



Public TN 2

General Service Details

Day	Service	Footplate Experience
Saturday	Full Special WTT	None

Traffic Notice

Traffic Notice for:

07/06/2025 

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
S1	Steam (BY)	L(8)	S2	Steam (BY)	N(7)	S3	Diesel (KR)	C(7)	S4	DMU	DMU(3)			

Additional Service Information and Kidderminster Shunting

<p>Additional Service Info</p> <p>1940's Weekend - See Event Plan for full details of attractions.</p> <p>Possession in force as follows:-</p> <p>"Bridge 25 Landslip Possession – Closure of the Single Line between Bridgnorth (Up Advanced Starter) and Hampton Loade (Up Distant) for repairs to the running line, bridge and embankment. Special instructions apply for run round moves at HL. See below.</p> <p>Friday 31st of January at approx 11.00 HRS until Further Notice.</p> <p>Absolute Possession – Rule 217(C)</p> <p>The Single Line between the Bridgnorth 'Up' Advanced Starting Signal & the Hampton Loade 'Up' Distant Signal.</p> <p>Protecting signals – BH22 / HL13 / HL14.</p> <p>Stop Boards to be placed at and secured at BH22 & HY1. BH - HL token to be retained by the Possession Manager.</p> <p>Footplate Rides Operate at Bridgnorth Station using Locomotive 7714 from Platform 2 as far as the Advanced Starting Signal only. Rides operate between 10.00am and 4.00pm. Locomotive to be ex BH MPD at 9.30am. Please refer to OPG-PROC-268 'Operation of Footplate Rides at Bridgnorth' for full details.</p> <p>Special Instructions apply for the termination, run round, and restarting of services at Hampton Loade. Please refer to OPG-PROC-269 'Terminating & Restarting Passenger Trains at Hampton Loade during Possession' for full details. All rostered staff should read and understand this document prior to taking duty on a turn that terminates and restarts at HL.</p> <p>At Kidderminster, unless operationally unavoidable, trains should not run to P2 Stops / Run Round in P2 during the day, after initial morning departure, to avoid obstructing the view of the 1940's stage. DMU's booked to use P2 MUST Stop with the leading cab at the run round marker on arrival at KR P2.</p> <p>At Bewdley, all 'Up' traffic to use P2, and all 'Down' traffic to use P3, with the exception of the 11.00pm Kidderminster to Hampton Loade DMU which runs via P1.</p> <p>At Highley, public timetables show the working timetable arrival time, not the working timetable departure time, to ensure passengers who need to use the crossing are able to do so before trains arrive. The arrival time for trains, or that shown in the Public TT, should therefore be quoted to passengers. Trains may depart early on WTT time once public departure time has been reached, and if signals allow.</p> <p>At the start of the day, on arrival of Steam Locomotive from BY MPD at KR at 8//10am, Steam Locomotive to take Coal & Water on 1EL before attaching to Set L(8) in P2.</p> <p>On arrival of ECS (Set C(7)) at KR at 8.57am in the 'Main', Set to be secured in 'Main' and Train Engine to detach and shunt to 1EL for Coal & Water, before attaching to Set N(7) in P1. Set C(7) remains in 'Main' for S3.</p>	<p>Kidderminster Shunting</p> <p>By 10.30am, Train Engine & Guard to have have set back Set C(7) from 'Main' to P1 Stops, to work the 11.05am to HL.</p> <p>On arrival of S3 at 4.37pm at KR P1 Stops, Train Engine & Guard to Set Back to CS1. Train Engine to remain attached to Set.</p> <p>On arrival of S1 at 5.52pm in P1 Run Round Position, Train Engine to run round, and convey set to BY P3 DOO.</p> <p>On arrival of S2 at 6.52pm in P1 Run Round Position, Train Engine to run round, and with Guard Set Back Set to Stops, to allow room for DMU arrival. Train Engine to detach, and return Light Engine to BY MPD.</p> <p>On arrival of DMU at 7.37pm, DMU to arrive 'on top' of Set N(7) at North end of P1. DMU reverses, and works the 11.00pm to HY.</p>
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Train Engine for S3 (D821) to be ex KR TMD at 10.05am to North end of Set C(7) stabled in 'Main' via 2EL & Loop. Then carry shunt out as below with Guard.

At the end of the day, S1 Guard to complete Train Check form, and hand to S1 Driver. S1 Train Engine conveys set L(8) DOO from KR P1 to BY P3. At BY, Loco Crew to secure set.

S2 Guard to Book On / Off at BY. S2 Guard to prep Set C(7) and convey from BY to KR with S2 Train Engine. On arrival, secure set in Main. S2 Guard to then transfer to Set N(7) in P1 for remainder of Diagram. S3 Guard to book on at 8.30am and prep Set N(7) for S2 Guard, then S3 Guard to take over Set C(7) in KR Main from 9.30am. S2 Guard returns to BY on S2 Light Engine.

Set C(7) Starts at BY / Set L(8) ends at BY P3 as per WTT.

11.00pm KR – HL runs as 'Set Down Only', and may depart as soon as Station Work is complete and run early on booked timings.

At BH, 7714 operates footplate rides from P2 to the BH Up Advanced Starter all day (off shed at 9.30am). Stove R 2886 is on display in BH P1, and BH Signalbox will be available for visits.

Saloons and Charters

Title	Saloon / Charter
There are no items to show in this view of the "Master Diary" list. To add a new item, click "New".	

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".		