings is worked from Derby box.

Notice boards, facing the sidings and lettered "Movements Must Not Pass This Board Until Lamp Illuminated" have been provided in the Loco/Carriage Stabling sidings as follows:-

On the left hand side of the Loco Stabling siding at the site of the former ground signal.

On the left hand side of the North Departure line by the Loco Foot Crossing applicable to the North Departure line and the Middle Road.

On the right hand side of the Wall Side line by the Loco Foot Crossing.

A white light and a plunger have been provided on the post beneath each notice board together with a telephone to Derby box.

A new position light ground signal, DY480, facing the sidings, has been provided on the left hand side of the exit line from the Loco/Carriage Stabling sidings and applies to movements towards the Pilot Siding.

A new elevated position light signal, DY479, facing Spondon, has been provided on the left hand side of the Pilot Siding reaching the connection from the Loco/Carriage Stabling sidings. A telephone has been provided to Derby box.

SECTION C

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

**
 Derby Engine Sidings No. 2 Shunting Frame - continued

The position light ground signal, DY427, applicable to movements from the Pilot Siding at the Spondon end has been replaced by a new 3 aspect (R/Y/G) colour light signal with associated position light signal and 2 stencil indicators. The signal applies as follows:-

Aspect	Indication	Route
P/L	CAR	Carriage Siding
Main	-	Up main
P/L	SDG	Research Siding

A telephone has been provided to Derby box.

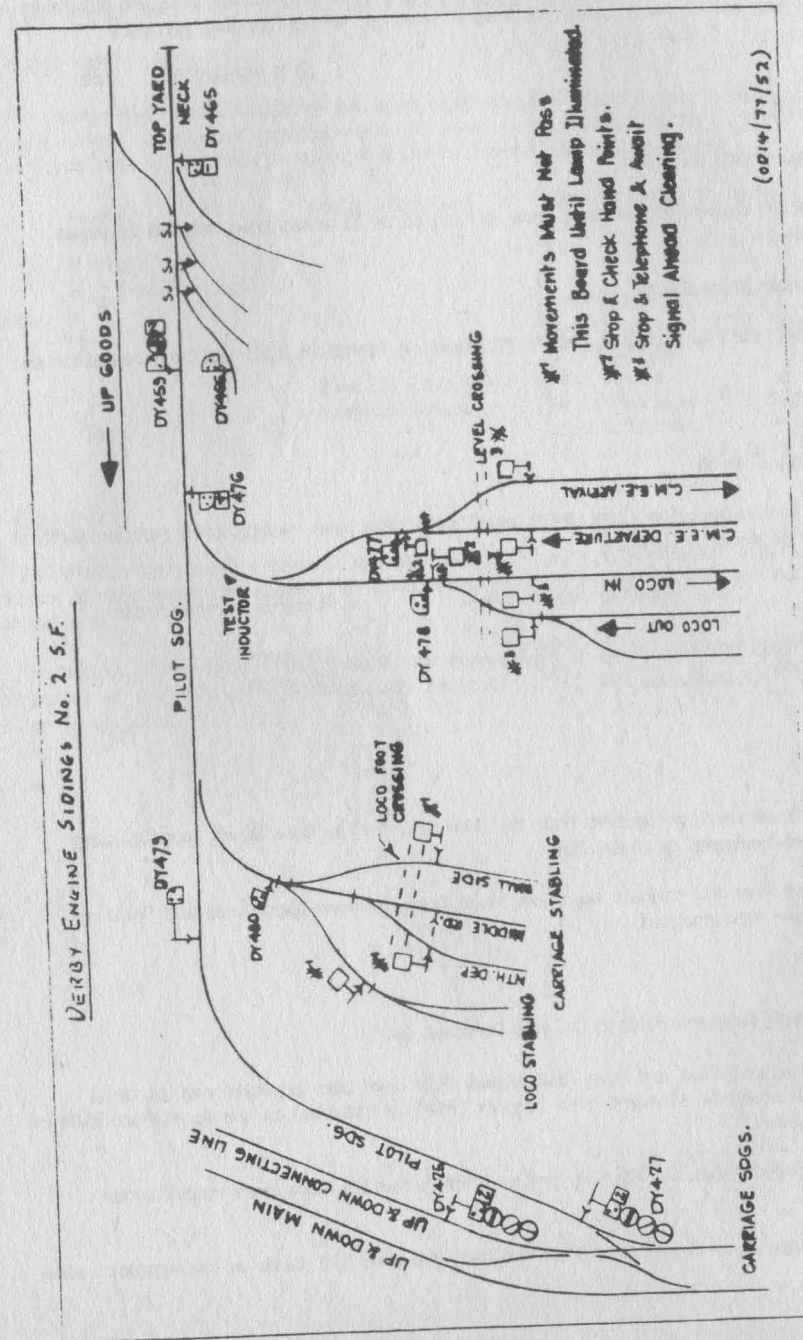
Please see accompanying diagram.

(D D 14/77/52) (48)

SECTION C

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

**
 Derby Engine Sidings No. 2 Shunting Frame - continued



SECTION C

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

**
 Wingfield Ground Frame

Wingfield ground frame has been disconnected and the associated trailing crossover between the down and up main lines has been secured out of use pending recovery.

(O D 14/84/279) (48)

EASTERN REGION

Grantham South Junction

The facing connection leading from Up Fast to Up Slow has been relayed 20 yards further south.

Signalling Alterations

The associated Up Slow position light shunting Signal No.1283 has been repositioned accordingly.

(50)

New England North

The following position light shunting signals have been repositioned further north at the distances as shown below:-

Line	Position Light Signal	Distance Further North
Down fast	P90	303 yards
Down Slow	P92	220 yards

(50)

Fryston

The facing connection leading from the Down Main to the Down Goods Loop/Colliery Sidings has been replaced by plain line.

The routes from all signals applying to or from the Down Goods Loop and Colliery Sidings have been disconnected.

(49)

Peterborough (Between Fletton Jn. and Crescent Jn.)

Down Slow signal P421 and Down Fast signal P423 have been repositioned 26 yards further north as separate straight post signals (P423 is situated on the right-hand side of the Down Fast line).

The associated Automatic Warning System track inductors have been repositioned accordingly.

A Banner Repeating signal No. P421R has been provided 350 yards on the approach side of P421 signal.

SECTION C

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

EASTERN REGION - continued

Peterborough (Between Fletton Jn. and Crescent Jn.) - continued

Signal P421

The theatre-type route indicator has been replaced by a stencil route indicator centralised on the signal post together with the associated position light. A junction route indicator (position 4) has been provided and the following indications apply:-

Line	Aspect	Route Indication	Application to or towards
	M = Main		
	PL = Position Light		
Down slow	M		P443 Signal
	PL		No. 5 Platform (P443 Signal) line occupied
	M	Junction Indicator	P449 Signal
	PL	Junction Indicator	No. 4 Platform (P449 Signal) line occupied
	PL	"A"	Fly Ash Inspection line

Signal P423

The theatre-type route indicator has been replaced by twin fibre-optic route indicators mounted above the signal. The associated position light has been centralised on the signal post.

The special fibre-optic route indications (equivalent to junction route indications) are displayed in the left or right-hand route indicator as follows according to the direction to be taken.











SECTION C

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

EASTERN REGION - continued

Peterborough (Between Fletton Jn. and Crescent Jn.) - continued

Signal P423

Line	Aspect	Fibre-Optic Route Indication		Application to or towards
		Left Hand Indication	Right Hand Indication	
	M = Main PL = Position Light			
Down Fast	M			P435 Signal (Down fast)
	M			P443 Signal
	PL			No. 5 Platform (P443 Signal) line occupied
	M			P449 Signal
	PL			No. 4 Platform (P449 Signal) line occupied
	M			P445 Signal
	PL			No. 3 Platform (P445 Signal) line occupied
	M			P437 Signal
	PL			No. 2 Platform (P437 Signal) line occupied
	M			No. 1 Bay Platform
	PL			No. 1 Bay Platform line occupied

(49)

Allington Junction

The Down Main (semaphore) Starting signal has been replaced 543 yards further from the signalbox by a 2-aspect colour light Intermediate Block Home signal plated AJ6.

The signal displays Red or Green aspect only at this stage and is situated 1089 yards after passing the signalbox.

A semaphore Distant arm has been provided below the Down Branch Home signal and this is situated 1522 yards before reaching new AJ6 signal.

An A.W.S. Track inductor has been provided in conjunction with AJ6 signal and with the new Down Branch Distant.

(49)

SECTION C

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

EASTERN REGION - continued

** Between Masborough Sorting Sidings South and Masborough Station North Junction

Down Barrow Hill signal S419 has been abolished.

Down Barrow Hill signal S411 and Up Barrow Hill signal S410 have been converted to automatic signals. (The distance between S411 and S425 signal is 1,429 yards).

Masborough Station North Junction

The stencil route indicator on Down Barrow Hill position light signal S1074 has been abolished and the signal now applies - Down Barrow Hill to Up Barrow Hill only.

Masborough Sorting Sidings South

The points leading from the East Sidings to the Shunting line or to Shunting Neck have been converted to hand operation.

Position light signal S1063 applying from Shunting line to East Sidings has been abolished.

Position light signal S1060 applying from East Sidings has been repositioned adjacent to the points leading from Shunting Neck to Down Barrow Hill. The associated stencil route indicator displays:-

Route Indication	Application Towards
G	Up Canklow Goods
B	Up Barrow Hill
N	Shunting Neck

(48)

**

Grantham

Up main 4-aspect signal D22 at the south end of Grantham station (with position 1 junction route indicator applying towards the Up Slow) has been repositioned 2 yards further south. (The redundant position 2 junction route indicator has been abolished).

Two-way Slow line 3-aspect signal D20, with route indications applying towards Up Slow or Up Fast, has been renewed with the Red aspect 11ft. above rail level.

Grantham South Junction

Two-way Goods line (Up direction) searchlight-type signal D18 (with theatre-type route indications applying towards Up Slow (S) or to Up Fast (F)), has been replaced 5 yards further south by a standard 3-aspect colour light signal/ (The associated position light subsidiary signal has been abolished).

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

(48)

SECTION C

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

EASTERN REGION - continued

** Nostell Colliery

The groundframe operated trailing connection leading from the Up Main to the Colliery Sidings and the associated position light shunting signal L624 have been abolished.

(48)

WESTERN REGION

Between Runney River Bridge and Cardiff Central

The 50 m.p.h. permanent speed restriction on the down main line between 169 m.p. and 169m. 12ch. has been REMOVED, together with the associated Advance Warning Indicator located on the down main at 168m. 29ch. The Maximum Permissible Speed of the line now applies.

A new Advanced Warning Indicator applicable to the 40 m.p.h. permanent speed on the down main line commencing at 169 3/4 m.p. has been provided on the down main line at 169m. 06ch., together with associated AWS magnet.

(New item) (50)

Between Chepstow and Caldicot

The catchpoints in the Up line at 142m. 08ch., also at 143m. 01ch. have been clipped out of use pending removal. (See Section "D").

(50)

Reading

Bay platform No. 6 has been shortened by approximately 20 yards for reconstruction work. Temporary buffer stops have been erected.

(50)

Reading

Bay platform 10, previously shortened for reconstruction work, has now reverted to its original length, and the temporary stop block removed.

(49)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

| New Item

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

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM
 BR30062/2

Regulation 11 clause 11.6.1. as amended in MED 46 page 5.

Amend to read:-

If Time Interval working is in operation the Signaller must also advise the Guard (if provided) and Driver of any locomotive assisting in rear...then as printed.

(O D 15/69/1) (14-2-87) (1)

WORKING MANUAL FOR RAIL STAFF (BR30054/6) YELLOW PAGES
 LABELLING OF WAGONS

The above section of the Working Manual has been re-issued dated February 1987. All staff issued with a copy of the Yellow pages of the Working Manual should ensure that they receive a copy.

(605/0/119) (14-2-87) (PON 2)

SECTIONAL APPENDIX - SOUTHERN SECTION DATED NOVEMBER 1986

SECTION 1 TABLE "A" - Index (Stations, Signal Boxes etc.)

	Pages
Page A10 - Delete	
Mountsorrel.....	50
	(O D 14/73/291) (15-2-87)

SECTION D

APPENDIX INSTRUCTIONS - continued

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN WORKING OVER THE EASTERN REGION
B.R. 30063/4 SECTION D DATED NOVEMBER 1986

LOCAL INSTRUCTIONS

Page D3.8

IMMINGHAM EAST JN. TO WEST HOLMES

Holmes Yard - Working of trains on Down and Up Goods Lines.

Delete sub-heading and instructions and substitute:-

Holmes Yard - Working of trains on the Down and Up Goods lines when the Yard is unstaffed.

Holmes Yard is staffed between 06 00 (M - FD) and 17 00 (M W & FD), 16 00 (ThD).

Outside these hours, the yard is normally unstaffed and Drivers must:-

- (i) When it is necessary for a train on the Down Goods line, or for any other movement to occupy or foul the Down Goods line ahead of the "Stop" board on the Down Goods line, telephone the Signaller at West Holmes, using the telephone situated at the "Stop" board and obtain his permission for the movement to be made.
- (ii) When it is necessary for a train on the Up Goods line, or for any other movement to occupy or foul the Up Goods line ahead of the "Stop" board on the Up Goods line, telephone the Signaller at East Holmes, using the telephone situated at the "Stop" board and obtain his permission for the movement to be made.
- (iii) If the movement requires to occupy or foul both the Down and Up Goods lines ahead of the "Stop" boards thereon, obtain the permission of the Signaller at both East Holmes and West Holmes for the movement to be made.
- (iv) In the case of a movement which necessitates the operation of any hand points giving access to, or in the Down or Up Goods lines advise the Signaller at East Holmes and/or West Holmes, as appropriate, when the movement has been completed and the hand points have been reset for through running on the Down and Up Goods lines.

(7-2-87)

INSTRUCTIONS AFFECTING L.M.R. STAFF WHEN WORKING OVER THE WESTERN REGION
B.R. 30063/9 SECTION J DATED FEBRUARY 1985

LOCAL INSTRUCTIONS

BARNT GREEN TO BRISTOL WEST DEPOT (VIA GLOUCESTER AVOIDING LINE)

Page J33

STONEHOUSE (BRISTOL ROAD)

Coal Concentration Depot

2nd paragraph. Amend Rule Book Section J. Clause 3.10 to read:-

Rule Book Section J Clauses 4.1 and 4.2.

(14-2-87)

APPENDIX INSTRUCTIONS - continued
INSTRUCTIONS AFFECTING LONDON MIDLAND REGION STAFF WHEN WORKING
OVER THE OTHER REGIONS BR. 30063/5 DATED NOVEMBER 1986
SECTION E - EASTERN REGION

Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions		Remarks
			Down/Up m.p.h.	At or Between	
MORNINGTON ALTOFTS JN. TO YORK SKELTON Page E1.14 At Fryston (FN) Delete					DGL 70 (21-2-87)

ME48D1/2

SECTION D

BRITISH RAILWAYS

LONDON MIDLAND REGION

ME**49****WEEKLY OPERATING NOTICE**

containing

Temporary Speed Restrictions
Temporary Engineering Works
Signalling & Permanent Way Alterations
General Instructions and Notices**SATURDAY, 28 FEBRUARY****TO****FRIDAY, 6 MARCH 1987**

inclusive

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

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

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

SECTION B

AT OR BETWEEN	LINES AFFECTED	REMARKS
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WESTERN REGION - continued

READING WESTBURY LINE JN. TO BASINGSTOKE (S.R.)

Sunday, 1 March

W67 Southcote Jn. and Basingstoke Down & up
BLOCKED 00 05 to 07 25. Track work, 38m. 25ch. and
51m. 05ch.

SOUTHERN REGION

Until further notice

S10 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)

Monday, 2 to Friday, 6 March

S11 Clapham Jn. and Point Pleasant Jn. Down & Up
Through
BLOCKED 10 30 to 16 00. Station work at Wandsworth
Town, 4 1/4 and 5 m.p. Trains to travel
over Local lines.

Tuesday, 3 and Wednesday, 4 March

S12 Point Pleasant Jn. and Barnes Down & Up Through
BLOCKED 00 30 to 05 30. Station work at Putney,
5 1/4 and 7 m.p. Trains to travel over
local lines.

LEWISHAM TO DARTFORD JN. (Via Woolwich Arsenal)

Monday/Tuesday, 2/3 to Thursday/Friday, 5/6 March

S13 Plumstead and Slade Green Down
BLOCKED 00 55 to 05 00) Bridge work (No. 636a),
(Tues to Fri)) 10 1/4 m.p. and
Up 23 40 to 04 00) 15m. 10ch.
BLOCKED (Mon to (Tues)
(Thurs) to Fri)

SECTION C

SIGNALLING AND PERMANENT WAY
ALTERATIONS

** Items will not appear in future issues

EASTERN REGION

Saturday, 28 February to Monday, 2 March - Grnatham South Junction

The connection - No. 1 Up Siding to up slow will be abolished.

The up slow line between that connection and the facing connection up fast up slow will also be abolished.

The shunt line (continuation of No. 1 Siding) will be renamed Up Siding and will be extended and connected into the up slow line at the south end. Trap points will be provided at the south end of new Up Siding to protect the up slow.

Signalling Alterations

Position light shunting Signal No. 1285 applying shunt line to No. 1 Up Siding will be abolished.

Position light shunting Signal No. 1286 formerly applying No. 1 Up Siding to shunt line or to up slow will become the Up Siding exit signal and will be repositioned 150 yards further south, adjacent to the new Up Siding trap points. The associated route indicator will be abolished.

(52)

Signalling and Permanent Way Alterations - continued

DETAILS OF WORK ALREADY CARRIED OUT

Derby Station

Bay Platform No. 5 has been shortened by 15 yards until further notice.

(O D 14/-) (51)

Mountsorrel Ground Frame

Mountsorrel ground frame has been taken out of use. The connection controlled by the ground frame from the reception line to the down main line has been secured out of use until further notice.

(O D 14/73/291) (50)

Dorrige

Knowle ground frame and associated telephone has been recovered.

Position light ground signal SY427 situated on the up Leamington line at the south end of the up passenger loop, applicable to movements to the up passenger loop has been recovered.

The stencil route indicator associated with position light ground signal SY422 situated on the up Leamington line south of Dorrige station and applicable to movements along the up Leamington line in the wrong direction has been recovered.

The "Limit of Shunt" indicator situated at the Bentley Heath end of the up passenger loop has been recovered.

(O D 14/85/238) (50)

**

Bordesley Station

The island platform has been permanently reduced by 33 yards at the Tyseley end. Drivers must bring their trains to a stand at the temporary stop boards provided.

(O D 14/-) (49)

**

Farringdon

Signal WH409 applicable to the down Moorgate line approaching Farringdon station and signal WH412 on the up Moorgate line approaching Farringdon station have been converted to controlled signals and have been replated accordingly.

(O D 14/85/61) (49)

**

Sherwood Colliery Sidings

The empty wagon sidings, down lie-by siding and the points in the shunting line together with all associated signals and connections have been recovered.

The signal situated on the left hand side of the "running" line applicable to movements towards the colliery has been recovered.

(O D 14/82/212) (49)

SECTION C

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

EASTERN REGION

Hare Park Jn.

The trailing crossover between the down and up Doncaster lines at 17lm. 68ch. has been temporarily removed pending renewal, and plain line installed.

(New item) (51)

Between Tipton Junction and Barrow Hill

Down Barrow Hill controlled Signal No. S229 has been converted to an automatic signal.

(51)

Doncaster - St. James Jn.

Signals D263 (Down Hexthorpe Goods) and D265 (Down Sheffield Goods) will now display a proceed aspect to the Down Reception line clear or occupied.

(51)

Grantham South Junction

The facing connection leading from Up Fast to Up Slow has been relayed 20 yards further south.

Signalling Alterations

The associated Up Slow position light shunting Signal No. 1283 has been repositioned accordingly.

(50)

New England North

The following position light shunting signals have been repositioned further north at the distances as shown below:-

Line	Position Light Signal	Distance Further North
Down fast	P90	303 yards
Down Slow	P92	220 yards

(50)

**

Fryston

The facing connection leading from the Down Main to the Down Goods Loop/Colliery Sidings has been replaced by plain line.

The routes from all signals applying to or from the Down Goods Loop and Colliery Sidings have been disconnected.

(49)

SECTION C

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

EASTERN REGION - continued

. Peterborough (Between Fletton Jn. and Crescent Jn.)

Down Slow signal P421 and Down Fast signal P423 have been repositioned 26 yards further north as separate straight post signals (P423 is situated on the right-hand side of the Down Fast line).

The associated Automatic Warning System track inductors have been repositioned accordingly.

A Banner Repeating signal No. P421R has been provided 350 yards on the approach side of P421 signal.

Signal P421

The theatre-type route indicator has been replaced by a stencil route indicator centralised on the signal post together with the associated position light. A junction route indicator (position 4) has been provided and the following indications apply:-

Line	Aspect	Route Indication	Application to or towards
	M = Main PL = Position Light		
Down slow	M		P443 Signal
	PL		No. 5 Platform (P443 Signal) line occupied
	M	Junction Indicator	P449 Signal
	PL	Junction Indicator	No. 4 Platform (P449 Signal) line occupied
	PL	"A"	Fly Ash Inspection line

Signal P423

The theatre-type route indicator has been replaced by twin fibre-optic route indicators mounted above the signal. The associated position light has been centralised on the signal post.

The special fibre-optic route indications (equivalent to junction route indications) are displayed in the left or right-hand route indicator as follows according to the direction to be taken.











SECTION C

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

EASTERN REGION - continued

. Peterborough (Between Fletton Jn. and Crescent Jn.) - continued

Signal P423

Line	Aspect	Fibre-Optic Route Indication		Application to or towards
		Left Hand Indication	Right Hand Indication	
Down Fast	M			P435 Signal (Down fast)
	M			P443 Signal
	PL			No. 5 Platform (P443 Signal) line occupied
	M			P449 Signal
	PL			No. 4 Platform (P449 Signal) line occupied
	M			P445 Signal
	PL			No. 3 Platform (P445 Signal) line occupied
	M			P437 Signal
	PL			No. 2 Platform (P437 Signal) line occupied
	M			No. 1 Bay Platform
	PL			No. 1 Bay Platform line occupied

(49)

. Allington Junction

The Down Main (semaphore) Starting signal has been replaced 543 yards further from the signalbox by a 2-aspect colour light Intermediate Block Home signal plated AJ6.

The signal displays Red or Green aspect only at this stage and is situated 1089 yards after passing the signalbox.

A semaphore Distant arm has been provided below the Down Branch Home signal and this is situated 1522 yards before reaching new AJ6 signal.

An A.W.S. Track inductor has been provided in conjunction with AJ6 signal and with the new Down Branch Distant.

(49)

SECTION C

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

WESTERN REGION

Between Runney River Bridge and Cardiff Central

The 50 m.p.h. permanent speed restriction on the down main line between 169 m.p. and 169m. 12ch. has been REMOVED, together with the associated Advance Warning Indicator located on the down main at 168m. 29ch. The Maximum Permissible Speed of the line now applies.

A new Advanced Warning Indicator applicable to the 40 m.p.h. permanent speed on the down main line commencing at 169 3/4 m.p. has been provided on the down main line at 169m. 06ch., together with associated AWS magnet.

(50)

Between Chepstow and Caldicot

The catchpoints in the Up line at 142m. 08ch., also at 143m. 01ch. have been clipped out of use pending removal. (See Section "D").

(50)

Reading

Bay platform No. 6 has been shortened by approximately 20 yards for reconstruction work. Temporary buffer stops have been erected.

(50)

*** Reading

Bay platform 10, previously shortened for reconstruction work, has now reverted to its original length, and the temporary stop block removed.

(49)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

| New Item

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

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM
BR30062/2

Regulation 11 clause 11.6.1. as amended in MED 46 page 5.

Amend to read:-

If Time Interval working is in operation the Signaller must also advise the Guard (if provided) and Driver of any locomotive assisting in rear....then as printed.

(O D 15/69/1) (14-2-87) (1)

WORKING MANUAL FOR RAIL STAFF (BR30054/6) YELLOW PAGES
LABELLING OF WAGONS

The above section of the Working Manual has been re-issued dated February 1987. All staff issued with a copy of the Yellow pages of the Working Manual should ensure that they receive a copy.

(605/0/119) (14-2-87) (PON 2)

SECTIONAL APPENDIX - SOUTHERN SECTION DATED NOVEMBER 1986

SECTION 1 TABLE "A" - Index (Stations, Signal Boxes etc.)

	Pages
Page A10 - Delete	
Mountsorrel.....	50
	(O D 14/73/291) (15-2-87)