

General Service Details			<h1>Traffic Notice</h1>	Traffic Notice for:
Day	Service	Footplate Experience		28/09/2024 
Saturday	Full Special WTT	None		

## Events

Title	Based at	Event Type	Start Date	End Time
There are no items to show in this view of the "Master Diary" list. To add a new item, click "New".				

## Train Details

Train1Desc	Train1Loco	Train1Set	Train2Desc	Train2Loco	Train2Set	Train3Desc	Train3Loco	Train3Set	Train4Desc	Train4Loco	Train4Set	Train5Desc	Train5Loco	Train5Set
N1/Charter	Diesel (BH)	C(8) / C(7)	S1	Steam (BY)	N(7) & 7960	S2	Steam (BY)	GW(6)	S3	Diesel (KR)	L(8)			

## Additional Service Information and Kidderminster Shunting

Additional Service Info	Kidderminster Shunting
Special WTT in force due to arrival of West Coast Railways Operated, Railway Touring Company Charter, from Manchester.	On arrival of Light Engine from BY in 2EL at 9//10am, Train Engine to take water, and then attach to Set N(7) & 7960, to work the 10.00am to BH.
N1 Service is worked by Loco Hauled Coaching Stock (LHCS) vice DMU due to LHCS staying at BH between ASG & ASG Events.	On arrival of ECS from BY in P1 at 9+57am, Train Engine to run round, and work 10.45am to BH. (See additional information box above.)
Train Engine for S2 is to convey set GW(6) DOO from BY P1 to KR P1 at 9+45am, arriving in KR P1 at 9+57am. Train Engine to be ex BY MPD at 9.20am latest to complete Brake test. Train Engine to run round on arrival at KR P1, taking Water on 1EL, to form the 10.45am to BH.	At 10.30am Train Engine for S3 is to be ex KR TMD to 2EL, to attach to Set L(8). By 11.00am latest, Train Engine & Guard to have shunted set L(8) from 2EL to P2 Stops, to work the 11.25 dep to BH. Shunt move to be routed via Yard due to arrival of 45596 on Main.
Train Engine for S3 is to be ex KR TMD at 10.30am to Set L(8) in 2EL for S3 Diagram.	On arrival of 45596 'Bahamas' at 10//40am, Locomotive to be held in 'Loop' until above shunt has completed, and then be admitted to 2EL to take water if required, before proceeding to KR Turntable, to turn 'North' facing.
N1 is Loco Hauled as above, N1 Set works the 10.30 BH - KR & 4.20 KR - BH in Passenger Service Only, this set forms the 'Bahamas' Charter from Kidderminster at 12.25pm, and from BH at 3.00pm.	On arrival of Railway Touring Company Charter at 11.39am ex Network Rail, train to run as far as KR60 (Main Advanced Starter), to await the arrival of N1 at 11.45am.
Timings for Railway Touring Company Railtour are as follows:- 1Z64 07.26 Manchester Piccadilly - Kidderminster S.V.R. (11.39) 1Z65 16.45 Kidderminster S.V.R. - Manchester Victoria (21.54)	On arrival of N1 at 11.45am via the 'Loop', Diesel Loco to haul set to KR P2 Stops, and detach. 45596 to then move from 2EL to P2, and attach to Set C(8) as soon as possible.
Due to the complexity of movements, at Kidderminster there will be a desingated PIC of Operations during the Railtuir visit. This will be M. Robinson. KR Shunting instructions below list all movements required at Kidderminster during the day, rather than just shunts that need to happen to aid rostered staff.	After N1 arrival into KR, Railway Touring Company Charter is to draw forward onto the 'Single Line' once the 'Advanced Starting Signal' on the Main has been cleared, until the CI47 is 'inside' the Gantry with the rear of the train. WCRC hauling Steam Loco, with POB to then detach, and work forwards as 11.55am Loco & Coach move to BY MPD.
Locomotive No. 45596 'Bahamas' works 9+15am BH MPD to Bewdley conveying 2 x POB Support Coaches, both it's own support coach and that of 44932. On arrival at BY at 9.58am, 45596 to shunt 2 x POB from P2 to Rock Sdg (Clear of pit, with room for a further Support Coach also clear of pit), and detach, then work forward light engine to Kidderminster 2EL at 10//30am. This move may run earlier if shunt is complete.	Once 44871 & POB have detached from Set, WCRC CI47 to haul Charter Set(11) from Main to P1 Stops. Passengers to detrain, and board Set C with 45596 for 12.25pm departure to BH.
Train Engine for S2 Diagram (rostered to be 7714) to Start BY MPD & Finish BH MPD. Timings for Light Engine movement are shown in attached WTT. BH PM Steam Crew are to work 45596 on 3.00pm charter from BH to KR, and then swap footplates with BY S2 Crew at KR at 4.50pm, to work 7714 back to BH MPD. BY S2 Crew to take 45596 back to BY MPD and dispose.	At 12.25pm, 45596 & Charter to Depart KR P2. Class 20 from KR P2 Stops to shunt to KR 2EL Dock & Stable.
Due to the complexity of operations at Kidderminster, the KR Signalman must discuss & agree with the Duty Officer & PIC at Kidderminster before authorising any locally arranged shunt moves at KR TMD / KR CS.	At 12.30pm, WCRC CI47 & Guard to Set Back Charter Set from P1 to Main, CI47 detach, and run round via Loop, reattach to WCRC Set, and then CI47 & Guard Set Back Set to P1 Stops.
At Kidderminster, the Turntable Road MUST BE KEPT CLEAR ALL DAY, 45596 is to be turned twice at approx 11.15am and at 4.30pm, and 44871 is to be turned at approx 3.00pm. Only the Duty Officer may authorise the blocking of the turntable road in emergency. The S3 Service Loco may stable on the Turntable Road prior to working the S3 diagram on the 28/09, and the road maybe used for stabling after 5.00pm with the DO's permission.	On arrival of S1 at 1.20pm in KR P2, Train Engine to run round, and then with Guard Set Back Set to Stops. Forms 2.15pm departure to BH.
7960 in use attached to S1 Diagram for 'Gin Trains' Operation.	On arrival of 44871 & POB at 2.41pm in KR 1EL, 44871 to be coaled. JCB to be ready and waiting. Once coaled, 44871 & POB to Set Back to KR CS6, detach POB, and shunt to Turntable to turn to face Kidderminster. Loco to then run back to CS6 once turned, and reattach to POB. See below instructions.
	At approx 3.05pm (as soon as 44871 & POB are in KR Yard from above move), WCRC CI47 & Guard to shunt Set from P1 to Main (up to KR60 - Advanced Starting Signal).
	At 3.15pm, S3 Service arrives via Loop into KR P2. Class 20 to move from 2EL Dock to P2 ASAP after S2 arriva. IService to detrain ASAP, and then Class 20 & Guard toshunt set from KR P2 to KR 2EL Dock (rear door at least in Dock). Class 20 to detach, and remain in 2EL. Train Engine (Class 50) to move to KR TMD once 44871 leaves KR Yard.
	44871 & POB to shunt from KR Yard to 'Main' and attach to WCRC Set around above movement, dependent upon the time spent turning, but no later than by 3.40pm. Once attached, 44871 to draw set from Main to KR P1 Stops. Await arrival of Railtour passengers.
	On arrival of Charter at 3.57pm in KR P2, Train to run to Stops. Class 20 to shunt from KR 2EL to KR P2 ASAP after arrival, this loco forms with 4.20pm to BH with this set. 45596 & Charter Guard to detach C(1) from KR end of the set using 45596, coach remains attached to 45596 in P2 until after 4.20pm departure.
	At 4.30pm, Railtour to depart KR P1, and shunt to Exchange for 4.45pm departure to Network Rail. CI47 to haul train from KR P1 to 'Main'. The 'Advanced Starting Signal' will need to be cleared to allow the train to draw as far as is needed in order to bring locomotive 44871 under the Gantry. Train to reverse, and then 44871 to hauled set to DR7835 Signal.
	At 4.50pm, S2 Service arrives via 'Main' into KR P1 and is to run to Stops. S2 / BH Crews to swap locos. Train Engine & Guard to then Set Back Set GW(6) to CS1, leaving room for C(1) at KR end of set.

Additional Service Info

At BH, at start of day, Train Engine & Guard to shunt C(2) from BH CS to Hollybush, attach to C(6), and then haul C(8) from Hollybush Siding into P1 by 10.00am. Loco Crew & Guard to Book On by 09.00am latest to facilitate.

At BH, on arrival of S3 at 12.38 in P1, Train Engine & Guard to shunt set to BH P2, prior to Train Engine running round to ensure Charter uses P1.

At BY, prior to locomotives leaving shed, Rock must be shunted so that there is room for 3 x Support Coaches on the north (BH) side of the pit, to be stabled by 45596 'Bahamas' on arrival at 9.58am. Once the coaches are stabled on the Rock then there must remain room for one further coach from 44871, leaving the pit clear for this loco to be serviced.

At BY, on arrival of 44871 & POB at 12.06pm, movement to be routed into Down Main. 44871 to run round POB ASAP, and then shunt POB from P1 to Rock Sdg / BY MPD for servicing. Loco & POB are booked back to KR at 2.30pm, however may run earlier (anytime between 1.20pm & 2.00pm) if servicing is complete.

Kidderminster Shunting

After above move, 45596 & Charter Guard (ex WCRC Charter) to Set Back C(1) from KR P2 to KR CS1. Locomotive 45596 to then shunt to KR Turntable, and turn to face KR, before working return Light Engine move to BY MPD.

On arrival of S1 at 5.25pm in KR P2, Train Engine & Guard to detach Coach 7960 from KR end of Set using S1 Train Engine. Class 50 ex KR TMD (using Driver who was WCRC Conductor) to attach to Set N(7), and with Guard shunt set from P2 to 1EL Dock, and attach to Saloon 80969, to form Set N(7) & 80969. Class 50 to Set L(8) in 2EL Dock and stable for use on the 29/09.

After above move, S1 Train Engine & Charter Guard (ex WCRC Charter) to Set Back 7960 from KR P2 to KR CS1, on top of C(1) & GW(6). Locomotive to then shunt to 2EL for Water, before working Light Engine back to BY MPD.

Saloons and Charters

Title	Saloon / Charter
Gin Train (7960) on S1	7960 on Service Train

Non-Chartered Diners and DMUs

Title	Dining Train	Diner Loco
There are no items to show in this view of the "Master Diary" list. To add a new item, click "New".		