



LM

(EASTERN REGION)

**No.
38D**

GENERAL INSTRUCTIONS AND NOTICES

**AFFECTING EASTERN REGION TRAINMEN
WORKING OVER THE LONDON MIDLAND REGION
(Excluding London Area)**

SATURDAY 20 SEPTEMBER

TO

FRIDAY 17 OCTOBER 1975

INCLUSIVE

For additional items during the currency of this pamphlet, see Weekly Notice Section 'D'
Receipt of this Notice need not be acknowledged.

★ Denotes new or amended items.

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

MISCELLANEOUS NOTICES

APPLICATION OF HANDBRAKES ON TANK WAGONS

If a wagon handbrake is applied on a tank wagon whilst it is being held by the automatic train brake excessive strain can be caused to the handbrake rigging when the train brake is released with the risk of injury to staff subsequently trying to release the handbrake.

To avoid this risk the following procedure must be used to secure tank wagons before the locomotive is uncoupled.

The driver must apply the straight air brake, then release the train brake. After checking that the brake blocks have disengaged from the wagon wheels the guard or shunter must apply the handbrake on sufficient wagons to hold the train. The locomotive may then be uncoupled in accordance with the General Appendix instruction.

MANCHESTER/SHEFFIELD/WATH ELECTRIFIED LINES

WORKING INSTRUCTIONS – ISSUE OF PERMITS TO WORK

In connection with Instruction No. 48 your attention is drawn to the responsibilities shown below:–

It is the duty of the member of the overhead line equipment staff issuing the permit to work on Form C, to satisfy himself that the person in charge of the work fully understands the extent of the isolation and, where live equipment is adjacent to or crosses over the isolated equipment, which equipment is live and which is isolated. The person in charge of the work must in turn satisfy himself that each man for whom he is responsible fully understands these conditions before the man commences any of the work for which the isolation is necessary. If the man in charge of the work is relieved he must similarly inform his relief.

27 TON IRON ORE TIPPLER

The brake force of the 27 ton Iron Ore Tippler, Nos. LW25000 – LW25099, in the heavy and medium conditions of loading has been reduced from 21 tons to 15 tons.

Amended Wagon Panels will be provided as soon as possible to replace existing panels.

AIR BRAKED PASSENGER TRAINS CHANGING LOCOMOTIVES OR ATTACHING PORTIONS AT PRESTON STATION

The following modification to Air Brake Regulations 3.5.1 and 4.3.2 is specially authorised, until further notice, at Preston Station, for air braked passenger trains changing locomotives or attaching portions:–

3.5.1 Immediately on arrival at Preston Station the Guard must advise the Platform Supervisor:–

- (a) The automatic air brake is in use; the Driver must be specially advised when all or any portion of the train is operating single-pipe.
- (b) Weight of the train
- (c) Total number of vehicles.
- (d) Number of vehicles on which the brake is isolated and whether the train speed is to be limited to 10 m.p.h. below the maximum permitted line speed (see Clause 3.5.2).

The Platform Supervisor will give this information to the Driver who must not start until he has received it.

4.3.2 When he is ready for the brake continuity test to be carried out the Driver must inform the Platform Supervisor who must then signal the Guard using the hand signal described in the Rule Book, Section D, Clauses 1 and 5(f). This signal is the Guard's authority to carry out the provisions of Clause 4.3.3.

IT IS EMPHASISED THAT THESE MODIFICATIONS APPLY ONLY AT PRESTON STATION.

MISCELLANEOUS NOTICES – continued

PRESTON

Passenger trains are authorised to travel over the parcels platform on Saturdays and Bank Holiday Mondays between 08 00 and 23 00. (21)

**** Parcel Sidings.** The North Sidings has been shortened by approximately 7 yards. (38D)

FLIMBY

The down side platform is being shortened by 80ft. at the north end. 'S' indicator boards will be positioned on the down platform.

SPEKE SIDINGS – SPEKE 'E' SECTION

A temporary level crossing for the use of contractors machines and vehicles has been provided for the removal of redundant tracks from the Top Wagon Bank Sidings.

Drivers to keep a sharp lookout and sound locomotive horn when approaching the crossing.

OBSTACLES PLACED IN THE SIX FOOT BETWEEN WIGSTON SOUTH JN. AND WIGSTON NORTH JN.

The Research Department have placed a number of obstacles in the six foot between the down and up fast lines and down and up goods lines between 95½ and 96m.p.

These obstacles will remain until further notice and care must be taken by all persons walking in the vicinity.

ANSDELL

A temporary level crossing for the use of contractors removing station buildings has been provided at Ansdell station on the down line.

Drivers to keep a sharp look out and sound horn when approaching the crossing.

TESTS WITH A.P.T.E. : CRICKLEWOOD TO LEICESTER

In connection with tests of the A.P.T.E. train a series of marker boards have been erected adjacent to the down main/fast line between the 10¼m.p. and 96m.p.

The boards are lettered 'A' to 'Z', excluding 'O', 'T' and 'W', and 'a' and 'b' and are of three types viz: diamond shaped boards with black letters on yellow background, square boards with black letters on a white background and square boards with black letters on a white background with diagonal red lines through the letter.

In some cases a combination of two of these boards have been mounted on the same post.

All concerned to note that these boards have no significance to trains other than the A.P.T.E.

MISCELLANEOUS INSTRUCTION

**BETWEEN CARLISLE AND WORKINGTON SPEED RESTRICTION ON
LOADED 26.5 TONNE (26 TON) IRON-ORE TIPPLER WAGONS**

A speed restriction on the Up line of 30m.p.h. from 22¼m.p. to 18¼m.p. and 11m.p. to 9¼m.p. must be observed by Drivers of trains conveying the above vehicles.

MISCELLANEOUS NOTICES – continued

Repairs at Motive Power Depots, Carriage Sheds etc. – 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
Longsight DED	All lines 08 00 – 17 00 Contractors clearing drainage system. 187 and 187¼ m.p.	Until further notice	
Longsight DED	No.2 and 4 roads. 08 00 to 16 30 Repairing track and concrete at entrance to Shed Roads.	Until further notice	
★ Longsight Carriage Shed	Carriage Washing plant road BLOCKED Overhauling plant and relaying track.	Until further notice	Saturday, 6 September
Longsight Carriage Shed	All lines. 07 45 to 17 00. General repairs to shed roof.		
Longsight Carriage Shed	Nos.3 and 4 roads. 07 30 to 17 30. New concrete paving and base for battery charger at South end of shed.	Until further notice	
Ashton Road C & W Depot	All. 08 00 to 18 00. Building new structure and providing new buffer stops inside shed.	Until further notice.	
Ashton Road C & W Depot	All lines. Contractors installing yard lighting scheme daily. All staff to keep a look out for excavations at various locations.		
Edge Hill Carriage Shed	Contractors renewing roller shutter doors. Machines working and ladders in use.	Until further notice	
Edge Hill Carriage Shed	Building pre-heating carriage facilities.	Until further notice	

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGIONS LINES" BOOKLET

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) † in
Page 17 ★	DITTON JUNCTION NO.1 TO LIVERPOOL STREET AND BRANCHES Amend:— catch points (third item)									C.Down Slow, 725 yards before reaching signal SE-105.	220
Page 24	DENTON JUNCTION TO OA & BG JUNCTION Delete — Down Through Siding from Ashton Moss South Jn. to OA & GB Jn.										
Page 37	FAIRFIELD JN. TO TRAFFORD PARK EAST JN. Between Levenshulme South Jn. and Throstle Nest Jn. Add speed restriction							20	20	Between 4m. 18chs. and 5m. 63chs.	
Page 39	MANCHESTER VICTORIA WEST JUNCTION TO EDGE HILL Patricroft Station Delete:—							—	60	From Patricroft to 28¼m.p.	
Page 41	Huyton Station Delete:— Horn codes 3S1L 2S1L 4L — Olive Mount Junction Delete:— Horn codes — —	— — — 1L1S — — —	— — — — 1L1S 1L2S	— Bootle branch — Park Sidings — Tuebrook Sidings — Warrington — Wigan — Manchester							
Page 53	PHILIPS PARK NO.1 TO ASHBURYS WEST Philips Park No.2 Delete:— catch points									C.Up line, 736 yards before reaching home signal.	87

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 55 	MANCHESTER (VICTORIA) EAST JN. TO EUXTON JN. Delete Kearsley Junction to Burnden Junction all particulars and substitute:— Kearsley Junction	2	725							C. Down line, 939 yards before reaching outer home signal.	200
	Kearsley Station Farnworth Tunnel (295 yards) N1 (Up IBS 2, 1 mile, 1450 yards from Burnden Jn. box).	—	548					50	—	Through Farnworth Tunnel	
	Farnworth Station (Down IBS, 1 Mile, 106 yards from Kearsley Jn. box). (Up IBS, 1 Mile, 106 yards from Burnden Jn. box).	—	1175							C. Down line, 750 yards before reaching IBS home signal.	186
	Moses Gate Station		1144								
	Burnden Junction	1	56								
Page 71 Preston box area 	Delete Preston to Maudland Viaduct Junction all particulars and substitute:— Preston (See page 67 for Euxton Jn. to Carnforth Jn. line).							35	—	From Preston to 0m. 76chs.	
	Maudland Viaduct Junction	—	1064					— 20	35 —	From 0m. 76chs. to Preston Down Fast Fylde to Down Fylde	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 75 (Page 40 Supp Optg. Instns)	FARINGTON CURVE JUNCTION TO HALL ROYD JUNCTION Portsmouth L.C. ★ Add - (P.3)										
Page 118	<p>PYE BRIDGE JUNCTION TO SHIREBROOK SIDINGS - Delete Maximum Permissible Speed items and substitute :-</p> <p>PYE BRIDGE JUNCTION TO MANSFIELD SOUTH JUNCTION</p> <p>MANSFIELD SOUTH JUNCTION TO SHIREBROOK SIDINGS</p> <p>Delete Pinxton to Bentinck Colliery Sidings all particulars and substitute -</p> <p>Pinxton L.C.</p> <p>(See page 154 for Bentinck Colliery loaded Wagon Sidings line)</p> <p>Upper Portland L.C.</p> <p>Bentinck Colliery Sidings</p> <p>(See page 154 for Bentinck Colliery Mid. Empty Wagon Sidings line)</p>							40 45 20 -	40 45 - 20	<p>MAXIMUM PERMISSIBLE SPEED</p> <p>MAXIMUM PERMISSIBLE SPEED</p> <p>From 136m.p. to 137½m.p.</p> <p>Drivers must sound the locomotive horn when approaching the occupation level crossing near Lower Portland between 136¼ and 136½m.p.</p> <p>C. Down line, 970 yards before reaching home signal.</p> <p>From 137½m.p. to 135m. 46chs.</p> <p>C. Down line 888 yards before reaching home signal.</p>	94 75

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 119 ★ ↑ --- A ↓ ●	(Page 60 Supp Optg insts) TIBSHELF AND BLACKWELL BRANCH JN. Delete Tibshelf and Blackwell Branch Jn. to Tibshelf East Jn. L.C. and substitute :- Tibshelf and Blackwell Branch Junction (Blackwell East Jn. box area) (See page 151 for Trent line, page 155 for New Hucknall Tip line) Tibshelf East Junction L.C.	—	—								
		—	1135								

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGIONS LINES" BOOKLET – continued

TABLE F1 – PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
MANCHESTER VICTORIA TO EUSTON JN. ETC.			
Page 124 (Page 63 Supplementary Operating Instructions)			
Chorley Exchange Sidings GF/Chorley Ground Frame item.			
TRENT JUNCTION TO NEWARK AND BRANCHES			
Page 129 Add :-			
Nottingham Goods Yard North, signal TT.305	Radford Junction, signal TT.319	Down Main/ down goods.	10 SLU

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Remarks
CREWE TO MANCHESTER AND BRANCHES			
Page 132 Delete –			
O.A. & G.B. Jn./Ashton Moss South Jn. item.			

TABLE P3 – AUTOMATIC OPERATED MINIATURE RED/GREEN WARNING LIGHTS AT LEVEL CROSSINGS

Name of Crossing	Located between (Supervisory box first)	At		Remarks
		Miles	Chains	
Page 153 – Add –				
★ FARINGTON CURVE JUNCTION AND HALL ROYD JUNCTION				
Portsmouth	Preston (Copy Pit and Stansfield Hall)	27	30	–

TABLE Y – LINES EQUIPPED WITH AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
MANCHESTER VICTORIA TO EDGE HILL AND BRANCHES			
Page 162 (Page 85 Supp. Optg. Insts.)			
★ Amend			
Astley	Rainhill	Down	–
Rainhill	Astley	Up	–

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGIONS LINES" BOOKLET – continued

LOCAL INSTRUCTIONS

Page 201 – RATCLIFFE POWER STATION Delete eighth paragraph and **substitute**

The Guard of a train to discharge on the Coal Circle must station himself ahead of the locomotive between the two tracks at the exit of the hopper house in such a position that will enable him to watch the operation of the discharge equipment; should the discharge equipment operate prematurely, or anything occur during the discharge operation likely to cause a derailment, the Guard must immediately signal the Driver to stop, by pressing one of the two emergency stop plungers located centrally between the two tracks at the exit of the hopper house.

Page 201 – Add

CLAY CROSS NORTH JUNCTION

When subsidiary signal TT.19, applying for movements from the Down main to the Down Derby goods, Clay Cross Works line, exhibits a proceed aspect the Driver may commence the setting back movement without waiting for a signal to start from the Guard. Whilst setting back the Driver must keep a sharp lookout and be prepared to act on a handsignal from the Guard when he comes into view.

TRENT TO CLAY CROSS AND BRANCHES

Page 205 – STANTON GATE

★ **Amend – Up Sidings.** The person in charge of the movement requiring to enter the sidings must proceed to the sidings, arrange for any conflicting movements to be stopped and set the line for the siding concerned which must be clear throughout. He must then advise the Signaller at Stanton Gate Shunting Frame.

Page 206 – BETWEEN TIBSHELF EAST JUNCTION AND BLACKWELL EAST JUNCTION

★ **Delete** – reference to Permissive **substitute** – Absolute.

BETWEEN TIBSHELF EAST JUNCTION AND BUTCHERWOOD COLLIERY SIDINGS FRAME

★ **Delete** – second paragraph

MO45/LM

York

5 SEPTEMBER, 1975

F.J. BURGE

Chief Operating Manager

If the LM notice is not received by the normal time advise your Superior Officer by telegram as follows:—
NILE FOUR WEEKLY GEN. INSTS. BKT. LM.—No.—

