

(This is a reprint of Operating Notice 16/17 issued 27Feb2017)

Quarry Siding

The Guest House has a small wicket door at the west end, with a lockable external handle; and two twin-leaf doors at the east end which can only be opened or closed from inside the shed. A key to the wicket door is available in the Block Post. All the doors must be closed and the wicket door locked whenever the shed is unattended.

Operating Arrangements

The following amendments to the General Appendix apply:-

- a) **Signalling Diagram** [4.6(a) and 5.3(f)]
Loop/Siding point 5A is renumbered 5 and trap point 5B is abolished.
The siding splits into a pair of lines before entering the shed. The north/south road point is operated by a local hand lever.
Fixed wheel stops have been installed:-
- i. at the exit from the sidings, lockable by a standard ETN 262 padlock. A key is available in the Block Post.
 - ii. on each siding outside the east shed doors.
- b) **Station Limits** [4.6(b)]
All lines between the Up and Down Limit of Shunt boards, excluding the sidings beyond the lockable wheel stop.
- c) **Signals** [4.6(f)]
The Up sighting board has been removed. Blockmen should stand on the paved area alongside the north wall of the shed to give handsignals to trains approaching the up STOP Board.
- d) **Engineers' Sidings** [4.6(i)]
This subsection is replaced by the following:-
- The east loop points (№7) must be reversed before the siding points (№5) can be reversed, and №5 points normal before №7 points can be restored to normal.
The lockable wheel stop at the exit from the sidings must be kept locked in the raised position except when access to or from the sidings is required.
Before any move is made towards the shed, on the route set *either* the shed doors must be secured fully open *or* the wheel stop outside the doors must be raised.
Movements through the cutting between the loop and the shed leave very limited clearance alongside vehicles.
- e) **Train Approach Indicators** [4.6(m)]
This subsection is replaced by the following:-
- When the Block switch is in the OPEN position:-
- i. Up visual and audible indications are given when trains pass a sensor immediately east of the Dolgoch East-Creep underbridge. These indications are suppressed (for down trains) by withdrawal of a key-token at Quarry Siding and re-enabled by receipt of a bell signal from

Continued overleaf

- Brynglas after restoring the token to either instrument.
- ii. Down visual and audible indications are given when trains pass a sensor near mile post 6¼. These indications are suppressed (for up trains) by withdrawal of a key-token at Quarry Siding and re-enabled by receipt of a bell signal from Abergynolwyn after restoring the token to either instrument.
 - iii. Audible approach indications are cancelled automatically. Visual indications are cancelled by replacing the token at Quarry Siding.
 - iv. An external sounder (with its own on/off switch) is provided.
- When the Block switch is in the CLOSED position, the visual indications are suppressed and the external sounder is disabled.

f) **Parking** [4.6(o)]

A dedicated parking area is available adjacent to the west end of The Guest House.

g) **Lengths of Loop and Sidings &c.** [5.5]

The lengths of lines for stabling trains or vehicles are:-

- 96' between wheel stops on south road
- 95' between wheel stops on north road
- 76' inside the shed on each road.

h) **Rolling Stock Restrictions** [5.9]

Steam Locomotives	All locomotives are permitted onto the straight section of the siding of the siding past the first wheel stop. Locomotives 1, 3 and 4 are permitted to use the south siding into the shed. Other movements are prohibited unless specifically authorised by the Engineering Manager
Diesel Locomotives	No restrictions
4-wheel brake vans	No restrictions
Other passenger stock	Bogie vehicles prohibited on north road
Other engineering stock	No restrictions

D J Scotson
 Operating Manager
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DJS/PMK