For information of Railway staff only

No. MDSME/HC/01

Malden District Society of Model Engineers Ltd

SPECIAL NOTICE

SIGNALLING AND PERMANENT WAY ARRANGEMENTS

COMMISSIONING OF HAMPTON COURT JUNCTION SIGNAL BOX AND TRANSFER OF VARIOUS LOCATION CONTROLS TO THE NEW SIGNAL BOX OPERATIVE FROM SUNDAY 6 APRIL 2014

(THIS NOTICE NEED NOT BE ACKNOWLEDGED)

April, 2014
MALDEN DSME

By order of
Signalling Sub Committee

OPENING ARRANGEMENTS

The arrangements described in this notice and shown in the accompanying diagram will be introduced as of Sunday 6th April 2014

Description of Scheme
The work associated with this scheme at Hampton Court Junction will comprise:

- Transfer of control of all signals and points from various control panels covering Tunnel Junction, Tunnel Top Junction, Roundhouse Junction, Maintenance Shed Junction these will be transferred to the new Hampton Court Junction Signal Box
- Provision of 2 new 4 aspect signals at Willowbank Level Crossing, in place of the previous mechanical signals.
- Dual Control of Willowbank Level Crossing signals with Hampton Court Junction (Willowbank retains control of the Level Crossing Gates)
- Commissioning of full 4 aspect control to all Main Running Signals including all diverging routes from Willowbank level crossing through to Tunnel Junction area inclusive.
- Commissioning of all Shunt signals in the Hampton Court Junction area this includes semaphore style shunt signals and position light shunt signals.
- Re-numbering of some signals within this area to the HC xx prefix number series.

Method of working
Track Circuit Block working will continue to apply throughout the Hampton Court Junction signalling area of control

Signalling arrangements
Where applicable, within the signalling area, existing white light directional junction route indicators have been retained .

Permanent speed restrictions
The existing permanent speed (3 mph) restrictions through all diverging routes at Signals 55 & 60 still applies If a diverging route has been selected in Hampton Court Junction signal;box, the train has to occupy the section immediately in approach of the signal (after the level crossing), for the signal to change to a proceed aspect with the relevant 5 white route lights showing.

Temporary speed restrictions
At signal 45 a temporary speed restriction (3 mph) is applied on the route to Signal 16, The speed restriction on this route is enforced by the signal 45 only able to display a single yellow aspect with the relevant 5 white route lights showing.

All other diverging routes on signals 36, 45 and 47 are unrestricted and the signals are able to display a full range of aspects with the relevant 5 white route lights showing

Train Ready to Start Plungers – on Signals
Train Ready to Start (TRTS) Plungers have been provided on some Shunt signals these are signals 25, 35, 44 and 50. TRTS has also been provided on the following main line signal, 16 28 and 47

The TRTS Plungers must be used to let the signal box know that the signal needs clearing for the train to proceed..

Shunt signals 25, 35, 44, 50 need their TRTS switches operated by the train crew before the signal can be operated to provide a proceed aspect.

TRTS INFORMATION – contd.	
AREA	**LOCATION**
Signal 16 (Up Local Loop)	TRTS Located on signal post
Signal 25 (Loco Road 1)	TRTS Located on shunt signal lamp unit
Signal 28 (up Main Loop)	TRTS Located on signal gantry post
Signal 35 (Carriage Sheds)	TRTS Located on shunt signal lamp unit
Signal 44 (Loco Road 2)	TRTS Located on shunt signal lamp unit
Signal 50 Carriage Works	TRTS Located on shunt signal side
Signal 52 (Works Yard)	TRTS Located on shunt signal side – (not in use yet)

SECURE RADIO USE

Use of the MDSME Mobile Radio will be modified (aka Rulebook 9.2)
The following will apply at all times

All Drivers are required to carry and use MDSME Radio at all times irrespective of type of motive power All train / vehicle movements involving shunting or wrong line working must be authorised by the relevant signalman anywhere on railway (except yard areas)

The person in-charge of any unpowered vehicle is required to carry and use MDSME Radio at all times No vehicle is to moved by hand without signal box authorisation on any running line, unless within engineering possession limits.

Radios must be collected and used by drivers / person in charge before any train / vehicle enters or leaves the loco shed / carriage shed / sidings / yard areas onto the railway system..

Radio use is no longer the guards responsibility,

Radio message should be kept clear and simple (example follows) it is ESSENTIAL drivers, or people in charge of rail vehicles identify their position by signal number as well as location.

- (Train) 'Douglas' to Hampton Court signal box
- **(Box) Hampton Court Signal box**
- (Train) 'Douglas' at Signal 44 at Roundhouse to go to Carriage Sheds
- **(Box) 'Douglas' at Signal 44 at Roundhouse Press TRTS and wait for signal to clear to go to Carriage Sheds,**
- (Train) Douglas' at Signal 44 at Roundhouse - acknowledged
- (Train) Douglas' - Out

Radio authorisation is required when a change is needed to normal train service routines
For example - Shunting to or from sheds / Roundhouse / or to from sidings, it should also be used to communicate train failures or equipment failures that require attention to maintain a service.

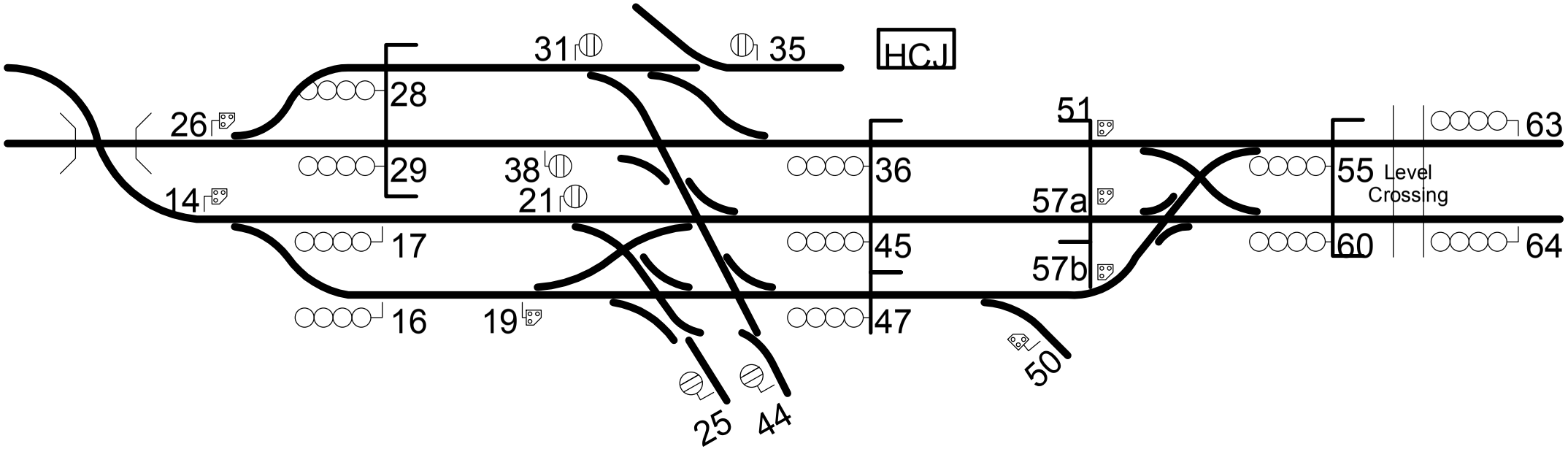
Radio authorisation is not needed by individual trains when running a normal passenger train service starting and finishing from Willowbank station, Communication is only needed when a change is required from the normal running routines.

Radio Locations

12 Radios will be re-located to Hampton Court Junction signal box
6 Radios will remain at Willowbank signal box

GENERAL AWARENESS

Please make youself familiar with these changes, if you are unsure please ask for guidance, any of the Hampton Court signalling team will be please to assist you.


31
35
HCJ
28
26
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63
29
38
36
55
Level
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21
57a
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60
64
57b
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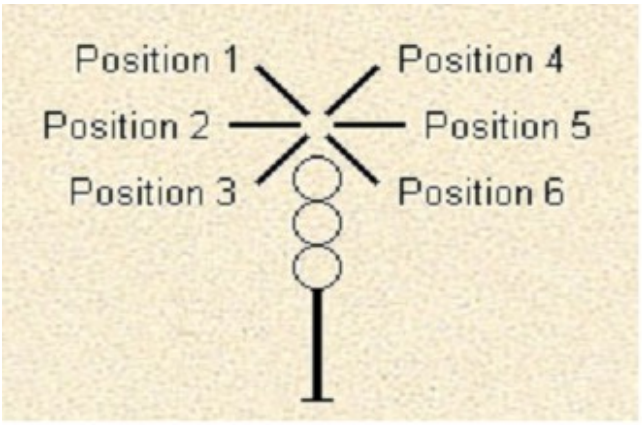
44

SIGNALLING APPLICATION



The examples on the left refer to the **Route indication shown** in the tables below on the Main Running Signals section below.

Pos 1 = Postion 1
Pos 2 = Postion 2
Pos 3 = Postion 3
Pos 4 = Postion 4
Pos 5 = Postion 5
Pos 6 = Postion 6

MAIN RUNNING SIGNALS

SIGNAL NUMBER: HC-16

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC16	Up Local Loop	AR-10	M	-	-	Yes	

SIGNAL NUMBER: HC-17

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC17	Up Local	AR-10	M	-	-	No	

SIGNAL NUMBER: HC-28

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC28	Up Main Loop	AR-1	M	-	-	Yes	

SIGNAL NUMBER: HC-29

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC29	Up Main	AR-1	M	-	-	No	

SIGNAL NUMBER: HC- 36

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC36	Up Main Up Main Loop	HC 29 HC 28	M M	- SL	- Pos 4	No	

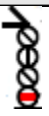
SIGNAL NUMBER: HC-45

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC45	Up Local Up Local Loop Up Main Up Main Loop	HC-17 HC 16 HC 29 HC 28	M M M M	- SL SL SL	- Pos 1 Pos 4 Pos 5	No	 -

SIGNAL NUMBER: HC-47

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC47	Up Local Loop Up Local Up Main Up Main Loop	HC-16 HC 17 HC 29 HC 28	M M M M	- SL SL SL	 Pos 4 Pos 5 Pos 6	Yes	

SIGNAL NUMBER: HC-55

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC55	Up Main Up Local Up North Pole	HC-36 HC 45 HC 47	M M M	- SL SL	- Pos 1 Pos 2	No	

SIGNAL NUMBER: HC-60

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC60	Up Local Up Main Up North Pole	HC-45 HC 36 HC 47	M M M	-	- Pos 4 Pos 1	No	

SIGNAL NUMBER: HC-63

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC63	Up Main	HC 55	M	-	-	No	

SIGNAL NUMBER: HC-64

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC64	Up Local	HC 60	M	-	-	No	

NEW SHUNT SIGNALS:-

The following Shunt signals have been installed:-
PLS = Position Light Signal:
Shunt = Semaphore Shunt Signal

SIGNAL NUMBER: HC-14

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 14	Up Local Up Local Loop	HC 21 HC 19	PLS PLS	n/a	n/a	No	

SIGNAL NUMBER: HC-19

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 19	Up Local Up North Pole Carriage Works Loco Rd 1	HC 57a HC 57b	PLS PLS PLS PLS	n/a	n/a	No	

SIGNAL NUMBER: HC-21

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 21	Up Local Up North Pole Carriage Works Loco Road 1	HC 57a HC 57b -	Shunt Shunt Shunt Shunt	n/a	n/a	No	 -

SIGNAL NUMBER: HC-25

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 25	Up Local Loop Up Local	HC 16 HC 17	Shunt Shunt	n/a	n/a	Yes Locked until TRTS operated	

SIGNAL NUMBER: HC-26

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 26	Up Main Up Main Loop	HC 38 HC 31	PLS PLS	n/a	n/a	No	

SIGNAL NUMBER: HC-31

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 31	Carriage Sheds Up Main Up Local Up North Pole Carriage Works Loco Road 2	- HC 51 HC 57a HC 57b - -	Shunt Shunt Shunt Shunt Shunt Shunt	n/a	n/a	No	

SIGNAL NUMBER: HC-35

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 35	Up Local Loop Headshunt	HC 28 -	Shunt Shunt	n/a	n/a	Yes Locked until TRTS operated	

SIGNAL NUMBER: HC-38

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 38	Up Main Up Local Up North Pole Carriage Works Loco Road 2	HC 51 HC 57a HC 57b - -	Shunt Shunt Shunt Shunt Shunt	n/a	n/a	No	

SIGNAL NUMBER: HC-44

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 44	Up Main Up Main Loop	HC 29 HC 28	Shunt Shunt	n/a	n/a	Yes Locked until TRTS operated	

SIGNAL NUMBER: HC-50

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 50	Up Local Loop	HC 47	PLS	n/a	n/a	Yes Locked until TRTS operated	

SIGNAL NUMBER: HC-51

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 51	Up Main Up Local	n/a	PLS PLS	n/a	n/a	No	

SIGNAL NUMBER: HC-57a

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 57a	Up Local Up Main	n/a	PLS PLS	n/a	n/a	No	

SIGNAL NUMBER: HC-57b

Signal Number	Destination		Class of Aspect	Type of route indicator	Route indication shown	TRTS Fitted	Note
	Line	Signal					
HC 57b	Up Local Up Main	n/a	PLS PLS			No	

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