

BRITISH RAILWAYS
(LONDON MIDLAND REGION)

A GENERAL GUIDE TO THE
**FOUR-POSITION TRAIN
IDENTIFICATION**
SYSTEM



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FOUR-POSITION TRAIN IDENTIFICATION SYSTEM

This booklet has been prepared as an informative guide only, to explain generally the application of the new Four-Position Train Identification System and is not to be considered as amending or superseding any Rules or Appendix Instructions which may be issued respecting the new system.

It is hoped it will enable staff to understand the relation of the new numbers to the Working Time Tables and Special Notices, to the trains themselves and to modern train-describer signalling installations. All concerned are requested to familiarize themselves with this system.

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FOUR-POSITION TRAIN IDENTIFICATION SYSTEM

(1) GENERAL

A new system of classifying and identifying trains by means of a four-position description was introduced with the Summer Working Time Tables commencing 12th June, 1961, as follows:—

Passenger Trains.

All Class A trains.

All Class C (*Parcels*) trains.

Class B trains and Class C (*Empty Coaching Stock*) trains running over sections of the line where modern train describers are used for train signalling, or where trains equipped with four-position indicators operate.

Freight Trains.

All Classes of freight trains running over sections of the line where modern train describers are used for train signalling, or where locomotives equipped with four-position indicators operate.

This system, which will replace present train numbering arrangements, introduces a new method of indicating all movements on running lines between signal boxes, by use of a four-position number, incorporating the headcode, the destination district and a distinctive identity number.

It will be applied as follows and gradually extended to cover ALL trains.

- (i) Allocation of numbers to all trains in Working Time Tables, Special Traffic Notices, Special Notices and other relevant Operating publications.
- (ii) Exhibition of numbers on locomotives and multiple unit trains, which have been equipped with four-position indicator boxes, superseding the existing headcode instructions. Electric and diesel locomotives and multiple units fitted with four-position indicator boxes are now being delivered. In future, all such new power will be so equipped and the fitting of indicator equipment to earlier diesel locomotives and multiple units will take place as they pass through the Works.

- (iii) Transmission of numbers between signal boxes in modern train-describer signalling installations. By means of this equipment train descriptions can be set up on the panel by the signalmen at any point and will then be transmitted automatically from one signal box to the next.

It is anticipated that by Summer, 1962, all trains will have been allocated four-position numbers. The extent to which the new system can be used in full will vary in different parts of the Region until electrification, dieselisation and signalling re-equipment programmes are completed.

(2) BASIS OF THE SCHEME

A standard code has been devised providing for the identification of class, destination and number of all trains.

Main line passenger and freight trains are allocated individual numbers which are not duplicated over any one section of line. Local passenger and empty coaching stock trains are allocated route numbers, and freight trip trains are allocated trip numbers, which in view of the number of trains involved are more suitable to local working.

First Position	— Class of Train (Existing headcode)	— Numbers 0 to 9.
Second Position	— Destination District	— Letters of the alphabet (excluding I, Q, R, U, W and Y).
Third and Fourth Positions	— Individual Train Numbers*	— Numbers 0 to 9.

*—Local passenger and empty coaching stock trains are indicated by a ROUTE number.

Freight trips are indicated by a TRIP number.

(3) EXPLANATION OF THE SYSTEM.

The train numbers are based on the following code:—

- (a) FIRST POSITION indicates CLASSIFICATION of Train.

No.	No.
1—Class A train	6—Class E Freight train.
2—Class B train	7—Class F Freight train.
3— $\left\{ \begin{array}{l} \text{Class C Parcels etc.,} \\ \text{train} \end{array} \right.$	8—Class H Freight train.
4—Class C E.C.S. train	9—Class J Freight train.
5—Class D Freight train.	0—Light Engine(s). Engine and brake van.

NOTES

The full Classification indication is detailed in the Supplementary Operating Instructions, dated October, 1960.

Class 'K' freight trains are redesignated Class 'J'.

Light Engines to work all trains, carrying the number 0 in the first position, are allocated the destination letter and identity numbers of the train worked in the second, third and fourth positions

Light engines, local to the London Midland Region NOT to work a train (e.g. to shunt) or running to a Motive Power Depot are numbered 0Z00. Similar inter-regional light engines are allocated the second position letter of the destination region (e.g. Light engine to Western Region depot 0V00).

(b) SECOND POSITION indicates DESTINATION DISTRICT of Train.

The second position identifies the destination district for trains local to the London Midland Region, or destination region for inter-regional trains. The District Operating/Traffic Superintendents' districts have been used as the destination districts and some grouping has been necessary.

In view of the large number of express trains into the Preston District on Saturdays in the Summer, the Blackpool and Fylde area has been allocated a separate letter.

The Euston and Manchester North Districts have been allocated two letters to allow sufficient numbers for the Saturday only express trains.

(i) TRAINS RUNNING WITHIN THE LONDON MIDLAND REGION.

Letter	Destination District	Letter	Destination District
A	Euston	J	Manchester North
B	{ Euston Rugby	K	{ Crewe Liverpool Lime Street Liverpool Central
C	{ St. Pancras Marylebone Manchester North	L	{ Preston (excluding Fylde) Barrow Carlisle
D	{ Chester Nottingham	P	{ Blackpool and Fylde Derby
F	Leicester		
G	Birmingham		
H	{ Manchester South Stoke-on-Trent		

(ii) INTER-REGIONAL TRAINS

Letter	Destination Region	Letter	Destination Region
E	Eastern	O	Southern
M	London Midland	S	Scottish
N	North Eastern	V	Western

NOTES

Excursion and Special Passenger and Special Freight trains are indicated as follows:—

T	Passenger	} — Local to L.M.R.
Z	Passenger and Freight	

X Passenger and Freight — Inter-Regional

For Freight trains T indicates trip train.

(c) **THIRD and FOURTH POSITIONS** indicate **IDENTITY NUMBER** of train.

Express passenger and freight trains (excluding trips) are allocated individual identity numbers to each district between 00–99, e.g.,

Through freight train to Chaddesden—8P46

Parcels etc. trains are allocated individual identity numbers to each district between 00–29, e.g.,

Parcels train to Oldham—3J14

Inter-District empty coaching stock trains **NOT** to work a train (e.g. trains required to transfer stock between Districts for balancing purposes, or in connection with Excursion or Special Traffic) are allocated individual identity numbers to each district between 30–49, e.g.,

Special empty coaching stock train Barrow to Willesden—
3Z46

Class 'B' and local empty coaching stock trains are allocated route numbers in each district between 50–99. The route numbers relate to the local pattern of services and apply in both directions of travel. They are included in the appropriate Sections of the Working Time Tables. For inter-district and inter-regional trains common route numbers are allocated, although the second position letter is altered according to the destination district or region of the train. e.g.,

Local train Manchester Ex. to Huddersfield 2N96 }
Huddersfield to Manchester Ex. 2M96 }

Freight trips are allocated trip numbers in each district between 00–99, e.g.,

Mineral Trip No. 82—9T82

Existing trips will be suitably re-numbered to conform with this arrangement.

(d) **SPECIAL FEATURES.**

(i) **Relief Passenger Trains.**

In the series used for booked express passenger trains to each district and region, numbers are provided for additional trains which are regularly run as relief trains. These numbers will be allocated when the relief arrangements are agreed and will be published in the appropriate train advice.

(ii) Special Passenger Trains.

Although the second position letter for Class A Excursion trains (Letter T or Z for trains local to the L.M.R.—X for inter-region trains) does not indicate a definite destination, it enables the valuable use of the same number for outward and return journeys to be maintained.

Numbers will be allocated when the trains are arranged and will be published in the appropriate train advice.

(iii) Local Passenger Trains to and from London.

Local passenger trains to and from St. Pancras and residential services to and from Euston have been allocated individual numbers in a similar manner to Class 'A' trains, in order that each train can be readily identified to assist in regulation with the important express passenger trains.

(iv) Empty Coaching Stock Trains.

Local empty coaching stock trains are normally indicated in the first position by number 3, in the second position by the appropriate destination district or region letter and in the third and fourth positions by the number (50–99) of the route as allocated to Class 'B' trains, on which the stock terminates.

Special local variations of the standard system operate for the movement of empty coaching stock trains to a number of large stations (e.g. Manchester Piccadilly, Manchester Victoria, St. Pancras, Euston, Birmingham New Street) where the carriage depots are situated close to the termini, i.e. empty coaching stock trains numbered 3 in the first position, are numbered in the second, third and fourth positions by the same letter and numbers of the train to be worked—a similar arrangement to the numbering of light engines.

In this manner continuity of numbering of light engine, stock and train is maintained, which is of value in terminal areas with a high density of movements.

(v) Freight Trains.

When there is a change in classification or destination district of freight trains it is essential that the number of the train is altered accordingly. In respect of alterations at short notice, it will be necessary for the Line Traffic Managers (Line Control) (for inter-district and inter-regional trains) or the District Control (for local trains) to allocate a special number in the appropriate class.

(vi) **Light Engines.**

No destination is indicated for engines, nor is there any distinction made between engines to work passenger and the various classes of freight trains. As by far the majority of light engine movements are local in nature and require to be specially advised to signalmen, the normal reporting arrangements will obtain respecting their destination.

(4) **ALLOCATION OF NUMBERS.**

All train numbers will be indicated in the Working Time Tables or appropriate train advice by the Line Traffic Managers (Train Planning Offices), or for trains arranged at short notice, by the Line Traffic Manager's (Line Control) Offices for inter-district and inter-regional trains, or the District Control Offices for local trains, when the running of the train is authorised.

A small allocation of numbers for special trains will be made to the Line Traffic Manager (Line Control) and District Control Offices.

(5) **EXHIBITION OF NUMBERS.**

From the commencement of the Summer Working Time Tables on 12th June, 1961, locomotives and multiple units will display the following train classification and identification indications on the leading end. The four-position and two-position indicators (where provided) on the trailing end(s) of locomotives or multiple units **MUST ALWAYS BE SET IN THE BLANK POSITION AND NOT BE ILLUMINATED.**

Type of Power	Indication to be displayed
Diesel and Electric Locomotives	
Fitted with four-position indicator boxes	— The four-position number allocated to the train.
NOT fitted with four-position indicator boxes	— Existing engine headcode. Numbers to be carried as required by the Sectional Appendices or Special Notices.
Steam Locomotives	— Existing engine headcode. Numbers to be carried as required by the Sectional Appendices or Special Notices.

Electric and Diesel Multiple Units.

- | | |
|---|--|
| Fitted with four-position indicator boxes | — The four-position number allocated to the train. |
| Fitted with two-position indicator boxes. | — The existing two-position train classification and route indication number.
(NOTE.—Special trains worked by this type of unit will be allocated a four-position number which must be exhibited and the two position indicator set in the blank position). |
| NOT fitted with four or two-position indicator boxes. | — Existing headcode.
Numbers to be carried as required by the Sectional Appendices or Special Notices. |

In order to assist Signalmen and others concerned with the signalling and routing of trains, particular attention must be given to the correct display of letters and numerals.

(6) SIGNALLING ARRANGEMENTS.

The four-position numbers will be used for the transmission of the description of trains between signal boxes which have been equipped with modern train describers. In other signal boxes standard bell-code signalling will apply until the modern signalling equipment is installed.

(7) SPECIALLY ALLOCATED NUMBERS.

Individual numbers have been allocated for use solely in connection with certain types of trains. Particular attention should be paid to these numbers as they indicate that the trains are running under special conditions.

The numbers allocated at present are as follows:—

<i>Class of Train, etc.</i>	<i>Present Bell-code</i>	<i>Special Number</i>
Breakdown van train or snow plough going to clear the line, or light engine going to assist disabled train	4	1Z99
Empty coaching stock train to form "Grove", "Deeplus" or "Deepdene".	4	1X00
Train running under the conditions designated "Grove".	4-4-4	1X01
Train running under the conditions designated "Deeplus".	4-4-4	1X02
Train running under the conditions designated "Deepdene".	4-4-4	1X03
Officers' special train NOT requiring to stop in section.	4	1Z01
Breakdown van train NOT going to clear the line.	3-1	2Z99
Elliot track recording machine—when NOT recording.	5	5Z08
Matisa track recording machine—when NOT recording.	1-2-2	6Z06
Weed killing train.	1-2-2	6Z07
Mechanically propelled on-rail Tamping Machine or Ballast Cleaning Machine NOT stopping in Section.	1-4	8Z01
Out-of-gauge or exceptional loads—		
(a) Train which can pass an out-of-gauge or exceptional load similarly signalled on the opposite or an adjoining line.	2-6-1	8Z02
(b) Train which cannot be allowed to pass an out-of-gauge load of any description on the opposite or an adjoining line between specified points.	2-6-2	8Z03
(c) Train which requires the opposite or an adjoining line to be blocked between specified points.	2-6-3	8Z04
Trolley requiring to go into or pass through tunnels.	2-1-2	8Z05
Elliot track recording machine—when recording.	4-1	8Z06
Matisa track recording machine—when recording.	4-1	8Z08
Officers' special train, Mechanically propelled on—rail Tamping machine or Ballast Cleaning machine requiring to stop in section.	2-2-3	9Z01
Light engine to Motive Power Depot or not to work a train:—		
Local to L.M.R.	2-3	0Z00
Inter-Regional.	2-3	0†00
		†Regional letter

(8) EXAMPLES OF THE APPLICATION OF THE FOUR-POSITION TRAIN IDENTIFICATION SYSTEM.

- (a) Class "A" Train (W.T.T.) from Manchester P. to Crewe worked by Electric locomotive in new track circuit block signalling area.**

	<i>Number on locomotive</i>	<i>Signalling</i>	<i>Working Time Table Number</i>
Light engine from Depot	0K64	0K64	0K64
Empty coaching stock train to work	3K64	3K64	3K64
Loaded train	1K64	1K64	1K64
Light engine to Depot	0Z00	0Z00	0Z00

- (b) Class "A" Train (W.T.T.) from Manchester Vic. to Blackpool hauled by Steam engine in manual block signalling area.**

	<i>Number on engine</i>	<i>Signalling</i>	<i>Working Time Table Number</i>
Light engine from Depot	"G" head-code lamps	2-3	0P64
Empty coaching stock train to work	"C" head-code lamps	2-2-1	3P64
Loaded train	"A" head-code lamps	4	1P64
Light engine to Depot	"G" head-code lamps	2-3	0Z00

- (c) Relief Class "A" Train from Stone to Euston worked by Steam engine in a new track circuit block signalling area.**

	<i>Number on engine</i>	<i>Signalling</i>	<i>Special Traffic Notice Number</i>
Light engine from Depot	"G" headcode lamps	0A44	0A44
Empty coaching stock train from Stoke to Stone	"C"	3H86	3H86
Relief train	1A24 & "A",,	1A24	1A24
Empty coaching stock train to Willesden Carriage Depot after working	"C" ,,	3A50	3A50
Light engine to Depot	"G" ,,	0Z00	0Z00

- (d) **Excursion Class "A" Train worked by Diesel locomotive, fitted with four-position indicator, from Derby to Birmingham New Street in manual block signalling area.**

OUTWARD			
	<i>Number on locomotive</i>	<i>Signalling</i>	<i>Special Traffic Notice Number</i>
Light engine from Depot	0T22	2-3	0T22
Empty coaching stock train	3T22	2-2-1	3T22
Loaded train	1T22	4	1T22
Empty coaching stock train to King's Norton C.S. after working	3G92	2-2-1	3G92
Light engine to Depot	0Z00	2-3	0Z00

RETURN			
	<i>Number on locomotive</i>	<i>Signalling</i>	<i>Special Traffic Notice Number</i>
Light engine from Depot	0T22	2-3	0T22
Empty coaching stock train from King's Norton C.S.	3T22	2-2-1	3T22
Loaded train	1T22	4	1T22
Empty coaching stock train to Chaddesden C.S. after working	3P59	2-2-1	3P59
Light engine to Depot	0Z00	2-3	0Z00

- (e) **Diesel Multiple Unit Train (Class "B") fitted with four-position indicator Blackpool Central to Preston in manual block signalling area.**

	<i>Number exhibited</i>	<i>Signalling</i>	<i>Working Time Table Number</i>
Empty coaching stock train from Preston to work	3P58	2-2-1	3P58
Loaded train	2L58	3-1	2L58
Empty coaching stock train to Lostock Hall C.S.	3L77	2-2-1	3L77

- (f) **Special Empty coaching stock train Class "C" (for Rolling Stock balancing purposes) hauled by Electric locomotive in manual block signalling area.**

	<i>Number on locomotive</i>	<i>Signalling</i>	<i>Special Traffic Notice Number</i>
Light engine from Depot	0Z41	2-3	0Z41
Empty coaching stock train	3Z41	2-2-1	3Z41
Light engine to Depot	0Z00	2-3	0Z00

- (g) **Parcels train Class "C" to Manchester Mayfield worked by Steam engine in new track circuit block signalling area.**

	<i>Number on Engine</i>	<i>Signalling</i>	<i>Working Time Table Number</i>
Light engine from Depot "G" headcode lamps		0H27	0H27
Parcels train "C" "		3H27	3H27
Light engine to Depot "G" "		0Z00	0Z00

- (h) **Fully fitted Freight train (Class "C") to Edge Hill hauled by Electric locomotive in new track circuit block signalling area.**

	<i>Number on locomotive</i>	<i>Signalling</i>	<i>Working Time Table Number</i>
Light engine from Depot	0K67	0K67	0K67
Freight train	4K67	4K67	4K67
Light engine to Depot	0Z00	0Z00	0Z00

- (i) **Class "E" Freight train to York hauled by Steam engine in manual block signalling area.**

	<i>Number on Engine</i>	<i>Signalling</i>	<i>Working Time Table Number</i>
Light engine from Depot "G" headcode lamps		2-3	0N51
Freight train "E" "		2-2-3	6N51
Light engine return to L.M.R. Depot "G" "		2-3	0M00

- (j) **Special Class “F” Freight train hauled by Diesel locomotive in new track circuit block signalling area (arranged by Manchester Line Traffic Manager (Line Control)).**

	<i>Number on locomotive</i>	<i>Signalling</i>	<i>Number allocated by Control</i>
Light engine from Depot	0T95	0T95	0T95
Freight train	7T95	7T95	7T95
Light engine to Depot	0Z00	0Z00	0Z00

- (k) **Class “H” Freight train to Rose Grove hauled by Steam engine in manual block signalling area.**

	<i>Number on Engine</i>	<i>Signalling</i>	<i>Working Time Table Number</i>
Light engine from Depot	“G” headcode lamps	2-3	0L32
Freight train	“H” „	1-4	8L32
Light engine to Depot	“G” „	2-3	0Z00

- (l) **Class “J” Freight train to Toton hauled by Steam engine in manual block signalling area.**

	<i>Number on Engine</i>	<i>Signalling</i>	<i>Working Time Table Number</i>
Light engine from Depot	“G” headcode lamps	2-3	0D82
Freight train	“J” „	4-1	9D82
Light engine to Depot	“G” „	2-3	0Z00

- (m) **Special Class “H” Ballast train to Nuneaton T.V. hauled by Steam engine in manual block signalling area arranged by Crewe Line Traffic Manager (Train Planning Office).**

	<i>Number on Engine</i>	<i>Signalling</i>	<i>Special Traffic Notice Number</i>
Light engine from Depot	“G” headcode lamps	2-3	0Z58
Ballast train	“H” „	1-4	8Z58
Light engine to Depot	“G” „	2-3	0Z00

- (n) Specimen trip working in any District, including present classified C, H, J and K trains hauled by Diesel locomotive fitted with four-position indicator in new track circuit block signalling area.

		<i>Number on locomotive</i>	<i>Signalling</i>	<i>Working Time Table Number</i>
Trip No. 74	Light engine from Depot	0T74	0T74	0T74
	Class C train A-B	4T74	4T74	4T74
	Class H train B-C	8T74	8T74	8T74
	Class J train C-D	9T74	9T74	9T74
	Class K train D-A	9T74	9T74	9T74
	Light engine to Depot	0Z00	0Z00	0Z00

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