

FOR THE INFORMATION OF RAILWAY STAFF ONLY



*Junction*  
**NE/S**

No. 37

**BRITISH RAILWAYS**

NORTH EASTERN REGION—SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 12th September, 1964 to  
Friday, 18th September, 1964 inclusive**

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

# SIGNALLING RECORD SOCIETY

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5-8	At or between	Lines affected	Remarks
	LEEDS to NORTHALLERTON DAILY UNTIL FURTHER NOTICE Harrogate, Station.	via ARTHINGTON—continued. CE—continued. No. 1 Bay Platform (BLOCKED).	Excavations and laying bases and foundations on No. 1 Platform. Mechanical tractor's workmen on site. Drivers to keep a sharp lookout. Trains to be re-platformed as necessary.
	Harrogate, Station.	No. 5 Platform.	Demolition of buildings and rebuilding work. Contractor's workmen on site.
	Harrogate, Goods Yard.	Sidings Nos. 2 and 3 and connections (BLOCKED).	Erection of coal handling plant. Contractor's workmen on site.
	SUNDAY, 13th SEPTEMBER. Leeds City, West and East.	All.	6 30 to 18 00, preparing for signalling alterations.
	YORK to SCARBOROUGH. DAILY UNTIL FURTHER NOTICE Malton, West and East.	All.	7 30 to 17 00, preparatory work for alterations to signalling and interlocking.
	WEDNESDAY, 16th SEPTEMBER. Bootham.	All.	8 00 to 16 00, overhauling interlocking. Signal Box open.
	CHURCH FENTON NORTH to DAILY UNTIL FURTHER NOTICE Thorp Arch, West and Walton Gates. Wetherby, Sidings.	WETHERBY. CE. Down and Up Main. Up Sidings Nos. 1, 2 and 3.	Laying water main under track at 8 m. 74 chs. Contractor's workmen on site. Construction of surface water sewer. Contractor's workmen on site.
	THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY. DAILY UNTIL FURTHER NOTICE Thornhill, L.N.W. Junction and Mirfield, No. 3. L.N.W. Junction and Dewsbury, No. 2. Farnley Junction and Leeds City, West.	ALL. Down and Up Main. All.	7 30 to 17 00 each day, excavating for cable troughs and preparing for signalling alterations. 7 30 to 17 00, renewing parapet fence on Bridge No. 6 between 32½ and 32¼ m.p. 7 00 to 17 00, demolition of Farnley and Wortley station buildings and platforms. Mechanical excavator in use as required.



At or between	Lines affected	Remarks
<b>THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY—continued.</b>		
<b>DAILY UNTIL FURTHER NOTICE—continued.</b>		
Leeds City, West and East.	Nos. 11, 12 and 13 Platforms, Through Road, Down Goods and Adjacent Siding.	7 30 to 16 30, repairing Bridge No. 1, Swinegate.
Leeds City, West and East.	All.	7 30 to 17 00 each day, preparing for signalling alterations.
Leeds City, East and Marsh Lane.	Down and Up Main.	7 30 to 17 00, repairing Marsh Lane Viaducts between 20 m. 28 chs. and 19 m. 52 chs.
Cross Gates.	All.	7 30 to 17 00, preparatory work for alterations to signalling.
Gascoigne Wood, Down and Up Yards.	All.	Taking out connections and sidings. Contractor's workmen on site.
Hessle, Station and East.	All.	7 30 to 17 30 (except Sat.), preparing for alterations to interlocking.
Hessle, East and West Parade.	All.	7 30 to 17 00, preparing for alterations to signalling.
Hessle Haven.	All.	8 00 to 17 00, renewing point rodding and connections and preparing for alterations to signalling.
Hessle Road and West Parade.	Down and Up Main.	Contractors excavating adjacent to the Down and Up Main lines between 1 m. 40 chs. and 1 m. 30 chs.
Hessle Road and West Parade.	Down and Up Main.	8 00 to 18 00 (except Sun.), Contractors working overhead on new road bridge at 0 m. 75 chs. Engines to shut off steam whilst passing under bridge.
West Parade and Paragon.	All.	Renewing point connections.
West Parade and Paragon.	All.	7 00 to 17 00 (except Sat. and Sun.), painting signals, gantries and signal boxes, etc. Ladders and trestles in use.
<b>SUNDAY, 13th SEPTEMBER.</b>		
L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, preparing for re-signalling, and excavating for and laying cable ducts.



At or between	Lines affected	Remarks
<b>NORMANTON (ALTOFTS) to YORK (CHALONE RS WHIN).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Fryston and Burton Salmon.	Down and Up Main.	7 00 to 18 00, renewing overhead cables between 17 m. 20 chs. and 17 m. 10 chs. Scaffolding erected. Contractor's workmen on site.
Burton Salmon.	All.	8 00 to 17 00, preparatory work for alterations to signalling and interlocking.
Burton Salmon.	Down and Up Main.	8 00 to 17 00, building manholes and laying cable ducts under tracks.
Milford, South.	All.	7 00 to 17 30, laying water main under tracks at Milford Junction. Contractor's workmen on site.
Church Fenton, North and Bolton Percy.	Down and Up Normanton, Up Leeds.	7 00 to 17 00 (except Sat. and Sun.), demolition of Ulleskelf Signal Box. Commencing 7 00, Monday, 14th September.
Copmanthorpe, Station.	Down and Up Normanton.	7 00 to 17 00, demolition of station buildings and platforms. Excavator in use.
<b>MILFORD SOUTH to GASCOIGNE WOOD.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Milford, South and Gascoigne Wood.	Down Main and Down Malt Kiln Sidings.	Repairs to Malt Kilns. Crane in use. Contractor's workmen on site.
<b>SWINTON (DEARNE JUNCTION) to BURTON SALMON.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Moorthorpe, Station and Burton Salmon.	Down and Up Main.	7 00 to 17 00, painting stations, signal boxes, bridges, etc. Ladders and trestles in use. Contractor's workmen on site.
Brackenhill and Pontefract.	Down and Up Main.	Demolition and rebuilding Bridge No. 33 at 6 m. 39 chs. Scaffolding and mechanical plant in use. Commencing 8 00, Monday, 12th September.
Pontefract and Ferrybridge.	Down Main and Ferrybridge Station Sidings.	Excavating and preparing formation for new Loop line between 2 m. 50 chs. and 2 m. 30 chs. Contractor's workmen on site. Mechanical equipment in use.
Ferrybridge.	All.	7 30 to 17 00, preparatory work for signal and interlocking alterations.



At or between	Lines affected	Remarks
<b>CARCROFT (SKELLOW JUNCTION) to BULLCROFT (GOODS LINES).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Skellow Junction and Bullcroft Junction.	Single.	7 00 to 18 00, repairs to Bridge No. 3 at 1 m. 7 chs. Contractor's workmen on site.
Skellow Junction and Bullcroft Junction.	Single.	7 00 to 17 00, repairs to Bridge No. 2 at 1 m. 12 chs.
<b>HARE PARK to CROFTON WEST.</b>		
<b>MONDAY to FRIDAY, 14th to 18th SEPTEMBER.</b>		
Hare Park and Crofton, West.	Down and Up Main.	8 00 to 16 30 each day, loading spoil between 172½ and 172½ m.p.
<b>WAKEFIELD (WESTGATE) BALNE LANE to LAISTERDYKE EAST via DEWSBURY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Roundwood and Ossett, East.	Down and Up Main.	Repairs to Bridge No. 8 at 178 m. 64 chs.
<b>WRENTHORPE NORTH to WEST.</b>		
<b>MONDAY to FRIDAY, 14th to 18th SEPTEMBER.</b>		
Wrenthorpe.	All.	7 30 to 17 00 each day, renewing ground frame connections.
<b>LAISTERDYKE EAST to QUARRY GAP.</b>		
<b>SUNDAY, 13th SEPTEMBER.</b>		
Laisterdyke, East and Quarry Gap.	Down and Up Main.	7 30 to 17 00, renewing gas main between 6 and 6½ m.p.
<b>LOFTHOUSE NORTH to STOURTON JUNCTION.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Robin Hood.	All.	7 00 to 17 00, removing abandoned track between 179 m. and 181 m.p. Crane in use as required. Contractor's workmen on site.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

5-18

At or between	Lines affected	Remarks
<b>BEESTON JUNCTION to HUNSLET EAST.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Parkside and Hunslet, East.	Down and Up Main.	7 30 to 18 00, thrust boring through embankment at 185 m. 52 chs. Mechanical plant in use. Contractor's workmen on site.
<b>HOLBECK to BRADFORD (EXCHANGE) via STANNINGLEY.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Bramley and Laisterdyke, East.	Stanningley Coal Yard.	7 00 to 17 00, relaying.
<b>BRADFORD (ST. DUNSTANS) to THORNTON.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Manchester Road. Clayton and Queensbury.	All. Single.	7 00 to 17 00, removing redundant sidings. Contractor's workmen on site. Rail centres erected in Clayton Tunnel and side clearance reduced. Enginemen and others concerned not to put their heads out when passing through.
<b>SOWERBY BRIDGE (MILNER ROYD JUNCTION) to BRADFORD (EXCHANGE).</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Halifax, South Parade. Hipperholme. Lightcliffe. Wyke and Low Moor, No. 1. Bowling Junction and Mill Lane. Mill Lane and Bradford, Exchange. Mill Lane and Bradford, Exchange.	No. 4 Open Shed Road (BLOCKED). All. Up Main. Down and Up Main. All. Down and Up West. Down West.	Renewal of roof gutters. Scaffolding erected. Ladders in use. Commencing 7 30, Monday, 14th September. 8 00 to 17 00, demolition of station buildings and removal of platform copings. Mechanical plant in use as required. 7 30 to 17 00, repairs to platform wall and copings between 34 m. 63 chs. and 34 m. 64 chs. Centering fixed in Wyke Tunnel between 36 and 37 m.p. Side clearance reduced. Trainmen not to put their heads out. 7 00 to 17 00, demolition of former Coal Shoots Signal Box. Mechanical plant in use. 7 30 am to 17 00, removing track from former Bridge Street Goods Yard between 40 m. 3 chs. and 40 m. 25 chs. Contractor's workmen on site. Until Saturday, 12th September. 8 00 to 16 30, levelling formation after removal of track between 40 m. 5 chs. and 40 m. 15 chs. Mechanical shovel in use. Until Saturday, 12th September.



At or between	Lines affected	Remarks
<b>BOWERBY BRIDGE (MILNER ROYD JUNCTION) to BRADFORD (EXCHANGE)—continued</b>		
<b>SATURDAY and SUNDAY, 12th and 13th SEPTEMBER.</b>		
Halifax, East and Hipperholme.	Up Main (BLOCKED). Down Main (BETWEEN TRAINS).	22 30 (Sat.) to 9 30 (Sun.), track maintenance in Beacon Hill Tunnel between 32½ and 33½ m.p. On track tamping machine in use. <b>Single Line Working by Pilotman over the Down Main line.</b> Hipperholme Signal Box open.
<b>SUNDAY, 13th SEPTEMBER.</b>		
Milner Royd Junction and Dryclough Junction.	7 30 to 12 00 Down Main (BLOCKED). 12 00 to 17 00 Up Main (BLOCKED).	7 30 to 17 00, examination of Bridge No. 2 (Copley Viaduct) between 29½ and 30½ m.p. Viaduct Inspection unit in use. <b>7 30 to 12 00, all Down traffic diverted. 12 00 to 17 00, all Up traffic diverted.</b> Milner Royd Junction Signal Box open.
Milner Royd Junction and Dryclough Junction.	All.	7 30 to 17 00, testing track circuits. Signal Box open.
Bowling Junction.	Up Main.	7 30 to 17 00, refitting signal. Signal Box open.
<b>MONDAY to FRIDAY, 14th to 18th SEPTEMBER.</b>		
Lightcliffe.	All.	7 30 to 17 00 each day, preparing for alterations to signalling and interlocking.
<b>HEBDEN BRIDGE to NORMANTON, GOOSE HILL</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Elland.	All.	7 00 to 17 00, demolition of station platforms between 31½ and 31½ m.p. Mechanical excavator in use as required.
Elland.	All.	7 00 to 17 00, removing abandoned track. Contractor's workmen on site.
Anchor Pk and Mirfield, No. 1.	Down and Up Slow.	7 30 to 18 00, laying gas pipe at bottom of embankment between 36 m. 44 chs. and 37 m. 17 chs. Excavations in progress. Contractor's workmen on site.
Bradley Wood Junction and Heaton Lodge Junction.	Alt.	7 30 to 17 00, demolition of former Cooper Bridge Signal Box at 36 m. 32 chs. Contractor's workmen on site. Mechanical equipment in use as required.
Bradley Wood Junction and Heaton Lodge Junction.	All.	7 00 to 17 00, removing abandoned track between 36½ and 36½ m.p. Crane in use as required. Contractor's workmen on site.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-20

At or between

Lines affected

Remarks

HEBDEN BRIDGE to NORMAN TON, GOOSE HILL—continued.

DAILY UNTIL FURTHER NOTICE—continued.

Thornhill, L.N.W. Junction and Mirfield, No. 3.

All.

7 30 to 17 00 each day, excavating for cable troughs and preparing for signalling alterations.

Thornhill Junction and Midland Junction.

All.

7 00 to 19 00, demolition of Bridge No. 209 at 41 m. 15 chs. Cranes in use as required. Contractor's workmen on site.

Thornhill Junction and Horbury, Station Junction.

All.

7 00 to 17 00, excavating for and laying concrete ducts for propane gas pipes and installing point heaters between 41 and 44 m.p.

SUNDAY, 13th SEPTEMBER.

Luddendenfoot, West.

All.

7 00 to 17 00, overhauling interlocking. Signal Box open.

Greetland, No. 2 and Elland.

Down and Up Main.

7 30 to 17 00, examination of No. 3 ventilating shaft, Elland Tunnel between 31½ and 32½ m.p. Platelayers' trolley in use. Elland Signal Box open.

Elland.

All.

6 00 to 17 00, filling in passenger station subway at 31 m. 62 chs. Mechanical excavator in use. Signal Box open.

Mirfield, No. 3 and L.N.W. Junction.

Down and Up Fast (BLOCKED).

6 00 to 18 00, removing abandoned connections at Mirfield No. 5 between 38½ and 39 m.p. Crane in use. All traffic to travel over the Down and Up Slow lines.

Mirfield, No. 3 and L.N.W. Junction.

All.

7 30 to 17 00, preparing for resignalling, and excavating for, and laying cable ducts.

Healey Mills.

All.

7 00 to 17 00, lifting and packing retarder lines.

Horbury Station Junction and Horbury Junction.

Down Fast and Down Slow.

7 00 to 17 00, excavating for and installing drains between 44 m. 66 chs. and 44 m. 75 chs. Rail mounted trenching machine in use.

Wakefield, West and Horbury Junction.

6 00 to 9 00 Up Fast and Up Slow (BLOCKED). Up Goods (BETWEEN TRAINS). 9 00 to 17 00 Up Fast and Up Goods (BLOCKED). Up Slow (BETWEEN TRAINS).

6 00 to 17 00, removing abandoned connections at Wakefield West between 47 m. 42 chs. and 47 m. 38 chs. Crane in use. 6 00 to 9 00, all Up traffic to travel over the Up Goods line under Absolute Block Regulations. All facing points not fitted with facing point locking gear to be secured by clip or scotch. 9 00 to 17 00, all Up traffic to travel over the Up Slow line.

Wakefield, East.

All.

7 00 to 17 00, testing track circuits.

WEDNESDAY, 16th SEPTEMBER.

Greetland No. 1.

All.

7 30 to 17 00, alterations to signalling. (See Section 'C').



At or between	Lines affected	Remarks
<b>DIGGLE to MIRFIELD (HEATON LODGE JUNCTION).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Diggle and Marsden.	Down and Up Slow and Up Fast.	Centering and scaffolding fixed in Standedge Slow Tunnel and Up Fast Tunnel between 15 and 18½ m.p. Side clearance reduced. Trainmen not to put their heads out.
Diggle and Marsden.	Down and Up Slow.	8 00 to 17 00 (except Sat. and Sun.), repairing Standedge Slow Tunnel between 15 and 18½ m.p. Enginemmen to control the emission of smoke and steam and sound horns or whistles in tunnel.
Slaithwaite and Linthwaite.	Down Slow and Up Fast.	Repairs to parapet walls, Crimble Viaduct, Bridge No. 64 at 21½ m.p.
Gledholt Goods Yard.	No. 5 Front Coal Chutes (BLOCKED).	Repairs to wooden decking.
<b>SUNDAY, 13th SEPTEMBER.</b>		
Diggle and Marsden.	7 00 to 17 00 Down and Up Fast (BLOCKED) 17 00 to 18 00 Down and Up Fast (BETWEEN TRAINS). 8 00 to 18 00 Down and Up. Slow (BETWEEN TRAINS).	7 00 to 18 00, track maintenance in Standedge Fast Tunnels and testing rails in Standedge Fast and Slow Tunnels between 15 and 18½ m.p. Wickham Trolley in use. 7 00 to 17 00, All traffic to travel over the Down and Up Slow lines.
Longwood.	All.	7 00 to 17 00, testing track circuits.
<b>MONDAY to FRIDAY, 14th to 18th SEPTEMBER.</b>		
Diggle and Marsden.	Down and Up Slow (BLOCKED).	10 30 to 16 30 each day, track maintenance in Standedge Slow Tunnel between 15 and 18½ m.p. On track tamping machine in use. All traffic to travel over the Down and Up Fast lines.
<b>PENISTONE NORTH (Exclusive) to HUDDERSFIELD (SPRINGWOOD JUNCTION).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Penistone, North and Denby Dale.	Down and Up Main.	7 30 to 18 00, erecting and dismantling decorations on Bridge No. 45 (Denby Dale Viaduct) between 9 m. 35 chs. and 9 m. 49 chs. Contractor's workmen on site. Until Sunday, 13th September.



# SECTION 8—TEMPORARY ENGINEERING WORKS—continuation

8-22

At or between	Lines affected	Remarks
<b>HOLMFIRTH BRANCH.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Brockholes Junction and Holmfirth.	Single.	7 30 to 17 00, removing abandoned track between $4\frac{1}{2}$ and 6 m.p. Crane in use as required. Contractor's workmen on site.
<b>SPEN VALLEY JUNCTION to BATTYFORD STATION.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Spenn Valley Junction and Battyford, Station.	<b>FARNLEY JUNCTION ON (via HECKMONDWIKE).</b> Down and Up Main.	7 30 to 18 00, laying gas pipe between $\frac{1}{2}$ and $\frac{1}{2}$ m.p. Excavations in progress. Contractor's workmen on site.
<b>MIRFIELD No. 3 to LOW MOOR No. 2 WEST.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Heckmondwike Junction and Cleckheaton, South.	Down and Up Main.	7 30 to 17 00, excavating for and laying cable adjacent to and under tracks at 3 m. 75 chs. Contractor's workmen on site.
<b>SUNDAY, 13th SEPTEMBER.</b> Heckmondwike Junction and Cleckheaton, South.	Down and Up Main (BLOCKED).	7 30 to 17 00, excavating for and laying cable adjacent to and under tracks at 3 m. 75 chs. Contractors workmen on site. No traffic.
<b>BARNLEY (EXCHANGE) (Exclusive) to HORBURY JUNCTION.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Crigglestone Junction and Horbury Junction.	Down and Up Main.	Centering and scaffolding fixed at Bridge No. 7 between $\frac{1}{4}$ and 1 m.p. Side clearance reduced. Trainmen not to put their heads out.
Crigglestone Junction and Horbury, South.	Down and Up Main.	8 30 to 16 00 (except Sat. and Sun.), erecting parapet fence on Bridge No. 3 at 44 m. 30 chs.



## Section C—

## SIGNALLING AND PERMANENT WAY ALTERATIONS

*\*\*\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.*

## DETAILS OF WORK REFERRED TO IN SECTION B.

## WEDNESDAY, 16th SEPTEMBER.—GREETLAND, No. 1.

Points spiked normal pending removal.

- 14 Up Siding—Up Main.
- 17 Down Main—Down Sidings.

Signals dispensed with.

- 8 Up Siding to Up Main.
- 10 Down Main to Down Sidings.
- 16 Up Main to Up Sidings (controlled by Greetland, No. 2).
- 18 Down Sidings to Down Goods.
- 19 Down Sidings to Down Main.

(40)

## DETAILS OF WORK ALREADY CARRIED OUT

**\*\*\*SKELTON (WATERWORKS COMPANY'S SIDING).**—Waterworks Company's Ground Frame and connections dispensed with. (37)

**\*\*\*HAXBY ROAD GATE BOX.**—5 Up Main Home signal has been renewed as a right-hand bracket on same site. (37)

**HUTTONS AMBO.**—The Signal Box has been dispensed with as a block post. All points have been spiked pending removal and signal arms removed. (39)

**\*\*\*GASCOIGNE WOOD.**

Points dispensed with.

- 39 Up Main to Up Sidings North Group.
- 83 Up Main to Down Main Crossover.
- 98 Up Goods to Up Sidings.

Signal dispensed with.

- 17 From Shunting Neck.
  - 24 Shunting Up Independent to Shunting Neck.
  - 37 Backing Up Main to Up Sidings North Group.
  - 40 Up Sidings North Group to Up Main.
  - 77 Backing Up Main to Up Sidings.
  - 80 Backing Up Independent to Up Sidings.
  - 82 Backing Up Main to Down Main.
  - 84 Backing Down Main to Up Main.
  - 92 Up Sherburn Branch Starting.
  - 99 Shunting Up Sidings to Up Main.
  - 100 Shunting Up Sidings to Up Independent.
- Ground Frame Up Sherburn Branch, connections and signals dispensed with. (37)

**\*\*\*BURTON SALMON.**—63/70 Up Goods Tee bracket has been renewed as a right-hand bracket 35 yards further from Signal Box, reading:—

- 70 Up Goods to Normanton Home (main post).
- 63 Up Goods Home (bracket).

(37)



DETAILS OF WORK ALREADY CARRIED OUT—continued.

**\*\*STADDLETHORPE EAST.**

Points spiked normal pending removal.  
48 Down Slow—Horse Dock.

Signals dispensed with.

47 Down Slow to Horse Dock.  
49 Horse Dock to Down Slow.

(37)

**\*\*CRIGGLESTONE EAST.**—The whole of the Goods Yard with the exception of Nos. 1 and 2 Sidings and the Shunt Neck has been spiked out of use pending removal.

(37)

**HESSLE HAVEN.**—Down Slow line between Hessle Haven and Hessle East has been abandoned.

Points spiked reverse pending removal.

26 Down Slow—Down North Goods.

Signals dispensed with.

33 Down Slow Starting with Hessle East Inner Distant below.

34 Down Slow Home with Hessle East Outer Distant below.

35 Down Fast to Down Slow Home (Route D in route indicator on Down Fast Home).

(39)

**HESSLE EAST.**

Signals dispensed with.

43 Down Slow to Down Goods, Down Mineral or Reception lines (Sub with 4-way route indicator).

50 Down Slow Home.

(39)

**STAMFORD BRIDGE.**—14 Down Main Home No. 1 has been renewed at reduced height on same site.

(39)

**WAKEFIELD KIRKGATE WEST.**

Points spiked normal pending removal.

67 Up Fast to Up Slow crossover.

Signal dispensed with.

66 Up Slow to Up Fast.

(39)

**\*\*LINTHWAITE.**

Points spiked normal pending removal.

8 Down Fast to Sidings.

Signals dispensed with.

9 Shunting Sidings to Down Fast

Altered nomenclature.

Old

5 Shunting Down Fast to Sidings or Up Fast.

New

5 Shunting Down Fast to Up Fast.

Ground Frame dispensed with and points in Up Fast have become unworked catch points.

Points spiked normal pending removal.

2 Sidings to Up Fast.

(37)

**BATTYFORD STATION.**—The Signal Box has been dispensed with as a block post and all signal arms removed.

(40)



DETAILS OF WORK ALREADY CARRIED OUT—continued.

\*\*\*NORMANTON STATION SOUTH AND NORTH.

Normanton Station South.

Points dispensed with.

- 20 Down Through to Down Platform.
- 21 Down Platform to Down Through.

Signals dispensed with.

- 25 Down Platform Starting.
- 26 Down Platform Calling On.
- 27 Down Platform to Down Through Starting.
- 28 Down Platform to Down Through Calling On.
- 33 Down Through Starting.
- 34 Down Through Calling On.
- 43 Set Back Down Through to Down Platform or along Down Through.

Altered nomenclature.

Old

- 42 Outer Set Back Down Through to Down Platform or along Down Through.

New

- 43 Set Back along Down Through.

Normanton Station North.

Signals dispensed with.

- 3.A Down Through Inner Distant.
- 3.B Down Platform to Down Through Inner Distant.
- 7 Down Platform Inner Distant.

(37)

\*\*\*NEWLAY.

Signals dispensed with.

- 9 Shunting Up Fast to Down Sidings or Down Fast.
- 12 Shunting Down Sidings to Up Sidings or Up Slow or Up Fast.

Altered nomenclature.

Old

- 15 Shunting Down Fast to Up Sidings or Up Slow or Up Fast or Down Sidings.
- 3 Shunting Up Sidings to Down Slow, or Down Fast or Down Sidings.
- 5 Shunting Up Slow to Down Slow, or Down Fast or Down Sidings.

New

- 15 Shunting Down Fast to Down Sidings.
- 3 Shunting Up Sidings to Down Slow.
- 5 Shunting Up Slow to Down Slow.

(37)



## MISCELLANEOUS NOTICES—continued.

## TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signaller at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signaller may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified. Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signaller ahead.

## POST OFFICE LETTER MAILS: CONVEYANCE, HANDLING, ETC.

In connection with the instructions on page 116 of the General Appendix, the attention of guards is directed to the fact that Post Office letter mails placed in their charge must be handed over to uniformed postmen wearing a numbered Post Office badge (or in their absence to responsible railway staff) at the destination station or recognised transfer point only. They should not be handed over before the destination station or recognised transfer point is reached.

When letter mail has been overcarried or misrouted instructions as to its disposal should be sought from Post Office staff at the next convenient station.

## HARROGATE STATION.

No. 6 Platform line has been brought into use but must not be utilised for the arrival of loaded passenger trains.

## CROSS GATES.

The Cross Gates Goods Branch has been terminated by the erection of Buffer Stops adjacent to Bridge No. 1 at 0 m. 23 chs. (38)

\*\*BEVERLEY, PARKS AND STATION: ENGLAND SPRINGS OCCUPATION CROSSING  
AT 7 m. 57 chs.

Until 23 30, Saturday, 12th September, there is a greatly increased user of the above occupation crossing owing to a road diversion. Lookout man in attendance. Drivers to keep a sharp lookout.

## WAKEFIELD M.P.D.

Contractors are engaged demolishing the former Enginemen's Hostel. Persons walking or working in the vicinity to exercise care.

## GOOLE.

Until further notice, the decking is being removed from the centre jetty on Goole Swing Bridge No. 5. All personnel are requested to take particular care.

## HARE PARK TO CROFTON WEST.

A new crossover has been installed 163 yards north of the existing crossover from the Down Main to the Colliery Sidings and is spiked out of use until further notice.

## GREETLAND.

Until further notice, Contractor's vehicles will be using the level crossing between Greetland Goods Yard and the former Engineer's Storeyard from 7 00 to 17 00 each day. Enginemen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.



## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

MIRFIELD No. 3 AND No. 5.  
Nos. 1 and 2 Arrival Sidings (East End) have been shortened by 200 yards and buffer stops erected at 38 m. 67 chs. Hand points into the Sidings have been removed. (39)

WHITEHALL JUNCTION.  
The Ground Frame to Monk Bridge Sidings has been damaged and is out of order until further notice.

LEEDS CITY NORTH.  
No. 6 Platform line has been permanently shortened by the erection of new buffer stops 140 feet in advance of the existing buffers. (39)

## SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing Date
Stourton Up Sidings, South End Water Column	Until further notice	—
Castleford Central Station Water Columns	Until further notice	—
Bradford Ex West—All Supplies	Until further notice	—
Leeds City South—Turntable Water Column	Until further notice	—
Thwaites Jct. Down Goods Line Water Column	Until further notice	—

## REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

In connection with the work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Place	Nature of Work	Duration	Commencing date
Low Moor M.P.D.	Rebuilding pit walls. No. 3 Pit Road (BLOCKED)	Until further notice	—
Hammerton Street M.P.D.	Demolishing Shed Roof and providing canopy and filling in engine pits Nos. 1 to 5 Shed Roads. Shed Roads (BLOCKED as required by local arrangement).	Until further notice	—
Neville Hill Down Sidings	Turntable temporarily out of use.	Until 17 00, Sunday, 13th September	—

## ALTERATIONS TO BRITISH RAILWAYS RULE BOOK (REPRINT)

## Rule 3.

INSERT:—Additional clause.

- (vii) Use radio sets or similar apparatus whilst on duty, except in places where this is specifically authorised.

## Rule 126 (vii).

AMEND to read:—

"When the engine is in motion, not leave the footplate or driving cab unnecessarily for the purpose of going out on the engine framing or on to the top of the tender or bunker or for any other reason. Should, however, the Driver decide it is absolutely necessary that he should leave the footplate or driving cab and he does not consider it desirable to stop the train, he must in the case of a steam engine, before leaving, instruct his fireman to keep a good look out and observe the signals in his absence. In the case of a diesel or electric locomotive, the Driver must not leave the driving cab whilst the train is in motion unless the second man has been passed to drive the type of locomotive and he has knowledge of the portion of the line concerned."



Page 13.

**AMEND:**—Between York Yard South Leeman Road Junction and Waterworks Junction Description of Block Signalling to read T.C.B.(G) on Up and Down Main lines.

Page 17.

**AMEND:**—Between Ardsley North and Beeston Junction Description of Block Signalling to read T.C. Block on Up Main line.

Page 21 (Page 4, Supplement No. 2).

**AMEND:**—Between Wortley North and Headingley Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Pages 22/3 (Page 4, Supplement No. 2).

Harrogate.

Crimple.

**DELETE:**—Signal box and all relevant details (do not delete speed restrictions other than as shown below).

**AMEND:**—Speed restriction—45 Down—45 Up—17 m. 43 chs. to 17 m. 55 chs. (Old Church Fenton—Harrogate mileage).

**DELETE:**—Speed restriction 55 Up over junction towards Wetherby South.

**AMEND:**—3 m. 354 yards.

**INSERT:**—C—Down line 1 m. 560 yards before reaching Harrogate South Down Distant signal. Gradient 1 in 114.

Page 25 (Page 5, Supplement No. 2).

**AMEND:**—Between Newby Wiske Station and Northallerton Cordio Junction Description of Block Signalling to read T.C. Block on Down Main line.

Page 29.

**AMEND:**—Between York and Bootham Description of Block Signalling to read T.C. Block on Up Main line.

Page 30.

Malton.

Huttons Ambo  
Station.

★**DELETE:**—Signal Box and relative details.  
West.

★**AMEND** mileage to read:—4 m. 1092 yds.

Malton.

Houlbeckfield.

**DELETE:**—Signal box and distance.

Rillington.

Station.

**AMEND** distance to read:—4 m. 143 yds

Page 31.

Seamer West.

**DELETE:**—Additional Down Running line between Seamer West and East.

Washbeck.

**AMEND:**—Two additional both direction running lines between Washbeck and Falsgrave to read 'PF'.

Pages 32/33 (Page 6, Supplement No. 2).

**AMEND** line heading to read:—**AMOTHERBY TO MALTON**, etc.

**DELETE** sub-heading:—  
PILMOOR TO GILLING

20  
(Both  
directions)

MAXIMUM PERMISSIBLE  
SPEED ON SINGLE  
LINE

**DELETE:**—

Husthwaite Gate.

Station—All relevant details including speed restriction.



Page 13.

**AMEND:**—Between York Yard South Leeman Road Junction and Waterworks Junction Description of Block Signalling to read T.C.B.(G) on Up and Down Main lines.

Page 17.

**AMEND:**—Between Ardsley North and Beeston Junction Description of Block Signalling to read T.C. Block on Up Main line.

Page 21 (Page 4, Supplement No. 2).

**AMEND:**—Between Wortley North and Headingley Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Pages 22/3 (Page 4, Supplement No. 2).

Harrogate.  
Crimple.

**DELETE:**—Signal box and all relevant details (do not delete speed restrictions other than as shown below).

**AMEND:**—Speed restriction—45 Down—45 Up—17 m. 43 chs. to 17 m. 55 chs. (Old Church Fenton—Harrogate mileage).

**DELETE:**—Speed restriction 55 Up over junction towards Wetherby South.  
South.

**AMEND:**—3 m. 354 yards.

**INSERT:**—C—Down line 1 m. 560 yards before reaching Harrogate South Down Distant signal. Gradient 1 in 114.

Page 25 (Page 5, Supplement No. 2).

**AMEND:**—Between Newby Wiske Station and Northallerton Cordio Junction Description of Block Signalling to read T.C. Block on Down Main line.

Page 29.

**AMEND:**—Between York and Bootham Description of Block Signalling to read T.C. Block on Up Main line.

Page 30.

Malton.

Huttons Ambo  
Station.

★**DELETE:**—Signal Box and relative details.  
West.

★**AMEND** mileage to read:—4 m. 1092 yds.

Malton.

Houlbeckfield.

**DELETE:**—Signal box and distance.

Rillington.

Station.

**AMEND** distance to read:—4 m. 143 yds

Page 31.

Seamer West.

**DELETE:**—Additional Down Running line between Seamer West and East.

Washbeck.

**AMEND:**—Two additional both direction running lines between Washbeck and Falsgrave to read 'PF'.

Pages 32/33 (Page 6, Supplement No. 2).

**AMEND** line heading to read:—**AMOTHERBY TO MALTON**, etc.

**DELETE** sub-heading:—  
PILMOOR TO GILLING

20  
(Both  
directions)

MAXIMUM PERMISSIBLE  
SPEED ON SINGLE  
LINE

**DELETE:**—

Husthwaite Gate.

Station—All relevant details including speed restriction.



**Coxwold.**

Station—Signal box and all relevant details.

**Gilling.**

Station—Signal box and all relevant details including speed restriction.

**AMEND** sub-heading to read:—

AMOTHERBY AND MALTON, etc.

30	MAXIMUM PERMISSIBLE
(Both	SPEED ON SINGLE
directions)	LINE

**DELETE:—**

**Hovingham Spa.**

Station—Signal box and all relevant details.

**Slingsby.**

Station—Signal box and all relevant details.

**Barton le Street.**

Station—All relevant details.

Note:—\*Available for Up and Down trains, etc.

**Page 34.**

**DELETE:—GILLING TO KIRBY MOORSIDE** table and all particulars.

**Page 36** (Page 7, Supplement No. 2).

**AMEND:—**Between Skelton and Poppleton Description of Block Signalling to read T.C. Block on Up Main line.

**Pages 37/8** (Page 7, Supplement No. 2).

**CHURCH FENTON NORTH TO WETHERBY EAST.**

**DELETE:—**Table and **SUBSTITUTE:—**



Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent Speed Restrictions, miles per hour		Catch points, spring or unworked trailing points		L—long S—short		Engine Whistles S—short C—crow		For	
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up			
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
CHURCH CHURCH  ●  One Engine in Steam	FENTON NORTH	TO	WET HERBY														
	FENTON NORTH	TO	WET HERBY														
	Church Fenton North (See page 52 from Normanton Altofts to York, Chalonsers Whin)					DGL. ★	73	30 (both directions)		MAXIMUM	PERMISSIBLE SPEED ON			SINGLE	LINE		
								—	25	0 m 27 chs.	to 0 m 0 chs.						
	Wetherby	10	926														
						★ Northern end worked by Ground Frame controlled by signal box											



Page 39/40 (Page 7 Supplement No. 2)

CROSS GATES TO HARROGATE (CRIMPLE), (INCLUDING WETHERBY EAST TO SOUTH)

DELETE:—Table

Page 41 (Page 8, Supplement No. 2).

AMEND:—Between Morley (Low) Station and Farnley Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.

AMEND:—in footnote the words "track controlled and worked under special arrangement" to read "T.C.B.".

Pages 41/42.

AMEND:—Between Leeds City (South) West and Leeds City East Description of Block Signalling to read T.C.B.(P) on Up and Down Main lines, T.C.B.(P) on two additional Up lines and T.C.B.(G) on Up and Down additional Goods lines.

Page 44 (Page 9 Supplement No. 2)

Cross Gates  
Station

DELETE:—note and speed restriction 35 Down Over junction towards Wetherby, etc.

Page 44

Cross Gates  
StationDELETE:—I.B.S. Down Line, 1445 yards from Cross Gates  
I.B.S. Up Line, 1139 yards from GarforthDELETE:—C—Down Line, 1100 yards before reaching Down  
Intermediate Block Home Signal 158INSERT:—CW—Down Line 510 yards before reaching CG 17 signal 158  
C—Down Line 600 yards before reaching CG 22 signal,  
300 yards in advance of Manston Ground Frame 325

AMEND:—Between Cross Gates Station and Garforth Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

INSERT:—† Between Cross Gates Station and Garforth and Note † When Garforth Station Signal Box is closed Absolute Block Working is in operation throughout between Cross Gates Station and Peckfield.

Page 46.

Selby West.

DELETE:—One of additional Down running lines between Selby West and South.

Page 48.

Hessle Haven.

DELETE:—Additional Down Slow line between Hessle Haven and Hessle East.

Pages 48/49 (Pages 10/11, Supplement No. 2).

AMEND:—Between Hessle East and West Parade. Description of block signalling to read T.C. Block on Up and Down Main lines.

Anlaby Road.

DELETE:—Block Post indication and engine whistle.

AMEND:—to read Anlaby Road Junction (Controlled by Hessle Road Signal Box).

West Parade.

INSERT:—Engine whistle Up Main 1S 2L Engine Shed, Hessle Road.

Page 53.

Burton Salmon.

Station.

DELETE:—Speed restriction 50 Up Over junction towards Ferrybridge 0 m. 0 chs. to 0 m.  
10 chs. (Burton Salmon to Bolton-on-Deerne mileage).INSERT:—Speed restriction 30 Up Over junction towards Ferrybridge 0 m. 0 chs. to 0 m.  
10 chs. (Burton Salmon to Bolton-on-Deerne mileage).

Page 54.

Sherburn.

South.

DELETE:—Additional Down running line between Sherburn South and North.

Page 55.

AMEND:—Between Copmanthorpe Station and York Chaloners Whin Description of Block Signalling to read T.C. Block on Up and Down Main lines and on Up and Down Additional lines.

Ullensell.

Station.

DELETE:—Signal box and all relevant details.

Bolton Percy.

Station.

AMEND:—Distance 2 m. 1,733 yards.



Page 57.  
**AMEND:**—sub-heading:—  
 SWINTON (DEARNE JUNCTION) AND BURTON SALMON 60 60 MAXIMUM PERMISSIBLE  
 SPEED ON MAIN LINES.

Bolton-on-Dearne.

Station.

**INSERT:**—Speed restriction 45 Down 45 Up 17 m. 14 chs. to 17 m. 5 chs.

Page 58.  
**DELETE:**—sub-heading:—  
 MOORTHORPE AND BURTON SALMON 60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN  
 LINES.

Moorthorpe

Frickley Station

**DELETE:**—Signal box and all relevant details  
 Frickley Colliery

**AMEND:**—distance 2m. 1623 yards.

Moorthorpe.

North.

**DELETE:**—Signal box and distance

Page 59.  
 Pontefract (Baghill).

Brackenhill.

**AMEND:**—Distance 3 m. 592 yds.

Burton Salmon.

Station.

**DELETE:**—Speed restriction 50 Down 0 m. 10 chs. to 0 m. 0 chs.

**INSERT:**—Speed restriction 30 Down 0 m. 10 chs. to 0 m. 0 chs.

Page 63

Market Weighton  
 West

**DELETE:**—CW—Down Line, 424 yds. before reaching Market Weighton East Down Starting Signal 95

Market Weighton  
 East

**INSERT:**—CW—Down Line 56 yards ahead of Market Weighton East signal box 95

**AMEND:**—Location of catch points to read:—  
 C—Down Line, 1076 yards ahead of Market Weighton East signal box 95

Enthorpe  
 Station

**DELETE:**—Signal box and distance

Middleton-on-the-Wolds  
 Station

**DELETE:**—Signal box and distance

Bainton  
 Station

**AMEND:**—distance to read 8 m. 140 yards

Page 64.

Southburn, Station.

**DELETE:**—Signal box and all relevant details.

Driffeld, West.

**AMEND:**—Mileage to 5 m. 217 yards.

Page 65.

Kipling Cotes.  
 Station.

**DELETE:**—Signal box and distance.

Cherry Burton.  
 Station.

**DELETE:**—Signal Box and distance.

Beverley.  
 North.

**AMEND:**—Distance to read 10 m. 729 yards.



**HULL WEST PARADE TO SEAMER WEST, etc.**

Hull.

West Parade.

**DELETE:**—Speed restriction 20 Down, 20 Up, all lines 0 m. 40 chs. to 0 m. 48 chs.**INSERT:**—Speed restriction 20 Down, 20 Up, all lines 0 m. 40 chs. to 0 m. 59 chs.**Page 69** (Page 13, Supplement No. 2).**AMEND:**—Between Hessle Road and Cottingham South Description of Block Signalling to read T.C. Block on Up and Down Main lines.**Page 71.**

Anlaby Road.

**DELETE:**—Block Post indication.**AMEND:**—to read *Anlaby Road Junction* (Controlled by Hessle Road Signal Box).**INSERT:**—new location between *Anlaby Road Junction* and *Botanic Gardens Station* as follows*Victoria Crossing* 423 yards.**INSERT:**—Between *Anlaby Road Junction* and *Victoria Crossing* Description of Block Signalling to read T.C.B.(G) on Up and Down lines.Botanic Gardens.  
Station.**AMEND:**—distance 675 yards.**Page 76** (Pages 14/15, Supplement No. 2).**AMEND:**—Between Dairycoates East and Hessle Road. Footnote to read:—Up line T.C.B.(G) Down line No Block.**Page 76** (Page 15, Supplement No. 2).**AMEND:**—Between Dairycoates West and Hessle Road (North Branch). Footnote to read:—T.C.B.(G).**Pages 76/77** (Page 16, Supplement No. 2).**AMEND:**—Between Dairycoates West and Hessle Road (South Branch). Footnote to read:—T.C.B.(G).**Page 77** (Page 17, Supplement No. 2).

Springbank North.

**DELETE:**—from note in parenthesis "page 78 Springbank North to Locomotive Signal Box".**Pages 78/79.**

SPRINGHEAD LOCOMOTIVE SIGNAL BOX TO SPRINGBANK NORTH.

**DELETE:**—Complete table.**Page 79.**

Springhead.

Locomotive

**DELETE:**—from note in parenthesis "and page 78 for Locomotive S.B. to Springbank North".**Page 84****INSERT:**—STAIRFOOT JUNCTION AND WRANGBROOK—40 DOWN—40 UP—MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Stairfoot Junction

**INSERT:**—Speed restriction 25 Down 25 Up 53 m. 30 chs. to 53 m. 23 chs.**Page 85**

Cudworth

Yard South

**INSERT:**—Speed restriction 25 Down 25 Up 52 m. 77 chs. to 52 m. 70 chs**Pages 90/91.****AMEND:**—Between Boothferry Road and Saltmarsh Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Boothferry Road.

**AMEND:**—Note to read (see page 94 for Goole, Boothferry Road to Rawcliffe Bridge).**AMEND:**—Speed restriction 25 Up Over junction towards Rawcliffe Bridge, 0 m. 0 chs. to 0 m. 7 chs. (Old Goole, Boothferry Road to Oakhill mileage).



**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**

S-41

Page 93/94.

**AMEND:**—Heading and sub-heading to read:—  
SELBY (BRAYTON) TO BARLOW.

**DELETE:**—All of table after Barlow Station.

Page 94.

**AMEND:**—Heading and sub-heading to read:—

GOOLE, RAWCLIFFE BRIDGE TO GOOLE, BOOTHFERRY ROAD.

**DELETE:**—Oakhill and **SUBSTITUTE** Boothferry Road 2 m. 901 yds. and note (see page 90 for Thorne North to Staddlethorpe) and speed restriction 25 Down 0 m. 7 chs. to 0 m. 0 chs. (Old Goole, Boothferry Road to Oakhill Junction mileage).

Page 102 (Page 21, Supplement No. 2).

**INSERT:**—in Station and Signal Boxes column "Shafton" above the words "DELETE Catch points Down line 1 mile 172 yards, etc.".

Page 108.

**BRAMWITH TO CARCROFT (ADWICK JUNCTION), etc.**

Carcroft.

Skellow Junction.

**INSERT note:**—(See Page 109 for Skellow Junction to Bullcroft).

**INSERT:**—Speed restriction 15 Up, Over junction towards Bullcroft, 1 m. 65 chs. to 1 m. 49 chs.

Page 109 (Page 22, Supplement No. 2).

**CARCROFT, SKELLOW JUNCTION TO BULLCROFT.**

**INSERT:**—CARCROFT, SKELLOW JUNCTION TO BULLCROFT 25 m.p.h. (both directions)  
MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.

Carcroft.

Skellow Junction.

**INSERT:**—Speed restriction 15 m.p.h. (both directions) 1 m. 67 chs. to 1 m. 49 chs.

Bullcroft.

**INSERT:**—Speed restriction 20 m.p.h. (both directions) 0 m. 22 chs. to 0 m. 0 chs.

Page 114.

Laisterdyke.

Cutlers Junction.

**AMEND note to read:**—(See Page 115 for Cutlers Junction to Quarry Gap).

Page 120 (Page 23, Supplement No. 2).

Bramley.

Station.

**DELETE note:**—(See Page 123 for Bramley to Laisterdyke, Cutlers Junction).

**DELETE speed restrictions:**—25 Down, Over junction towards Pudsey, 0 m. 0 chs. to 0 m. 7 chs. (Bramley to Laisterdyke, Cutlers Junction mileage).

**DELETE speed restrictions:**—15 Down, Goods line, over junction towards Pudsey, 0 m. 0 chs. to 0 m. 8 chs. (Bramley to Laisterdyke, Cutlers Junction mileage).

Pages 120/121.

**AMEND:**—Between Bramley Station and Laisterdyke East Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Page 121

Stanningley Station

**DELETE:**—Signal box and all relevant details (except speed restrictions and Station name)

**INSERT:**—C-Down 430 yards before reaching D5 automatic signal. Gradient 1 in 100.

**AMEND:**—C-Down 695 yards before reaching Laisterdyke East Down distant signal

Laisterdyke East

**AMEND:**—mileage to 3m 604 yards

Page 123.

**BRAMLEY TO LAISTERDYKE (CUTLERS JUNCTION).**

**DELETE:**—Complete Table.



## Page 128/29

Halifax West

**DELETE:**—Fourth additional Down running line (Absolute Block) between Halifax West and East**AMEND:**—Additional Down Passenger line between Halifax West and East to be shown as signalled in both directions**AMEND:**—Both additional Down Goods lines between Halifax West and Goods Yard to be shown as signalled in both directions**AMEND:**—Additional Down Goods lines between Halifax Goods Yard and East to be shown as signalled in both directions

## Page 130 (Page 27 Supplement No. 2).

Bradford (Exchange).

Coal Shoots.

**DELETE:**—Signal Box and all relevant details.

Mill Lane Jct.

**AMEND:**—Distance 1,258 yards.**DELETE:**—1st catch points.**AMEND:**—2nd catch points to read:—

CW—Up Main line, 484 yards before reaching Up Main Starting signal

## Page 132

Halifax to Halifax North Bridge

**DELETE:**—Table

## Page 133.

Mytholmroyd.

East.

**DELETE:**—Signal Box and all relevant details.

Luddendenfoot.

West.

**AMEND:**—Distance 1 mile 683 yards.

## Page 134.

**AMEND:**—in first footnote "Automatic and Semi-Automatic Signalling" to read T.C. Block

## Pages 134/135.

**AMEND:**—Between Elland and Brighouse Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

## Page 135/136 (Page 28, Supplement No. 2).

Mirfield.

No. 3.

**DELETE:**—Down Goods line between Mirfield No. 3 and No. 5.

## Pages 136/137/138 (Pages 28/29, Supplement No. 2).

**AMEND:**—Between Thornhill L.N.W. Junction and Wakefield (Kirkgate) West Description of Block Signalling to read T.C. Block on Up and Down Main lines and on Up and Down additional lines.

## Page 139 (Page 29, Supplement No. 2).

**AMEND:**—Engine whistles opposite Turners Lane and Lockes Siding in Supplement No. 2 to read 1L3S.

## Page 140.

Golcar.

Linthwaite.

**AMEND:**—C. Up Fast, 520 yards before reaching starting signal



**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**

S-43

Page 141 (Pages 30/31, Supplement No. 2).

**AMEND:**—Between Longwood Goods and Huddersfield Description of Block Signalling to read T.C. Block on Up and Down Main lines and on Up and Down additional lines.

Page 145 (Page 31, Supplement No. 2).

**AMEND:**—Between Lockwood and Huddersfield Springwood Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Page 147

**AMEND:**—Lockwood No. 2 to read Lockwood

Page 153 (Page 33, Supplement No. 2).

**AMEND:**—Between Heckmondwike Junction and Thornhill Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Page 155 (Page 34, Supplement No. 2).

**AMEND:**—Between Horbury Station Junction and Craggstone Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Page 155 (Page 34, Supplement No. 2).

**AMEND:**—Between Middlestown Junction and Midland Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Page 161

Hunslet

Stourton

Down Sidings

**DELETE:**—Signal box and all relevant details

Page 161 and 162

Hunslet

Stourton

Junction

**DELETE:**—3rd additional Down Goods line between Stourton Junction and Stourton Down Sidings

**DELETE:**—2nd additional Down Goods line between Stourton Junction and Wakefield Road

Page 162

Hunslet

Wakefield Road

**AMEND:**—mileage to read 801 yards

Page 167.

Keighley

Station Junction.

**DELETE:**—URS 42.

Page 167/168.

**AMEND:**—Between Keighley Station Junction and Steeton & Silsden Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Page 168.

Kildwick.

**DELETE:**—URS 28.

Cononley.

Station.

**AMEND:**—Distance 1 m. 1,076 yds.

Skipton.

Snaygill.

**AMEND:**—Distance 1 m. 1,278 yds.



# SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

5-46

## TABLE K1

★Page 224  
DELETE:—THORNHILL (LNW JUNCTION) TO HULL PARAGON ETC.—heading  
and item

## TABLE K2

★Page 224  
DELETE:—HUSTHWAITE GATE TO MALTON etc. —heading and 2 items  
Page 224 (Page 49 Supplement No. 2)  
AMEND line heading to read AMOTHERBY TO MALTON etc

## TABLE M

Page 227  
DELETE:—Harrogate (Crimple) | Down (towards | Ballast trains  
Pannal or Spofforth)  
DELETE:—CHURCH FENTON NORTH TO HARROGATE, ETC.—heading and item

## TABLE N

Page 229  
DELETE:—CHURCH FENTON (NORTH) TO HARROGATE (CRIMPLE)—heading and item

## TABLE O

Page 232  
DELETE:—CHURCH FENTON (NORTH) TO HARROGATE (CRIMPLE)—heading and items  
CROSS GATES TO WETHERBY EAST, ETC.—heading and items

## TABLE P

Name of Crossing	Situated at or between	Remarks
Page 233 (Page 50 Supplement No. 2) DELETE:—line heading HUSTHWAITE GATE TO GILLING and 3 items under this heading DELETE:—line heading GILLING TO KIRBY MOORSIDE and 4 items under this heading		
Page 233 INSERT:— CHURCH FENTON NORTH TO WETHERBY Stutton Road, Stutton Station, Tadcaster, Newton Kyme, Thorpe Arch, Walton	HERBY Church Fenton and Wetherby	—

## TABLE Q

Page 234 (Page 51 Supplement No. 2)  
DELETE:—SELBY (BARLBY NORTH) TO DRIFFIELD  
Enthorpe Station All Signals.

Page 234  
DELETE:—YORK (WATER WORKS) TO SCARBOROUGH etc  
Malton, Houlbeckfield All signals

## TABLE S2

Siding From	To	Remarks
Page 237 DELETE:— SPROTBOROUGH TO UPTON & NORTH Neville's, Hinchcliffe's and Hampole Siding Middleton Sidings	ELMSALL (WRANGBROOK) Wrangbrook Denaby "A" (Eastern Region)	— —
SELBY BRAYTON TO GOOLE, ETC. DELETE:—Heading and item		
★INSERT:— LAISTERDYKE QUARRY GAP TO SHIPLEY JUNCTION, ETC. Idle or Eccleshill	ShIPLEY Junction	Freight trains and locomotives running light

## TABLE U

★Page 239.  
YORK (WATERWORKS) TO SCARBOROUGH etc.  
DELETE:—Huttons Ambo item.

Page 244 (Page 54, Supplement No. 2). GENERAL INSTRUCTIONS.

4 (a) (ii) DIESEL LOCOMOTIVES. SNOW PLOUGHS.

AMEND:—

Dairycoates

4

3 piece miniature

Pages 245-253 (Page 55-66, Supplement No. 2.).

E.E. Type 3 1750 h.p.

## BREAKDOWN TRAIN ARRANGEMENTS.

Page 55.  
BREAKDOWN CRANES. HULL DIVISION.  
DAIRYCOATES.

DELETE:—Goole (Oakhill) and Selby (Brayton) (exclusive).

Page 56.  
TOOL VANS. HULL DIVISION.  
DAIRYCOATES.

DELETE:—Selby (Brayton) (exclusive) and Goole (Oakhill).  
BREAKDOWN CRANES. YORK DISTRICT.



S-48

Page 65.

TOOL VANS. LEEDS DISTRICT.

LEEDS (NEVILLE HILL) M.P.D.

DELETE:—Cross Gates and Wetherby.

DELETE:—Harrogate (Crimple) and Church Fenton (exclusive) Wakefield District.

# ENGINEER'S RAIL MOTORS

Page 258 (Page 67, Supplement No. 2).

Paragraph 6.

INSERT (as third sentence):—

The Motor may be allowed to stop in section for an agreed length of time without possession of the line being taken unless the normal running time between two signal boxes is to be appreciably exceeded, in which case the person in charge of the Motor must take possession of the line concerned in accordance with the Instructions on pages 52 and 53 of the General Appendix.

Page 259 (Page 68 Supplement No. 2)

AMEND:—Church Fenton North to Wetherby

AMEND:—Pannal to Nidd Bridge

DELETE:—Cross Gates to Harrogate (Crimple)

Page 259.

AMEND:—Malton (Scarborough Road)

DELETE:—Gilling

Amotherby

Helmsley

Page 262 (Page 68, Supplement No. 2).

DELETE:—Gilling

Husthwaite Gate

Page 262.

DELETE:—Goole Oakhill—Selby (Brayton).

INSERT:—Barlow—Selby Brayton.

INSERT:—TRACK CIRCUIT BLOCK REGULATIONS—DEFINITION OF STATION LIMITS (Rules 149 and 153)

Referring to paragraph 1 of the instructions on page 61 of the General Appendix; where the Track Circuit Block Regulations are in operation, "Station limits" is the portion of line between the first and last stop signals controlled from the same signal box, even though automatic or semi-automatic signals intervene. The area may be extended to include points ahead of the last controlled signal and controlled from the same signal box, or worked from a ground frame released by the same signal box.

This applies at all signal boxes unless specially restricted or extended below.

Signal Box	Line	Station Limits
Wortley North	Down Lines	From the first controlled stop signal to No. 29 signal

Page 264

AMEND:—3rd heading — RULES 189 — 192 — APPROACH LIGHTED COLOUR LIGHT SIGNALS  
PROTECTING CROSSOVER ROADS USED FOR SINGLE LINE WORKING  
GONGS IN TUNNELS



## LOCAL INSTRUCTIONS

YORK

Page 280/281

ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING

DELETE:—All instructions

FREIGHT TRAINS TERMINATING AT YORK DOWN YARD

Page 282

INSERT:—When a freight train conveying a load in excess of 50 standard wagons is routed for No. 1 or No. 2 Reception Line at York Yard South, the guard must proceed immediately to the front of the train and be prepared to dispose of the first portion as instructed by the Yard Inspector

Page 283/4 (Page 75 Supplement No. 2)

BETWEEN YORK AND NORTHALLERTON

ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING

DELETE:—All instructions

Page 290

YORK

BURTON LANE SIGNAL BOX

AMEND in 1st paragraph — Staff Attendant times to read 7-30 to 16-30

AMEND in 2nd paragraph — Between 16-30 and 7-30 etc

AMEND in 4th paragraph — 6-20 to read 7-30

Page 292 (Page 79, Supplement No. 2).

GILLING TO KIRBYMOORSIDE.

DELETE:—Whole entry.

Page 297.

HULL

INSERT:—

WEST PARADE SIGNAL BOX.—Light engines and trains other than passenger trains will not be brought to a stand nor will the Driver be cautioned, verbally or by hand signal, when proceeding to Paragon, from the Down Main line on B, D or F lines when the line concerned is clear to the Home signal only at Paragon box (Absolute Block Regulation 5, Permissive Block Regulation 4(ii)(b)).

Drivers of such trains, when a yellow aspect is displayed at the Down Home signal, must proceed as if cautioned in accordance with Rule 41(a) or paragraph 1(c) (Passenger and Platform lines) page 22 of the General Appendix, respectively.

Page 299.

AMEND:—CASTLEFORD—EAST BRANCH item to read:—

On the Down journey, the train must stop at Wheldale Road Bridge until the driver receives a hand signal from the guard to proceed. The guard must report to the gate office of Messrs. Hicksons Ltd. on arrival and a man will be detailed to supervise the car park and road crossings to ensure that the gates leading to the firm's sidings are open for the train to enter the works. The guard will then give the hand signal to the driver and precede the train to see that the points are correctly set and the line is clear to the yard.

Trains must be propelled in the Down direction in accordance with the authority in Table 'F' and only the diesel shunt engine from Castleford must be used for movements over this branch. Speed on the branch must not exceed four miles per hour.

SHERBURN-IN-ELMET.

BETWEEN NORTH AND SOUTH SIGNAL BOXES—Occupation Level Crossing.

DELETE:—Instruction.

Page 301 (Page 80 Supplement No. 2)

DELETE:—CLIFF COMMON: MENTHORPE GATE instruction

Page 302.

DELETE:—from HULL YARDS

heading "Springbank Locomotive to Springbank North".

Page 304

CANNON STREET BRANCH

SCULCOATES

DELETE:—

Paragraphs 5 and 8

MEND:—

Paragraphs 6 and 7 to be 5 and 6



**BRITISH RAILWAYS**

NORTH EASTERN REGION—SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 24th October, 1964 to  
Friday, 30th October, 1964 inclusive**

R95

Engine-men and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.



At or between	Lines affected	Remarks
<b>YORK to SCARBOROUGH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Haxby, Station.	Down and Up Main.	7 00 to 17 00, demolition of platforms. Excavator in use. Commencing Monday, 26th October.
Barton Hill, Station.	Down and Up Main.	7 00 to 17 00 (except Sat.), demolition of Down and Up Platforms. Excavator in use.
Malton, West and East.	All.	7 30 to 17 00, preparatory work for alterations to signalling and interlocking.
<b>SUNDAY, 25th OCTOBER.</b>		
Flaxton and Barton Hill.	Down and Up Main.	7 30 to 17 00, demolition of Up Platform at Barton Hill. Excavator in use. Both Signal Boxes open.
<b>CHURCH FENTON NORTH to WETHERBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Thorp Arch, West and Walton Gates.	Down and Up Main.	Laying water main under track at 8 m. 74 chs. Contractor's workmen on site.
Wetherby, Sidings.	Up Sidings Nos. 1, 2 and 3.	Construction of surface water sewer. Contractor's workmen on site.
<b>THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
L.N.W. Junction and Dewsbury, No. 2.	Down and Up Main.	7 30 to 17 00, renewing parapet fence on Bridge No. 6 between 32½ and 32¾ m.p.
Farnley Junction and Leeds City, West.	All.	7 00 to 17 00, demolition of Farnley and Wortley station buildings and platforms. Mechanical excavator in use as required.
Leeds City, West and East.	Nos. 11, 12 and 13 Platforms. Through Road. Down Goods and Adjacent Sidings.	7 30 to 16 30, repairing Bridge No. 1, Swinegate.
Leeds City, West and East.	No. 17 Platform, Down and Up Goods and Adjacent Sidings (BLOCKED).	Repairs to Bridge No. 5 (Neville Street) at 20 m. 43 chs. Also Bridge No. 10 at 20½ m.p. Crane in use as required. Trains to be re-platformed as necessary.



At or between	Lines affected	Remarks
<b>SWINTON (DEARNE JUNCTION) to BURTON SALMON—continued.</b>		
<b>DAILY UNTIL FURTHER NOTICE—continued.</b>		
Pontefract and Ferrybridge.	Down Main and Ferrybridge Station Sidings.	Excavating and preparing formation for new Loop line between 2 m. 50 chs. and 2 m. 30 chs. Contractor's workmen on site. Mechanical equipment in use.
Ferrybridge.	All.	7 30 to 17 00, preparatory work for signal and interlocking alterations.
Burton Salmon.	All.	8 00 to 17 00, preparatory work for alterations to signalling and interlocking.
<b>SHAFTHOLME to FERRYBRIDGE E.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Knottingley, 'A'.	All.	8 00 to 17 00, preparatory work for signalling alterations.
Knottingley, 'A' and Ferrybridge.	Down and Up Main.	Constructing new Bridge (No. OA) at 0 m. 20 chs. Mechanical plant in use. Contractors workmen on site.
<b>SUNDAY, 25th OCTOBER.</b>		
Askern and Norton.	Down and Up Main (BLOCKED).	8 00 to 18 00, thrust boring under tracks at Selby Road level crossing at 65 m. 73 chs. No Traffic. Contractor's workmen on site.
Cridling Stubbs and Knottingley, South.	Down and Up Main (BLOCKED).	6 00 to 21 00, relaying and tamping Down Main between 58 m. 69 chs. and 60 m. 41 chs. Morris tracklayer and on track tamping machine in use. No Traffic. Knottingley South, Cridling Stubbs, Womersley and Norton Signal Boxes open.
<b>YORK (BOOTHAM) to BEVERLEY NORTH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Stamford Bridge and Fangfoss.	Down and Up Main.	7 00 to 17 00, laying water pipes under tracks at 11½ m.p. Contractor's workmen on site.
<b>HULL (WEST PARADE) to SEAMER WEST.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Cottingham, South and Beverley Parks.	Down and Up Main.	7 30 to 17 30, contractors trenching alongside tracks.
Beverley, North and Arram.	Down and Up Main.	8 00 to 16 00 (except Sat. and Sun.), packing track on Down Main. On track tamping machine in use.
Flamborough and Bempton.	Down and Up Main.	8 00 to 16 00 each day, repairs to pole route.



# SECTION B—TEMPORARY ENGINEERING WORKS—continuum

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At or between	Lines affected	Remarks
<b>HULL (WEST PARADE) to SHAMER WEST</b> —continued. <b>SUNDAY, 25th OCTOBER.</b> Beverley, Station.	Down and Up Main.	7 00 to 17 00, excavating through level crossing at 8 m. 15 chs. Signal Box open.
<b>HESSLE ROAD to COTTINGHAM (SOUTH).</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Hessle Road and Cottingham, South.	Down and Up Main.	7 30 to 17 30, contractors trenching along side track.
<b>HULL (WEST PARADE) to WITHERNSEA.</b> <b>SATURDAY, 24th OCTOBER.</b> Hedon and WitherNSEA.	All.	Alterations to signalling. (See Sections C and D.)
<b>MONDAY, 26th OCTOBER.</b> Hedon and WitherNSEA.	All.	Alterations to signalling. (See Section C and D.)
<b>WILMINGTON to HORNSEA.</b> <b>SATURDAY, 24th OCTOBER.</b> Wilmington and Hornsea Bridge.	All.	Alterations to signalling. (See Sections C and D.)
<b>MONDAY, 26th OCTOBER.</b> Wilmington and Hornsea Bridge.	All.	Alterations to signalling. (See Section C and D.)
<b>HULL YARDS.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Dairycoates, East.	All.	8 00 to 16 30 each day, renewing cables and locations.
Sculcoates Power Station.	Sidings (BLOCKED by local arrangement).	8 00 to 16 30, contractors laying cables under tracks.
Sculcoates and Springbank, North.	Down and Up Main.	8 00 to 16 30 (except Sat. and Sun.), building parapets on Bridge No. 26 at 2 m. 65 chs. and Bridge No. 27 at 3 m. p.
Sculcoates Street, and Burleigh	Down and Up Main.	8 00 to 16 30 (except Sat. and Sun.), reconstruction of parapets on Hull River Bridges Nos. 16, 17 and 18 at 1 m. 64 chs.
Alexandra Dock and Burleigh Street.	Down and Up Main.	8 00 to 17 00 (Mon. to Fri.), repairs to Bridge No. 1 (Hedon Road) at 0 m. 151 chs.
<b>SUNDAY, 25th OCTOBER.</b> Dairycoates, East.	Sidings (BLOCKED by local arrangement).	7 30 to 17 00, changing crossing and re-timbering.



# SECTION B—TEMPORARY ENGINEERING WORKS—continues

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At or between

Lines affected

Remarks

LOFTHOUSE NORTH to STOURTON JUNCTION.  
DAILY UNTIL FURTHER NOTICE.

Robin Hood.

All.

7 00 to 17 00, removing abandoned track between 179 m. and 181 m.p. Crane in use as required. Contractor's workmen on site.

Rothwell and Stourton Junction.

Single.

7 00 to 17 00, attaching water main to underside of Bridge No. 13 at 182 m. 3 chs. Ladders and trestles in use. Contractor's workmen on site.

BEESTON JUNCTION to HUNSLET EAST.  
DAILY UNTIL FURTHER NOTICE.

Parkside and Hunslet, East.

Down and Up Main.

7 30 to 18 00, thrust boring through embankment at 185 m. 52 chs. Mechanical plant in use. Contractor's workmen on site.

HOLBECK to BRADFORD (EXCHANGE) via STANNINGLEY.

SUNDAY, 25th OCTOBER.

Mill Lane.

All.

7 30 to 17 00, renewing facing point connections.

BRADFORD (ST. DUNSTANS) to THORNTON.

DAILY UNTIL FURTHER NOTICE.

Manchester Road.

All.

7 00 to 17 00, removing redundant sidings. Contractor's workmen on site.

Great Horton and Thornton.

Single.

8 00 to 16 00, erecting overhead cables across track at 193 m. 58 chs. Contractor's workmen on site. Commencing Monday, 26th October.

Clayton and Queensbury.

Single.

Rail centres erected in Clayton Tunnel and side clearance reduced. Enginemen and others concerned not to put their heads out when passing through.

SOWERBY BRIDGE (MILNER ROYD JUNCTION) to BRADFORD (EXCHANGE).  
DAILY UNTIL FURTHER NOTICE.

Halifax, South Parade.

No. 4 Open Shed Road (BLOCKED).

Renewal of roof gutters. Scaffolding erected. Ladders in use.

Hipperholme.

All.

8 00 to 17 00, demolition of station buildings and removal of platform copings. Mechanical plant in use as required.



## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
<b>HEBDEN BRIDGE to NORMAN</b>	<b>TON, GOOSE HIL</b>	L—continued.
<b>DAILY UNTIL FURTHER NOTI</b>	<b>CE—continued.</b>	
Anchor Pit and Mirfield, No. 1.	Down and Up Slow.	7 30 to 18 00, laying gas pipe at bottom of embankment between 36 m. 44 chs. and 37 m. 17 chs. Excavations in progress. Contractor's workmen on site.
Bradley Wood Junction and Heaton Lodge Junction.	All.	7 30 to 17 00, demolition of former Cooper Bridge Signal Box at 36 m. 32 chs. Contractor's workmen on site. Mechanical equipment in use as required.
Bradley Wood Junction and Heaton Lodge Junction.	All.	7 00 to 17 00, removing abandoned track between 36½ and 36½ m.p. Crane in use as required. Contractor's workmen on site.
Mirfield, No. 2 and No. 3.	All.	7 00 to 17 00, repairs to Mirfield station roof.
Thornhill, L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
Thornhill Junction and Midland Junction.	All.	7 00 to 19 00, demolition of Bridge No. 209 at 41 m. 15 chs. Cranes in use as required. Contractor's workmen on site. Side clearances reduced, trainmen not to put their heads out.
Healey Mills.	All.	8 00 to 20 00, preparatory work for signalling control alterations.
Thornhill Junction and Horbury, Station Junction.	All.	7 00 to 17 00, excavating for and laying concrete ducts for propane gas pipes and installing point heaters between 41 and 44 m.p.
<b>SATURDAY and SUNDAY, 24th</b>	<b>and 25th OCTOBER.</b>	
Elland.	23 00 (Sat.) to 3 30 (Sun.) Up Loop (BLOCKED). Down and Up. Main (BETWEEN TRAINS). 3 30 to 17 00 (Sun.) Up Main and Up Loop (BLOCKED). Down Main (BETWEEN TRAINS).	23 00 (Sat.) to 17 00 (Sun.), filling in former station subway at 31½ m.p. Rail crane in use. Also repairs to ventilating shaft in Elland Tunnel between 31 m. 23 chs. and 31½ m.p. 23 00 (Sat.) to 3 30 (Sun.), All Up traffic to travel over the Up Main line. 3 30 to 17 00 (Sun.), Single Line Working by Pilotman over the Down Main line between the facing crossover at Elland C.E.A. Sidings and the crossover at the West End of Elland Station. Signal Box open.
<b>SUNDAY, 25th OCTOBER.</b>		
Thornhill Junction and Mirfield, No. 3.	Up Fast (BLOCKED).	7 00 to 12 00, unloading cable troughs by train. All traffic to travel over Up Slow line.
Mirfield, No. 3 and Thornhill L.N.W. Junction.	Down Slow (BLOCKED).	13 00 to 18 00, unloading cable troughs by train. All traffic to travel over Down Fast.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

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At or between	Lines affected	Remarks
<b>KIRKBURTON GOODS BRANCH.</b> <b>WEDNESDAY, 28th OCTOBER.</b> Kirkheaton Ground Frame.	Single and Sidings.	7 30 to 17 00, alterations to signalling. (See Section C.)
<b>PENISTONE NORTH (Excl.) to</b> <b>SUNDAY, 25th OCTOBER.</b> Penistone, North and Denby Dale.	<b>HUDDERSFIELD (SPRINGWOOD JUNCTION).</b>  Down Main (BLOCKED).	7 00 to 17 00, relaying between 13 m. 30 chs. and 13 m. 20 chs. Track circuits affected. <b>Single Line Working by Pilotman over the Up Main line.</b> Both Signal Boxes open.
<b>HOLMFIRTH BRANCH.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Brockholes Junction and Holmfirth.	Single.	7 30 to 17 00, removing abandoned track between $4\frac{1}{2}$ and 6 m.p. Crane in use as required. Contractor's workmen on site.
<b>SPEN VALLEY JUNCTION to</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Spen Valley Junction and Heckmondwike, Spen Goods.	<b>FARNLEY JUNCTION (via HECKMONDWIKE).</b>  Down and Up Main.	7 30 to 18 00, laying gas pipe between $\frac{1}{4}$ and $\frac{1}{2}$ m.p. Excavations in progress. Contractor's workmen on site.
<b>FARNLEY JUNCTION to WHITTEHALL JUNCTION.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Farnley Junction and Copley Hill, No. 3.	All.	7 00 to 18 00, excavating for and installing underground gas main alongside and under tracks at 41 m. 47 chs. Contractor's workmen on site. Mechanical plant in use as required. <b>Commencing Monday, 26th October.</b>
<b>FARNLEY BRANCH.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Farnley Junction and Farnley Ironworks.	All.	7 30 to 17 00, relaying. <b>Commencing Friday, 30th October.</b>
<b>MIRFIELD No. 3 to LOW MOOR No. 2 WEST.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Heckmondwike Junction and Cleckheaton, South.	Down and Up Main.	7 30 to 17 00, excavating for and laying cable adjacent to and under tracks at 3 m. 75 chs. Contractor's workmen on site.



## Section C—

## SIGNALLING AND PERMANENT WAY ALTERATIONS

*\*\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.*

## DETAILS OF WORK REFERRED TO IN SECTION B.

**SATURDAY, 24th OCTOBER.—HEDON AND WITHERNSEA (BETWEEN).**—Points, signals and level crossing gates will be disconnected in preparation for "One Engine in Steam" working as from 26th October.

**SATURDAY, 24th OCTOBER.—WILMINGTON & HORNSEA BRIDGE (BETWEEN).**—Points, signals and level crossing gates will be disconnected in preparation for "One Engine in Steam" working as from 26th October. The line between Hornsea Bridge and Hornsea will be abandoned.

**SUNDAY, 25th OCTOBER.—HEALEY MILLS YARD.**—HM 138 Engine Line Q to Down Fast or Down Slow or Engine Line R Colour Light with route indicator above and subsidiary below, sited between Engine Line Q and Engine Release Line No. 1, will be repositioned left-hand of Engine Line Q, height 3 ft. 0 in., with subsidiary and route indicator on the right, same distance from the Signal Box. (46)

**MONDAY, 26th OCTOBER.—HEDON AND WITHERNSEA.**—In connection with the introduction of One Engine in Steam Working between Hedon and WitherNSEA the following signalling alterations will take place. The Up Main between Hedon and WitherNSEA will be abandoned and the Down Main will become Up and Down line.

**Hedon.**

Arm will be removed from 27 Down Starting signal.

**Magdalen Gate Box.**

Level crossing gates will be padlocked across railway and worked by hand as required. Arms will be removed from Down and Up Home signals.

A telephone and stop board lettered "STOP AND TELEPHONE FOR SIGNALMAN'S PERMISSION TO PROCEED" will be provided at the East side of the crossing. Telephone will communicate with Hedon Signal Box.

**Rye Hill and Burstwick.**

Level crossing gates will be disconnected, padlocked across railway and worked by hand as required.

Points dispensed with (spiked normal pending removal).

7 Mains Crossover.

18 Up Main to Down/Up Main.

**Altered Points.**

10 Goods Yard trap points will be spiked reverse.

10 Down Main to Goods Yard will be hand-operated and provided with a red marker post.

All signal arms, except Down and Up Distant, will be removed.

**Burstwick Lane Gate Box (Between Rye Hill and Keyingham).**

Level crossing gates will be padlocked across railway and worked by hand as required. Down and Up Home signal arms will be removed.

**Keyingham.**

Level crossing gates will be disconnected, padlocked across railway and worked by hand as required.

**Points spiked pending removal.**

12 Mains Crossover (spiked normal).

15 Up Main to Dock (dispensed with).

22 Down Main to Goods Yard (spiked reverse).



**DETAILS OF WORK REFERRED TO IN SECTION B—continued.**

**Altered Points.**

24 Down Main to Goods Yard will be fitted for hand working and provided with a red marker post.

All signal arms, except Down and Up Distant and all disc signals, dispensed with.

**Ottringham.**

Level crossing gates will be disconnected, padlocked across railway and worked by hand as required.

**Points spiked pending removal.**

5 Mains Crossover (spiked normal).

11 Down Main to Up/Down Main ('B' end spiked reverse).

18 Down Siding Trap points (spiked reverse).

20 Coal Depot Trap points (spiked reverse).

**Altered Points.**

20 Down Siding to Coal Depots will be hand-operated.

11 Points ('A' end) will be hand-operated and provided with a red marker post.

All signal arms removed (except the Down Distant and Up Distant) and all disc signals dispensed with.

**Ottringham Baulk Gate Box (Between Ottringham and Winestead).**

Level crossing gates will be padlocked across railway and worked by hand as required. Arms will be removed from Down and Up Home signals.

**Ings Lane Crossing (Between Ottringham and Winestead).**

Notice Boards will be provided, lettered "STOP. WHISTLE. PROCEED CAUTIOUSLY IF CROSSING CLEAR".

**New Signals.**

Down Distant—On post of Ottringham Baulk Up Home.

Up Distant—On post of Winestead Down Home.

**Winestead.**

Level crossing gates will be disconnected, padlocked across railway and worked by hand as required.

**Points (spiked normal pending removal).**

7 Down/Up Main—Up Main.

All signal arms will be removed, except Down and Up Distant.

**Patrington.**

**Points (spiked pending removal).**

2 Up Main to Dock (spiked normal).

4 Mains Crossover West (spiked normal).

16 Up Main to Siding (spiked normal).

19 Down Main to Coal Depot (spiked reverse).

21 Mains Crossover, East ('A' end spiked reverse).

**Altered points.**

21 Mains Crossover East will be hand operated and provided with a red marker post. All signal arms and all discs dispensed with.

**Withernsea.**

**Points spiked pending removal.**

22 Depot to Down/Up (spiked reverse).

29 Facing Down/Up (spiked reverse).

30 Down Main—Excursion Platforms (spiked normal).

**Altered Points.**

22 Down/Up to Depot will be hand-operated.

All signal arms and all discs dispensed with.

(46)

**MONDAY, 26th OCTOBER.—WILMINGTON AND HORNSEA.**—In connection with the introduction of One Engine in Steam working between Wilmington and Hornsea the following signalling alterations will take place. The Up Main between Stoneferry and Hornsea Bridge Goods will be abandoned and the Down Main will become Up and Down line.

**Stoneferry.**

Level crossing gates will be disconnected from signal box, padlocked across railway and worked by hand as required.



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**Points spiked reverse pending removal.**

10 Mains Crossover ('A' end).

13 Down Main—Goods Branch ('B' end).

**Altered Points.**

10 ('B' end) fitted as spring points held reverse.

13 ('A' end) will be hand operated and a red marker post provided.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Sutton Road Gate Box** (between Stoneferry and Sutton).

Level crossing gates will be padlocked across railway and worked by hand as required.  
Arms have been removed from the Down and Up Home signals.

**Sutton.**

**Points dispensed with (spiked reverse pending removal).**

10 Down Main Goods Yard ('B' end).

8 Mains Crossover ('B' end).

**Altered Points.**

8 points will be hand operated, and a red marker post provided.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Swine.**

Level crossing gates will be disconnected from signal box, padlocked across railway and worked by hand as required.

**Points dispensed with (spiked normal pending removal).**

20 Mains Crossover.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Swine Green Lane** (between Swine and Skirlaugh).

Notice boards will be provided lettered "STOP. WHISTLE. PROCEED CAUTIOUSLY IF CROSSING CLEAR".

**Skirlaugh Gate Box** (between Swine and Ellerby).

Level crossing gates will be padlocked across railway and worked by hand as required.  
Arms of Down and Up Home signals dispensed with.

**Ellerby West Gate Box** (between Swine and Ellerby).

Level crossing gates will be padlocked across railway and worked by hand as required.  
Arms of Down and Up Home signals dispensed with.

**Ellerby.**

All signal arms will be dispensed with and points spiked normal pending removal.

**Whitedale.**

Level crossing gates will be disconnected from signal box, padlocked across railway and worked by hand as required.

**Points (spiked reverse pending removal).**

21 Goods Yard to Down Main.

23 Mains Crossover ('A' end).

23 points ('B' end) will be hand operated and provided with a red marker post.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Sigglesothorne.**

Level crossing gates will be padlocked across railway and worked by hand as required.

**Points (spiked normal pending removal).**

11 Mains Crossover.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Wassand Low Gate Box** (between Sigglesothorne and Hornsea Bridge).

Level crossing gates will be padlocked across railway and worked by hand as required.

**Wassand High Gate Box** (between Sigglesothorne and Hornsea Bridge).

Level crossing gates will be padlocked across railway and worked by hand as required.  
Arms will be removed from the Down and Up Home signals.



## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

**Hornsea Bridge Goods.**

Points dispensed with (spiked reverse pending removal).

6 Down Main to Goods Yard ('A' end).

10 Mains Crossover ('B' end).

15 Mains Crossover and 10 points ('B' end) will be hand operated.

All signal arms and disc signals dispensed with.

**Hornsea.**

All points and signals will be dispensed with.

(46)

**WEDNESDAY, 28th OCTOBER.—KIRKHEATON GROUND FRAMES.**—Ground Frame No. 2 will be dispensed with and points spiked normal pending removal. Ground Frame No. 3 will be renumbered No. 2.

**Altered Points.**

2 Sidings end will become Trap Points.

(46)

## DETAILS OF WORK ALREADY CARRIED OUT

**HENWICK HALL.**

Points dispensed with.

11 Mains Crossover.

17 Down Main to Down Sidings.

Signals dispensed with.

10 Shunting Up to Down Main.

12 Shunting Down to Up Main.

16 Down Sidings to Down Main.

18 Down Main to Down Sidings.

7 Down Main Home.

23 Up Main Starting.

(45)

**HOLGATE CATTLE DOCK.**—No. 3 Siding has been taken out and the hand-operated points dispensed with.

(44)

**\*\*LEEDS CITY, EAST.**

Points dispensed with.

1 Traps in Down Goods.

2 Down Goods to Jubilee Siding.

Signals dispensed with.

E.26 Down Goods to 'C' Line.

E.49 Jubilee Siding to 'C' Line.

(43)

**CROSS GATES.**

Points dispensed with.

24/25 Down Main—Down Branch.

27 Siding to Down Branch.

30 Fast Crossover.

32 Up Main—Up Slow.

Signals dispensed with.

11 Down Fast to Down Branch Home.

12 Down Slow to Down Branch Home.

13 Down Branch Starting.

26 Shunting Down Siding to Down Branch.

28 Shunting Down Branch to Siding.

29 Shunting Up to Down Fast.

31 Shunting Down to Up Fast.

51 Up Branch to Up Slow Home.

53 Up Branch to Up Fast Home.

54 Up Branch Outer Home.

55 Up Branch Distant.

(45)



**\*\*EASTRINGTON.****Points spiked normal pending removal.**

- 12 Mains Crossover.
- 17 Down Main to Siding.

**Signals dispensed with.**

- 10 Shunting Up to Down Main.
- 13 Shunting Down to Up Main.
- 16 Shunting Siding to Down Main.
- 18 Down Main to Siding.

(43)

**\*\*BOOTHFERRY ROAD.****Signals dispensed with.**

- 25 Up Main Home No. 2 with Potters Grange Up Main Outer Distant below.
- 26 Up Main Starting with Potters Grange Up Main Inner Distant below.
- 29 Up Main to Up Branch.
- 46 Up Main to Reception line.
- 47 Up Main to Up Goods.

**New Signal.**

- 25 Colour light with left-hand offset subsidiary and 2-way route indicator sited 47 yards West of Signal Box reading:—

Main only—Up Main.

Main with route indicator 'G'—Up Main to Up Goods.

Main with route indicator 'B'—Up Main to Up Branch.

Sub. only—Up Main to Reception line.

Sub. with route indicator 'G'—Up Main to Up Goods.

(43)

**\*\*WRESSLE.****Points spiked normal pending removal.**

- 11 Mains Crossover.
- 14 Down Main to Yard.
- 17 Up Main to Yard.

**Signals dispensed with.**

- 10 Down to Up Main.
- 12 Up to Down Main.
- 13 Down Main to Yard.
- 15 Yard to Down Main.
- 16 Yard to Up Main.
- 18 Up Main to Yard.

(43)

**\*\*FOGGATHORPE.**—Signal Box dispensed with as a block post and worked as a gate box.**Points spiked normal pending removal.**

- 6 Down Main—Coal Depot.
- 7 Up Main—Dock.
- 9 Mains Crossover.

**Signals dispensed with.**

- 5 Down Main Starting.
- 11 Up Main Starting.

(43)

**ALEXANDRA DOCK.****Points dispensed with.**

- 63 Down Pier Line—Coal Stage.

**Signals dispensed with.**

- 62 From Coal Stage.
- 'C' symbol in route indicator on 77 Down Pier Line signal.

(44)

**\*\*OSSETT, EAST.****Points spiked normal pending removal.**

- 19 Up Main to Up Sidings.

**Signals dispensed with.**

- 16 Up Siding Down Direction Shunting.
- 17 Up Siding Shunting.
- 18 Up Siding to Up Main.

**Altered Nomenclature.****Old**

- 20/25 Up Main to Up Siding or
- Up Main to Down Main.

**New**

- 25 Up to Down Main.

(43)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*HECKMONDWIKE JUNCTION.

## Points spiked normal pending removal.

- 2 Mains Crossover.
- 4 Up Main to Down Sidings.
- 34 Down Main to Down Sidings.

## Signals dispensed with.

- 5 Down Sidings to Up Main.
- 33 Down Sidings to Down Main.
- 1 Up to Down Main.
- 3 Down to Up Main.

(43)

## \*\*BOWLING.

## Points dispensed with.

- 4 Twin Trap points from Tank and Drums Siding and Coal Yard.

## New Points.

- 4 Trap points from Tank and Drums Sidings 4 yards West of existing.

## Altered Signal.

- 5 Sidings to Up Main has been repositioned on left-hand of sidings 4 yards nearer Signal Box.

(43)

## SPEN VALLEY JUNCTION TO HEATON LODGE JUNCTION.

## HEATON LODGE.

Signal Box and all signals with the exception of those transferred to Spen Valley Junction Box have been dispensed with and all points spiked normal pending removal.

## SPEN VALLEY JUNCTION.

The control from Heaton Lodge Signal Box on the Down Fast and Down Slow Homes and Distant signals has been dispensed with.

## Signals dispensed with.

- 7 Up Fast to Slow Distant.
- 7 Up Slow Distant.
- 11 Up Fast Distant.

## Control of signals transferred from Heaton Lodge.

- 7 Up Slow Distant } (below Heaton Lodge Junction Starting signals).
- 11 Up Fast Distant }

## Altered Signals.

- 34/36/38 and 41/44 Down Fast and Down Slow Home colour light signals are now 3-aspect signals also controlled as Distant for Heaton Lodge Junction.

## HEATON LODGE JUNCTION.

## Signals dispensed with.

- 67 Down Fast Inner Distant.
- 67 Down Slow to Fast Inner Distant.
- 80 Down Slow Inner Distant.

(45)

## \*\*BETWEEN BINGLEY STATION AND KEIGHLEY THWAITES JUNCTION.

## Altered Nomenclature of Lines.

Old	New
Up Slow.	Up Goods.*
Up Fast.	Up Main.
Down Fast.	Down Main.
Down Slow.	Down Goods.*

\* Absolute Block Regulations apply.

## Marley Junction.

Signal Box dispensed with and all signal arms removed.

## Points spiked normal pending removal.

- 10 Up Slow to Up Fast.
- 13 Down Slow to Down Fast.

## Points spiked reverse pending removal.

- 12 Down Goods traps.
- 11 Up Goods traps.

(43)



## MISCELLANEOUS NOTICES—continued

## TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signalman at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signalman may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified. Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signalman ahead.

## CASTLETON BRIDGE SIDINGS.

Nos. 1, 2, 4, 6, 8 and 10 Sidings have been spiked out of use pending removal. (44)

## HARROGATE STATION.

No. 6 Platform line has been brought into use but must not be utilised for the arrival of loaded passenger trains.

## LEEDS CITY SOUTH.

Until further notice, subsidiary aspects will be used to authorise movements to No. 16 platform when the line is clear to the buffer stops in addition to the occasions when the line is occupied.

Drivers must at all times be prepared to find this line occupied and to stop short of any vehicle that may be ahead. (45)

HEDON—WITHERNSEA.  
WILMINGTON—HORNSEA.

Saturday, 24th October, trains over the above mentioned sections of line will be worked in accordance with special instructions issued locally to staff concerned. Any stop signals not removed may be passed at danger only on the authority of the Pilotman accompanying the train.

★Commencing Monday, 26th October, One Engine in Steam working will operate over the above mentioned sections of line. Fixed Distant signals are retained to indicate the location of level crossings, which will be operated by trainmen. All points retained are hand operated and their location is indicated by a red marker post. Before passing over any facing points, drivers must satisfy themselves that the points are in the correct position.

A District Relief Porter will travel with each train to assist with the operation of the level crossing gates.

At the following level crossing where the gates are not kept across the railway, drivers must stop and after ensuring the crossing is clear, whistle before proceeding cautiously over the crossing in accordance with the instructions on the notice board at the crossings:—

Patrington, Ings Lane (Withernsea Branch).

Swine, Green Lane (Hornsea Branch).

## \*\*\*SALTMARSH: KILPIN LANE LEVEL CROSSING.

The above level crossing is situated between Saltmarsh and Goole Bridge Signal Boxes.

Attendance has been withdrawn and the level crossing closed to vehicular traffic.

The crossing remains as a public footpath and the existing wicket gates are retained for the pedestrian user. (43)

## WAKEFIELD M.P.D.

Contractors are engaged demolishing the former Enginemen's Hostel. Persons walking or working in the vicinity to exercise care.



# SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

### GOOLE.

Until further notice, the decking is being removed from the centre jetty on Goole Swing Bridge No. 5. All personnel are requested to take particular care.

### GREETLAND.

Until further notice, Contractor's vehicles will be using the level crossing between Greetland Goods Yard and the former Engineer's Storeyard from 7 00 to 17 00 each day. Enginemen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

### LIGHTCLIFFE.

The connections to Nos. 1 and 2 Coal Drops at present spiked normal have been reinstated and the Sidings brought into use. (44)

### NETHERTON.

The connections to the Coal Siding have been spiked out of use pending removal. (44)

### BERRY BROW.

The connections from the Down Main to the Goods Yard have been spiked normal pending removal. (44)

### HONLEY.

All connections from the Main lines to the Down and Up Sidings have been spiked out of use pending removal. (44)

### BROCKHOLES.

The connections from the Down Main to the Down Sidings have been spiked out of use pending removal. (44)

### DENBY DALE.

The connections from the Up Main to the Goods Yard have been spiked out of use pending removal. (44)

### ★CUDWORTH YARD NORTH.

Commencing 8 00, Monday, 26th October, Contractor's vehicles will be travelling over the formation of the former N.C.B. Railway (which led from Wharnccliffe Woodmoor Colliery towards Cudworth Yard North), and thence adjacent to the running line between Royston M.P.D. and Cudworth Yard North in order to gain access to the site of a tower being constructed nearby.

### \*\*\*LEEDS CITY NORTH.

No. 6 Platform line and Nos. 1 and 2 South Carriage Sidings have been permanently shortened by 10 feet and buffer stops erected that distance from the existing buffers. (43)

### WHITEHALL JUNCTION.

The Ground Frame to Monk Bridge Sidings has been damaged and is out of order until further notice.

### ★BEN RHYDDING.

Commencing 8 00, Monday, 26th October, No. 2 Siding will be abandoned and the connections thereto spiked out of use pending removal. (46)

### SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing Date
Stourton Up Sidings, South End Water Column	Until further notice	—
Castleford Central Station Water Columns	Until further notice	—
★Laisterdyke—All Columns	8 00 to 17 00 Sunday, 25th October	—
★Bradford (City Road)—All Columns	7 30 to 16 00, Sunday, 25th October	—
Bradford Ex West—All Supplies	Until further notice	—
Leeds City South—Turntable Water Column	Until further notice	—
Thwaites Jct. Down Goods Line Water Column	Until further notice	—



## Page 13.

**AMEND:**—Between York Yard South Leeman Road Junction and Waterworks Junction Description of Block Signalling to read T.C.B.(G) on Up and Down Main lines.

## Page 17.

**AMEND:**—Between Ardsley North and Beeston Junction Description of Block Signalling to read T.C. Block on Up Main line.

## Page 21 (Page 4, Supplement No. 2).

**AMEND:**—Between Wortley North and Headingley Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

## Pages 22/3 (Page 4, Supplement No. 2).

Harrogate.

Crimple.

**DELETE:**—Signal box and all relevant details (do not delete speed restrictions other than as shown below).

**AMEND:**—Speed restriction—45 Down—45 Up—17 m. 43 chs. to 17 m. 55 chs. (Old Church Fenton—Harrogate mileage).

**DELETE:**—Speed restriction 55 Up over junction towards Wetherby South.

**AMEND:**—3 m. 354 yards.

**INSERT:**—C—Down line 1 m. 560 yards before reaching Harrogate South Down Distant signal. Gradient 1 in 114.

## Page 25 (Page 5, Supplement No. 2).

**AMEND:**—Between Newby Wiske Station and Northallerton Cordio Junction Description of Block Signalling to read T.C. Block on Down Main line.

## Page 27.

**AMEND** heading to read:—

**RILLINGTON TO WHITBY TOWN.**

Pickering.

Mill Lane.

**DELETE** Note:—(See Page 29 for Pickering Mill Lane to Thornton Dale).

**DELETE:**—Speed restriction 25 Up Over Junction towards Thornton Dale (Branch Speed Limit).

## Page 29.

**PICKERING (MILL LANE) TO THORNTON DALE (GOODS LINE).**

**DELETE:**—whole table.

**AMEND:**—Between York and Bootham Description of Block Signalling to read T.C. Block on Up Main line.

## Page 30.

Malton.

Huttons Ambo  
Station.

**DELETE:**—Signal Box and relative details.

West.

**AMEND** mileage to read:—4 m. 1092 yds.

Houlbeckfield.

**DELETE:**—Signal box and distance.

Rillington.

Station.

**AMEND** distance to read:—4 m. 143 yds

## Page 31.

Seamer West.

**DELETE:**—Additional Down Running line between Seamer West and East.

Washbeck.

**AMEND:**—Two additional both direction running lines between Washbeck and Falsgrave to read 'PF'.



**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**

541

**Pages 32/33 (Page 6 Supplement No. 2).**

**AMEND** line heading to read:—**AMOTHERBY TO MALTON, etc.**

**DELETE** sub-heading:—

**PILMOOR TO GILLING**

**DELETE:—**

**Husthwaite Gate.**

Station—All relevant details including speed restriction.

**Coxwold.**

Station—Signal box and all relevant details.

**Gilling.**

Station—Signal box and all relevant details including speed restriction.

**AMEND** sub-heading to read:—

**AMOTHERBY AND MALTON, etc.**

20  
(Both  
directions)

MAXIMUM PERMISSIBLE  
SPEED ON SINGLE  
LINE

**DELETE:—**

**Hovingham Spa.**

Station—Signal box and all relevant details.

**Slingsby.**

Station—Signal box and all relevant details.

**Barton le Street.**

Station—All relevant details.

Note:—\*Available for Up and Down trains, etc.

30  
(Both  
directions)

MAXIMUM PERMISSIBLE  
SPEED ON SINGLE  
LINE

**Page 34.**

**DELETE:—GILLING TO KIRBY MOORSIDE** table and all particulars.

**Page 36 (Page 7, Supplement No. 2).**

**AMEND:—**Between Skelton and Poppleton Description of Block Signalling to read T.C. Block on Up Main line.

**Pages 37/8 (Page 7, Supplement No. 2).**

**CHURCH FENTON NORTH TO WETHERBY EAST.**

**DELETE:—Table and SUBSTITUTE:—**



Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent Speed Restrictions, miles per hour		Catch points, spring or unworked trailing points		L—long		Engine Whistles S—short C—crow		
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
CHURCH	FENTON NORTH	TO	WET HERBY													
CHURCH	FENTON NORTH	TO	WET HERBY													
One Engine in Steam	Church Fenton North (See page 52 from Normanton Altofts to York, Chalonsers Whin					DGL. ★	73	30 (both directions)		MAXIMUM	PERMISSIBLE SPEED ON			SINGLE	LINE	
								—	25	0 m 27 chs.	to 8 m 0 chs.					
	Wetherby	10	926													
						★	Northern end worked by Ground Frame controlled by signal box									



Page 39/40 (Page 7 Supplement No. 2)

CROSS GATES TO HARROGATE (CRIMPLE), (INCLUDING WETHERBY EAST TO SOUTH)  
DELETE:—Table

Page 41 (Page 8, Supplement No. 2).

AMEND:—Between Morley (Low) Station and Farnley Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.

AMEND:—in footnote the words "track controlled and worked under special arrangement" to read "T.C.B.".

Pages 41/42.

AMEND:—Between Leeds City (South) West and Leeds City East Description of Block Signalling to read T.C.B.(P) on Up and Down Main lines. T.C.B.(P) on two additional Up lines and T.C.B.(G) on Up and Down Additional Goods lines.

Page 44 (Page 9 Supplement No. 2)

Cross Gates  
Station

DELETE:—note and speed restriction 35 Down Over Junction towards Wetherby, etc.

Page 44

Cross Gates  
Station

DELETE:—I.B.S. Down Line, 1445 yards from Cross Gates  
I.B.S. Up Line, 1139 yards from Garforth

DELETE:—C—Down Line, 1100 yards before reaching Down  
Intermediate Block Home Signal 158

INSERT:—CW—Down Line 510 yards before reaching CG 17 signal 158  
C—Down Line 600 yards before reaching CG 22 signal, 300 yards in advance of Manston Ground Frame 325

AMEND:—Between Cross Gates Station and Garforth Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

INSERT:—† Between Cross Gates Station and Garforth and Note † When Garforth Station Signal Box is closed Absolute Block Working is in operation throughout between Cross Gates Station and Peckfield.

Page 45 (Page 10 Supplement No. 2).

Gascoigne Wood.

DELETE:—Additional Up Goods Line between Gascoigne Wood and Hagg Lane and entry relating to catch points on that line.

Page 46.

Selby West.

DELETE:—One of additional Down running lines between Selby West and South.

Page 48.

Hessle Haven.

DELETE:—Additional Down Slow line between Hessle Haven and Hessle East.

Pages 48/49 (Pages 10/11, Supplement No. 2).

AMEND:—Between Hessle East and West Parade. Description of block signalling to read T.C. Block on Up and Down Main lines.

Anlaby Road.

DELETE:—Block Post indication and engine whistle.

AMEND:—to read Anlaby Road Junction (Controlled by Hessle Road Signal Box).

West Parade.

INSERT:—Engine whistle Up Main 15 2L Engine Shed, Hessle Road.

Page 53.

Burton Salmon.

DELETE:—Speed restriction 50 Up Over junction towards Ferrybridge 0 m. 0 chs. to 0 m. 10 chs. (Burton Salmon to Bolton-on-Deane mileage).

INSERT:—Speed restriction 30 Up Over junction towards Ferrybridge 0 m. 0 chs. to 0 m. 10 chs. (Burton Salmon to Bolton-on-Deane mileage).

Page 54.

Sherburn.

South.

DELETE:—Additional Down running line between Sherburn South and North.

Page 55.

AMEND:—Between Copmanthorpe Station and York Chalonsers Whin Description of Block Signalling to read T.C. Block on Up and Down Main lines and on Up and Down Additional lines.

Ulleskelf.

Station.

DELETE:—Signal Box and all relevant details.



Bolton Percy.

Station.

AMEND:—Distance 2 m. 1,733 yards.

Page 57.

AMEND:—sub-heading:—

SWINTON (DEARNE JUNCTION) AND BURTON SALMON 60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Bolton-on-Dearne.

Station.

INSERT:—Speed restriction 45 Down 45 Up 17 m. 14 chs. to 17 m. 5 chs.

Page 58.

DELETE:—sub-heading:—

MOORTHORPE AND BURTON SALMON 60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Moorthorpe

Frickley Station

DELETE:—Signal box and all relevant details

Frickley Colliery

AMEND:—distance 2m. 1623 yards.

Moorthorpe.

North.

DELETE:—Signal box and distance.

Page 59.

Pontefract (Baghill).

Brackenhill.

AMEND:—Distance 3 m. 592 yds.

Burton Salmon.

Station.

DELETE:—Speed restriction 50 Down 0 m. 10 chs. to 0 m. 0 chs.

INSERT:—Speed restriction 30 Down 0 m. 10 chs. to 0 m. 0 chs.

Page 63.

Foggathorpe Station.

DELETE:—Signal box and all relevant details.

Holme Moor, Station.

AMEND:—mileage to 4 miles 1,326 yards.

Page 63

Market Weighton

West

DELETE:—CW—Down Line, 424 yds. before reaching Market Weighton East Down Starting Signal

95

Market Weighton

East

INSERT:—CW—Down Line 56 yards ahead of Market Weighton East signal box

95

AMEND:—Location of catch points to read:—

C—Down Line, 1076 yards ahead of Market Weighton East signal box

95

Enthorpe

Station

DELETE:—Signal box and distance

Middleton-on-the-Wolds

Station

DELETE:—Signal box and distance

Bainton

Station

AMEND:—distance to read 8 m. 140 yards

Page 64.

Southburn, Station.

DELETE:—Signal box and all relevant details.

Driffeld, West.

AMEND:—Mileage to 5 m. 217 yards.

Page 65.

Kipling Cotes.

Station.

DELETE:—Signal box and distance.

Cherry Burton.

Station.

DELETE:—Signal Box and distance.



Beverley.

North.

AMEND:—Distance to read 10 m. 729 yards.

HULL WEST PARADE TO SEAMER WEST, etc.

Hull.

West Parade.

DELETE:—Speed restriction 20 Down, 20 Up, all lines 0 m. 40 chs. to 0 m. 48 chs.

INSERT:—Speed restriction 20 Down, 20 Up, all lines 0 m. 40 chs. to 0 m. 59 chs.

Page 69 (Page 13, Supplement No. 2).

AMEND:—Between Hessle Road and Cottingham South Description of Block Signalling to read T.C. Block on Up and Down Main lines.

★Page 70

AMEND:—Sub-heading and speed restriction to read:—

HULL (WEST PARADE) AND HEDON 55 DOWN 55 UP MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Wilmington

Station

AMEND:—second speed restriction to read 30 Down Over Junction towards Hornsea (Branch Speed Limit)

Page 71

★DELETE:—All table after Hedon Station and SUBSTITUTE:—

HEDON AND WITHERNSEA				30 (Both directions)	MAXIMUM SPEED ON SINGLE LINE
One Engine in Steam				15 (Both directions)	20m 40chs to Withernsea
	Withernsea	12m	391yds.		S-60ft from end of single line, leading to Depot Sidings, normally laid for single line

Page 71.

Anlaby Road.

DELETE:—Block Post indication.

AMEND:—to read Anlaby Road Junction (Controlled by Hessle Road Signal Box).

INSERT:—new location between Anlaby Road Junction and Botanic Gardens Station as follows  
Victoria Crossing 423 yards.

(Controlled by West Parade Signal Box).

INSERT:—Between Anlaby Road Junction and Victoria Crossing Description of Block Signalling  
to read T.C.B.(G) on Up and Down lines.Botanic Gardens.  
Station.

AMEND:—distance 675 yards.



3-46

★Page 72 (Page 13, Supplement No. 2)

**WILMINGTON TO HORNSEA (INCLUDING STONEFERRY BRANCH)**

**DELETE:—Table and SUBSTITUTE:—**

WILMINGTON AND HORNSEA				30 (Both directions)	MAXIMUM SPEED ON SINGLE LINE
One Engine in Steam	Wilmington Station	—	—		
	(See page 70 for Hull, West Parade to Withernsea) Stoneferry	(0m	1193yds.)	20 (Down direction)	S-120 yds. before reaching junction to Stoneferry Branch, leading to Up line, normally laid for Up line <b>Over junction to Stoneferry Goods Branch (Speed limit)</b>
One Engine in Steam from Wilmington Station	Hornsea	12m	120yds.		
	STONEFERRY Stoneferry	BRA	NCH	20 (Both directions)	MAXIMUM SPEED ON SINGLE LINE
	Stoneferry Goods	0m	1163yds.		

★Page 73

**STONEFERRY BRANCH (GOODS LINE)**

**DELETE:—Table**

Page 76 (Pages 14/15, Supplement No. 2).

**AMEND:—**Between Dairycoates East and Hessle Road. Footnote to read:—Up line T.C.B.(G)  
Down line No Block.

Page 76 (Page 15, Supplement No. 2).

**AMEND:—**Between Dairycoates West and Hessle Road (North Branch). Footnote to read:—  
T.C.B.(G).

Pages 76/77 (Page 16, Supplement No. 2).

**AMEND:—**Between Dairycoates West and Hessle Road (South Branch). Footnote to read:—  
T.C.B.(G).

Page 77 (Page 17, Supplement No. 2).

Springbank North.

**DELETE:—**from note in parenthesis "page 78 Springbank North to Locomotive Signal Box".

Pages 78/79.

**SPRINGHEAD LOCOMOTIVE SIGNAL BOX TO SPRINGBANK NORTH.**

**DELETE:—**Complete table.

Page 79.

Springhead.

Locomotive

**DELETE:—**from note in parenthesis "and page 78 for Locomotive S.B. to Springbank North".



Page 120 (Page 23, Supplement No. 2).

Bramley.

Station.

DELETE note:—(See Page 123 for Bramley to Laisterdyke, Cutlers Junction).

DELETE speed restrictions:—25 Down, Over junction towards Pudsey, 0 m. 0 chs. to 0 m. 7 chs. (Bramley to Laisterdyke, Cutlers Junction mileage).

DELETE speed restrictions:—15 Down, Goods line, over junction towards Pudsey, 0 m. 0 chs. to 0 m. 8 chs. (Bramley to Laisterdyke, Cutlers Junction mileage).

Pages 120/121.

AMEND:—Between Bramley Station and Laisterdyke East Description of Block Signalling to read T.C. Block on Up and Down Main lines

Page 121

Scanningley Station

DELETE:—Signal box and all relevant details (except speed restrictions and Station name)

INSERT:—C-Down 430 yards before reaching D5 automatic signal. Gradient 1 in 100.

AMEND:—C-Down 695 yards before reaching Laisterdyke East Down distant signal

Laisterdyke East

AMEND:—mileage to 3m 604 yards

Page 123.

BRAMLEY TO LAISTERDYKE (CUTLERS JUNCTION).

DELETE:—Complete Table.

Page 127.

Sowerby Bridge.

Milner Royd Junction.

AMEND reference to catch points to read:—C Down line 396 yards before reaching starting signal.

118

Page 128/29

Halifax West

DELETE:—Fourth additional Down running line (Absolute Block) between Halifax West and East

AMEND:—Additional Down Passenger line between Halifax West and East to be shown as signalled in both directions

AMEND:—Both additional Down Goods lines between Halifax West and Goods Yard to be shown as signalled in both directions

AMEND:—Additional Down Goods lines between Halifax Goods Yard and East to be shown as signalled in both directions

Page 130 (Page 27 Supplement No. 2).

Bradford (Exchange).

Coal Shoots

DELETE:—Signal Box and all relevant details

Mill Lane Jct.

AMEND:—Distance 1.258 yards

DELETE:—1st catch points.

AMEND:—2nd catch points to read:—

CW—Up Main line, 484 yards before reaching Up Main Starting signal

Page 132

Halifax to Halifax North Bridge

DELETE:—Table

Page 133.

Mytholmroyd.

East.

DELETE:—Signal Box and all relevant details

Luddendenfoot.

West.

AMEND:—Distance 1 mile 683 yards

Page 134.

AMEND:—in first footnote "Automatic and Semi-Automatic Signalling" to read T.C. Block



## Page 161

Hunslet

Stourton

Down Sidings

**DELETE:**—Signal box and all relevant details

## Page 161 and 162

Hunslet

Stourton

Junction

**DELETE:**—3rd additional Down Goods line between Stourton Junction and Stourton Down Sidings**DELETE:**—2nd additional Down Goods line between Stourton Junction and Wakefield Road

## Page 162

Hunslet

Wakefield Road

**AMEND:**—mileage to read 801 yards

## Page 165 (Page 35, Supplement No. 2).

Newlay Station.

**DELETE:**—Speed restriction 55 Up 55 Down Fast lines 199 m. 29 chs. to 200 m. 24 chs.

## Page 167.

Saltaire Station.

**DELETE:**—Signal Box and all relevant details.

Hirstwood.

**AMEND:**—Distance 1 m. 462 yds.**DELETE:**—Sub heading—MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.

Bingley.

Marley Junction.

**DELETE:**—Signal Box and all relevant details.**AMEND:**—Additional Up and Down running lines between Bingley Station and Keighley Thwaites Junction to be Absolute Block on Goods lines.

Keighley.

Thwaites Junction.

**AMEND:**—Distance 2 m. 687 yds.**AMEND:**—CW—Up Goods line clear of fouling point with Up Main line.

Station Junction.

**AMEND:**—Speed restriction 15 Up Over junction towards Ingrow, 0 m. 0 chs. to 0 m. 4 chs. (Keighley to Ingrow East mileage).**AMEND:**—Note "See page 177 for Keighley Station to Ingrow East".**DELETE:**—URS 42.

## Page 167/168.

**AMEND:**—Between Keighley Station Junction and Steeton & Silsden Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

## Page 168.

Kildwick.

**DELETE:**—URS 28.

Cononley.

Station.

**AMEND:**—Distance 1 m. 1,076 yds.

Skipton.

Snaygill.

**AMEND:**—Distance 1 m. 1,278 yds.

## Page 170.

**AMEND** heading to read:—**APPERLEY JUNCTION TO EMBAY JUNCTION (VIA ILKLEY).**

## Page 171 (Page 36, Supplement No. 2).

Guiseley.

Rawdon Junction.

**DELETE** note:—(See Page 172 for Yeadon Branch).**DELETE:**—Speed restriction 10 Down over junction towards Yeadon 0 m. 0 chs. to 0 m. 4 ch. (Yeadon Branch mileage).

## Page 172 (Page 37, Supplement No. 2).

**YEADON BRANCH (GOODS LINE).****DELETE** heading and whole table.



# SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

S-53

TABLE J

From	To	Class of train	Condition	Remarks
Page 220 (Page 48 Supplement No. 2) AMEND line heading to read AMOT AMEND heading to read RILLINGT	HERBY TO MALTO ON TO WHITBY T	N etc OWN		
Page 223 SOWERBY BRIDGE (MILNER RO AMEND:— (1st item) Sowerby Bridge Station (3rd item) Greetland No. 2 DELETE:— HALIFAX TO HALIFAX NORT AMEND heading to read APPERLE	YD JN) TO BRADFO Halifax (East) Halifax (East) H BRIDGE: heading a Y JUNCTION TO E	RD (EXCHA F F nd item MBSAY JUN	NGE) ETC N N CTION (VIA ILK LEY)	— —

TABLE KI

Page 224  
DELETE:—THORNHILL (LNW JUNCTION) TO HULL PARAGON ETC.—heading and item

TABLE K2

Page 224  
DELETE:—HUSTHWAITE GATE TO MALTON etc. —heading and 2 items

Page 224 (Page 49 Supplement No. 2)

AMEND line heading to read AMOTHERBY TO MALTON etc

TABLE M

Page 227  
DELETE:—Harrogate (Crimple) | Down (towards Pannal or Spofforth) | Ballast trains

DELETE:—CHURCH FENTON NORTH TO HARROGATE, ETC.—heading and item

TABLE N

Page 229  
DELETE:—CHURCH FENTON (NORTH) TO HARROGATE (CRIMPLE)—heading and item

TABLE O

Page 231.  
AMEND:—heading: Pullman Car Trains between Leeds Central and Harrogate to read: Pullman Car Trains between Leeds City and Harrogate.

Page 232

DELETE:—CHURCH FENTON (NORTH) TO HARROGATE (CRIMPLE)—heading and items  
CROSS GATES TO WETHERBY EAST, ETC.—heading and items

TABLE P

Name of Crossing	Situated at or between	Remarks
Page 233 (Page 50 Supplement No. 2) DELETE:—line heading HUSTHWAITE G DELETE:—line heading GILLING TO KIRBY	ATE TO GILLING and 3 items under this heading MOORSIDE and 4 items under this heading	heading
Page 233 INSERT:— CHURCH FENTON NORTH TO WET Stutton Road, Stutton Station, Tadcaster, Newton Kyme, Thorpe Arch, Walton	HERBY Church Fenton and Wetherby	—
Page 233 DELETE:—RILLINGTON TO WHITBY	TOWN etc. heading and items under this heading	heading
*INSERT:— HULL (WEST PARADE) TO WITHER Magdalene Gates, Ryehill Station, Burstwick Gates, Keyingham Station, Ottringham Station, Ottringham Baulk, Winestead	NSEA (INCLUDING ANLABY LOOP)  Hedon and Withernsea	—
WILMINGTON TO HORNSEA Stoneferry, Sutton Road, Swine Station, Skirlaugh Station, Ellerby West, Whitedale Station, Siggleshorpe Station, Wassand Low, Wassand High	Wilmington and Hornsea	—

TABLE Q

Page 234 (Page 51 Supplement No. 2)

DELETE:—SELBY (BARLBY NORTH) TO DRIFFIELD



BRITISH RAILWAYS

NORTH EASTERN REGION—SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 31st October, 1964 to  
Friday, 6th November, 1964 inclusive**

R95

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared

or run at reduced speed when and where and signals may be exhibited.

Barnsley (Excise)  
†Silkstone Junction and  
Darton  
Crigglestone Junction and  
Horbury Junction

Down  
Main

Horbury Station Junction to Crigg

Horbury Station Junction  
and Crigglestone Junction

Down and Up  
Main

13

45 43

20

Subsidence



At or between	Lines affected	Remarks
<b>YORK to SCARBOROUGH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Haxby, Station.	Down and Up Main.	7 00 to 17 00, demolition of platforms. Excavator in use.
Barton Hill, Station.	Down and Up Main.	7 00 to 17 00 (except Sat.), demolition of Down and Up Platforms. Excavator in use.
Malton, West and East.	All.	7 30 to 17 00, preparatory work for alterations to signalling and interlocking.
<b>WEDNESDAY, 4th NOVEMBER.</b>		
Haxby, Station.	Down and Up Main.	7 00 to 17 00, taking out connections. Crane in use. Haxby Signal Box open.
<b>CHURCH FENTON NORTH to WETHERBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Thorp Arch, West and Walton Gates.	Down and Up Main.	Laying water main under track at 8 m. 74 chs. Contractor's workmen on site.
Wetherby, Sidings.	Up Sidings Nos. 1, 2 and 3	Construction of surface water sewer. Contractor's workmen on site.
<b>MONDAY, 2nd NOVEMBER.</b>		
Church Fenton, North and Wetherby.	All.	7 30 to 16 30, loading materials by train.
<b>THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
L.N.W. Junction and Dewsbury, No. 2.	Down and Up Main.	7 30 to 17 00, renewing parapet fence on Bridge No. 6 between 32½ and 32¾ m.p.
Farnley Junction and Leeds City, West.	All.	7 00 to 17 00, demolition of Farnley and Wortley station buildings and platforms. Mechanical excavator in use as required. Until Friday, 6th November.
Leeds City, West and East.	Nos. 11, 12 and 13 Platforms. Through Road. Down Goods and Adjacent Sidings	7 30 to 16 30, repairing Bridge No. 1, Swinegate.
Leeds City, West and East.	No. 17 Platform. Down and Up Goods and Adjacent Sidings (BLOCKED)	Repairs to Bridge No. 5 (Neville Street) at 20 m. 43 chs. Also Bridge No. 10 at 20½ m.p. Crane in use as required. Trains to be re-platformed as necessary.



At or between	Lines affected	Remarks
<b>CARCROFT (SKELLOW JUNCTION) to BULLCROFT (GOODS LINES).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Skellow Junction and Bullcroft Junction.	Single.	7 00 to 18 00, repairs to Bridge No. 3 at 1 m. 7 chs. Contractor's workmen on site.
Skellow Junction and Bullcroft Junction.	Single.	7 00 to 17 00, repairs to Bridge No. 2 at 1 m. 12 chs.
<b>WAKEFIELD (WESTGATE) BALNE LANE to LAISTERDYKE EAST via DEWSBURY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Roundwood and Ossett, East.	Down and Up Main.	Repairs to Bridge No. 8 at 178 m. 64 chs.
Dewsbury Junction.	All.	7 00 to 17 00, reinstating former Headfield Branch between Headfield Junction and Dewsbury Railway Street. Crane in use. Commencing Monday, 2nd November.
<b>SUNDAY, 1st NOVEMBER.</b>		
Adwalton Junction.	All.	7 30 to 17 00, repairs to level crossing at 186 m. 66 chs.
<b>SHAW CROSS COLLIERY BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Batley, East and Shaw Cross.	Single.	7 00 to 17 00, erecting electric poles and overhead cables adjacent to track between 181 m. 73 chs. and 182 m.p. Contractor's workmen on site. Commencing Saturday, 31st October.
<b>SUNDAY, 1st NOVEMBER.</b>		
Batley, East and Shaw Cross.	Single (BLOCKED).	8 00 to 17 00, erecting overhead cables across track at 181 m. 73 chs. Contractor's workmen on site. No traffic.
<b>LOFTHOUSE NORTH to STOURTON JUNCTION</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Robin Hood	All.	7 00 to 17 00, removing abandoned track between 179 m. and 181 m.p. Crane in use as required. Contractor's workmen on site.
Rothwell and Stourton Junction.	Single.	7 00 to 17 00, attaching water main to underside of Bridge No. 13 at 182 m. 3 chs. Ladders and trestles in use. Contractor's workmen on site.
<b>ARDSLEY STATION to ADWALTON JUNCTION.</b>		
<b>SUNDAY, 1st NOVEMBER.</b>		
Adwalton Junction.	All.	7 30 to 17 00, repairs to level crossing at 185 m. 47 chs.



At or between	Lines affected	Remarks
<b>HEBDEN BRIDGE to NORMAN TON, GOOSE HILL</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Elland.	All.	7 00 to 17 00, demolition of station platforms between 31½ and 31¾ m.p. Mechanical excavator in use as required. Until Friday, 6th November.
Elland.	All.	7 00 to 17 00, removing abandoned track. Contractor's workmen on site.
Anchor Pit and Mirfield, No. 1.	Down and Up Slow.	7 30 to 18 00, laying gas pipe at bottom of embankment between 36 m. 44 chs. and 37 m. 17 chs. Excavations in progress. Contractor's workmen on site.
Bradley Wood Junction and Heaton Lodge Junction.	All.	7 30 to 17 00, demolition of former Cooper Bridge Signal Box at 36 m. 32 chs. Contractor's workmen on site. Mechanical equipment in use as required.
Bradley Wood Junction and Heaton Lodge Junction.	All.	7 00 to 17 00, removing abandoned track between 36¼ and 36½ m.p. Crane in use as required. Contractor's workmen on site.
Mirfield, No. 2 and No. 3.	All.	7 00 to 17 00, repairs to Mirfield station roof.
Thornhill, L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
Thornhill Junction and Midland Junction.	All.	7 00 to 19 00, demolition of Bridge No. 209 at 41 m. 15 chs. Cranes in use as required. Contractor's workmen on site. Side clearances reduced, trainmen not to put their heads out.
Dewsbury, East Junction.	All.	7 00 to 17 00, reinstating former Headfield Branch between Headfield Junction and Dewsbury Railway Street. Crane in use. (See Section C.) Commencing Monday, 2nd November.
Healey Mills.	All.	8 00 to 20 00, preparatory work for signalling control alterations. Until Friday, 6th November.
Thornhill Junction and Horbury, Station Junction.	All.	7 00 to 17 00, excavating for and laying concrete ducts for propane gas pipes and installing point heaters between 41 and 44 m.p.
<b>SUNDAY, 1st NOVEMBER.</b>		
Milner Royd Junction and Greetland, No. 1.	Down Main.	7 30 to 17 00, changing rails between 30 m.p. and 30 m. 67 chs. Both Signal Boxes open.
Thornhill Junction and Midland Junction.	Down Fast and Up Slow (BLOCKED). Down Slow and Up Fast (BETWEEN TRAINS).	6 00 to 18 00, erecting trestle prior to demolition of Bridge No. 209 at 41 m. 15 chs. All traffic to travel over the Down Slow and Up Fast lines.



At or between	Lines affected	Remarks
<b>DIGGLE to MIRFIELD (HEATON LODGE JUNCTION)—continued.</b>		
<b>MONDAY to FRIDAY, 2nd to 6th NOVEMBER.</b> Diggle and Marsden.	Down and Up Slow (BLOCKED).	10 00 to 16 00 each day, repairs to track and drains in Standedge Slow Tunnel between 15 and 18½ m.p. Mechanical excavator and Wickham trolley in use. All traffic to travel over the Down and Up Fast lines.
<b>PENISTONE NORTH (Excl.) to HUDDERSFIELD (SPRINGWOOD JUNCTION).</b>		
<b>MONDAY and TUESDAY, 2nd and 3rd NOVEMBER.</b> Stocksmoor.	All.	7 30 to 17 00 each day, preparing for signalling alterations. Signal Box open.
<b>WEDNESDAY, 4th NOVEMBER.</b> Stocksmoor.	All.	7 30 to 17 00, abandonment of signal box. (See Section C.) Signal Box open.
<b>THURSDAY and FRIDAY, 5th and 6th NOVEMBER.</b> Shepley.	All.	7 00 to 17 00 each day, preparing for signalling alterations. Signal Box open.
Stocksmoor.	All.	7 00 to 17 00 each day, recovering material.
<b>HOLMFIRTH BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Brockholes Junction and Holmfirth.	Single.	7 30 to 17 00, removing abandoned track between 4½ and 6 m.p. Crane in use as required. Contractor's workmen on site.
<b>SPEN VALLEY JUNCTION to FARNLEY JUNCTION (via HECKMONDWIKE).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Spen Valley Junction and Heckmondwike, Spen Goods.	Down and Up Main.	7 30 to 18 00, laying gas pipe between ½ and ½ m.p. Excavations in progress. Contractor's workmen on site.
<b>TUESDAY and WEDNESDAY, 3rd and 4th NOVEMBER.</b> Birstall Town.	All.	7 30 to 17 00, alterations to signalling. (See Section C.) Signal Box open.
<b>THURSDAY and FRIDAY, 5th and 6th NOVEMBER.</b> Gomersal.	All.	7 30 to 17 00, alterations to signalling. (See Section C.) Signal Box open Thursday.



## Section C—

## SIGNALLING AND PERMANENT WAY ALTERATIONS

*\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.*

## DETAILS OF WORK REFERRED TO IN SECTION B.

**SUNDAY, 1st NOVEMBER.—BEVERLEY NORTH.**—5 Up Main Outer Home signal will be replaced by a colour light signal 200 yards further from Signal Box. 4 Up Main Distant will be moved 165 yards further from Signal Box. (47)

**SUNDAY, 1st NOVEMBER.—HEALEY MILLS YARD.**—H.M. 139. Engine release line No. 1 to Down Fast or Down Slow or Engine line R will be reduced in height to three feet with subsidiary signal and route indicator above on the right of main signal, same distance from Signal Box. (47)

H.M. 141. Engine release line No. 2 to Down Fast or Down Slow or Engine line R. Repositioned between Engine Release line No. 1 and Engine Release line. No 2 and reduced in height to three feet with subsidiary signal and route indicator above on the right of main signal, same distance from Signal Box. (47)

**MONDAY, 2nd NOVEMBER.—BRAYTON.**

Points spiked normal pending removal.

12 Branch Sidings —Branch.

15 Traps in Branch Sidings.

Signals dispensed with.

10 Branch to Shunt Spur.

14 Sidings to Down Main or Shunt Spur.

17 Shunt Spur to Branch or Sidings.

24 Up Main to Sidings. (47)

**MONDAY, 2nd NOVEMBER.—DEWSBURY EAST JUNCTION.**—The East Shunt Neck will be broken at Headfield Junction and slewed into the alignment of the new Single line towards Dewsbury Railway Street, forming the commencement of the Single line. (47)

**TUESDAY, 3rd NOVEMBER.—GOMERSAL.**—Signal Box and all signals dispensed with. All points spiked normal pending removal. (47)

**WEDNESDAY, 4th NOVEMBER.—STOCKSMOOR.**—Signal Box and all signals dispensed with.

Points spiked normal pending removal.

8 Up Main—Down Main.

Altered Points.

6 Up Main—Up Sidings worked from a single lever ground frame on Up side of line 22 yards East of former Stocksmoor Signal Box and released by Annetts Key held at Brockholes Junction Signal Box. (47)

**THURSDAY, 5th NOVEMBER.—BIRSTALL TOWN.**—Signal Box and all signals dispensed with. All points spiked normal pending removal. (47)

## DETAILS OF WORK ALREADY CARRIED OUT

**HENWICK HALL.**

Points dispensed with.

11 Mains Crossover.

17 Down Main to Down Sidings.

Signals dispensed with.

10 Shunting Up to Down Main.

12 Shunting Down to Up Main.

16 Down Sidings to Down Main.

18 Down Main to Down Sidings.

7 Down Main Home.

23 Up Main Starting. (45)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**HOLGATE CATTLE DOCK.**—No. 3 Siding has been taken out and the hand-operated points dispensed with. (44)

**CROSS GATES.****Points dispensed with.**

- 24/25 Down Main—Down Branch.
- 27 Siding to Down Branch.
- 30 Fast Crossover.
- 32 Up Main—Up Slow.

**Signals dispensed with.**

- 11 Down Fast to Down Branch Home.
- 12 Down Slow to Down Branch Home.
- 13 Down Branch Starting.
- 26 Shunting Down Siding to Down Branch.
- 28 Shunting Down Branch to Siding.
- 29 Shunting Up to Down Fast.
- 31 Shunting Down to Up Fast.
- 51 Up Branch to Up Slow Home.
- 53 Up Branch to Up Fast Home.
- 54 Up Branch Outer Home.
- 55 Up Branch Distant.

(45)

**HEDON AND WITHERNSEA.**—In connection with the introduction of One Engine in Steam Working between Hedon and Withernsea the following signalling alterations have taken place. The Up Main between Hedon and Withernsea has been abandoned and the Down Main has become Up and Down line.

**Magdalen Gate Box (Between Hedon and Rye Hill).**

Level crossing gates are padlocked across railway and worked by hand as required.

Arms have been removed from Down and Up Home signals.

A telephone and stop board lettered "STOP AND TELEPHONE FOR SIGNALMAN'S PERMISSION TO PROCEED" have been provided at the East side of the crossing. Telephone communicates with Hedon Signal Box.

**Rye Hill and Burstwick.**

Level crossing gates have been disconnected, padlocked across railway and are worked by hand as required.

**Points dispensed with (spiked normal pending removal).**

- 7 Mains Crossover.
- 18 Up Main to Down/Up Main.

**Altered Points.**

- 10 Goods Yard trap points are spiked reverse.
- 10 Down Main to Goods Yard are hand-operated and provided with a red marker post.

All signal arms, except Down and Up Distant, have been removed.

**Burstwick Lane Gate Box (Between Rye Hill and Keyingham).**

Level crossing gates are padlocked across railway and worked by hand as required.

Down and Up Home signal arms have been removed.

**Keyingham.**

Level crossing gates have been disconnected, padlocked across railway and are worked by hand as required.

**Points spiked pending removal.**

- 12 Mains Crossover (spiked normal).
- 15 Up Main to Dock (dispensed with).
- 22 Down Main to Goods Yard (spiked reverse).

**Altered Points.**

- 24 Down Main to Goods Yard are fitted for hand working and provided with a red marker post.

All signal arms, except Down and Up Distant and all disc signals, dispensed with.



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**Ottringham.**

Level crossing gates have been disconnected, padlocked across railway and are worked by hand as required.

**Points spiked pending removal.**

- 5 Mains Crossover (spiked normal).
- 11 Down Main to Up/Down Main ('B' end spiked reverse).
- 18 Down Siding Trap points (spiked reverse).
- 20 Coal Depot Trap points (spiked reverse).

**Altered Points.**

- 20 Down Siding to Coal Depots are hand-operated.
- 11 Points ('A' end) are hand-operated and provided with a red marker post.

All signal arms removed (except the Down Distant and Up Distant) and all disc signals dispensed with.

**Ottringham Baulk Gate Box (Between Ottringham and Winestead).**

Level crossing gates are padlocked across railway and worked by hand as required. Arms have been removed from Down and Up Home signals.

**Ings Lane Crossing (Between Ottringham and Winestead).**

Notice Boards have been provided, lettered "STOP. WHISTLE. PROCEED CAUTIOUSLY IF CROSSING CLEAR".

**New Signals.**

- Down Distant—On post of Ottringham Baulk Up Home.
- Up Distant—On post of Winestead Down Home.

**Winestead.**

Level crossing gates have been disconnected, padlocked across railway and are worked by hand as required.

**Points (spiked normal pending removal).**

- 7 Down/Up Main—Up Main.

All signal arms have been removed, except Down and Up Distant.

**Patrington.****Points (spiked pending removal).**

- 2 Up Main to Dock (spiked normal).
- 4 Mains Crossover West (spiked normal).
- 16 Up Main to Siding (spiked normal).
- 19 Down Main to Coal Depot (spiked reverse).
- 21 Mains Crossover, East ('A' end spiked reverse).

**Altered points.**

- 21 Mains Crossover East are hand operated and provided with a red marker post.
- All signal arms and all discs dispensed with.

**Withernsea.****Points spiked pending removal.**

- 22 Depot to Down/Up (spiked reverse).
- 29 Facing Down/Up (spiked reverse).
- 30 Down Main—Excursion Platforms (spiked normal).

**Altered Points.**

- 22 Down/Up to Depot is hand-operated.
- All signal arms and all discs dispensed with.

(46)

**WILMINGTON AND HORNSEA.**—In connection with the introduction of One Engine in Steam working between Wilmington and Hornsea the following signalling alterations have taken place. The Up Main between Stoneferry and Hornsea Bridge Goods has been abandoned and the Down Main has become Up and Down line.

**Stoneferry.**

Level crossing gates have been disconnected from signal box, padlocked across railway and are worked by hand as required.

**Points spiked reverse pending removal.**

- 10 Mains Crossover ('A' end).
- 13 Down Main—Goods Branch ('B' end).



**DETAILS OF WORK ALREADY CARRIED OUT—continued.****Altered Points.**

10 ('B' end) fitted as spring points held reverse.

13 ('A' end) are hand operated and a red marker post provided.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Sutton Road Gate Box (between Stoneferry and Sutton).**

Level crossing gates have been padlocked across railway and are worked by hand as required.

Arms have been removed from the Down and Up Home signals.

**Sutton.****Points dispensed with (spiked reverse pending removal).**

10 Down Main Goods Yard ('B' end).

8 Mains Crossover ('B' end).

**Altered Points.**

8 points are hand operated, and a red marker post provided.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Swine.**

Level crossing gates have been disconnected from signal box, padlocked across railway and are worked by hand as required.

**Points dispensed with (spiked normal pending removal).**

20 Mains Crossover.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Swine Green Lane (between Swine and Skirlaugh).**

Notice boards have been provided lettered "STOP. WHISTLE. PROCEED CAUTIOUSLY IF CROSSING CLEAR".

**Skirlaugh Gate Box (between Swine and Ellerby).**

Level crossing gates have been padlocked across railway and are worked by hand as required.

Arms of Down and Up Home signals dispensed with.

**Ellerby West Gate Box (between Swine and Ellerby).**

Level crossing gates have been padlocked across railway and are worked by hand as required.

Arms of Down and Up Home signals dispensed with.

**Ellerby.**

All signal arms have been dispensed with and points spiked normal pending removal.

**Whitedale.**

Level crossing gates have been disconnected from signal box, padlocked across railway and are worked by hand as required.

**Points (spiked reverse pending removal).**

21 Goods Yard to Down Main.

23 Mains Crossover ('A' end).

23 points ('B' end) are hand operated and provided with a red marker post.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Sigglesothorne.**

Level crossing gates have been padlocked across railway and are worked by hand as required.

**Points (spiked normal pending removal).**

11 Mains Crossover.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Wassand Low Gate Box (between Sigglesothorne and Hornsea Bridge).**

Level crossing gates have been padlocked across railway and are worked by hand as required.

**Wassand High Gate Box (between Sigglesothorne and Hornsea Bridge).**

Level crossing gates have been padlocked across railway and are worked by hand as required.

Arms have been removed from the Down and Up Home signals.

**Hornsea Bridge Goods.****Points dispensed with (spiked reverse pending removal).**

6 Down Main to Goods Yard ('A' end).

10 Mains Crossover ('B' end).

15 Mains Crossover and 10 points ('B' end) are hand operated.

All signal arms and disc signals dispensed with.

**Hornsea.**

All points and signals have been dispensed with.



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**ALEXANDRA DOCK.**

Points dispensed with.

63 Down Pier Line—Coal Stage.

Signals dispensed with.

62 From Coal Stage.

'C' symbol in route indicator on 77 Down Pier Line signal.

(44)

**HEALEY MILLS YARD.**—HM 138 Engine Line Q to Down Fast or Down Slow or Engine Line R Colour Light with route indicator above and subsidiary below, sited between Engine Line Q and Engine Release Line No. 1, has been repositioned left-hand of Engine Line Q, height 3 ft. 0 in., with subsidiary and route indicator on the right, same distance from the Signal Box.

(46)

**SPEN VALLEY JUNCTION TO HEATON LODGE JUNCTION.****HEATON LODGE.**

Signal Box and all signals with the exception of those transferred to Spen Valley Junction Box have been dispensed with and all points spiked normal pending removal.

**SPEN VALLEY JUNCTION.**

The control from Heaton Lodge Signal Box on the Down Fast and Down Slow Homes and Distant signals has been dispensed with.

Signals dispensed with.

7 Up Fast to Slow Distant.

7 Up Slow Distant.

11 Up Fast Distant.

Control of signals transferred from Heaton Lodge.

7 Up Slow Distant }

11 Up Fast Distant }

(below Heaton Lodge Junction Starting signals).

Altered Signals.

34/36/38 and 41/44 Down Fast and Down Slow Home colour light signals are now 3-aspect signals also controlled as Distant for Heaton Lodge Junction.

**HEATON LODGE JUNCTION.**

Signals dispensed with.

67 Down Fast Inner Distant.

67 Down Slow to Fast Inner Distant.

80 Down Slow Inner Distant.

(45)

**KIRKHEATON GROUND FRAMES.**—Ground Frame No. 2 has been dispensed with and points spiked normal pending removal. Ground Frame No. 3 has been renumbered No. 2.

Altered Points.

2 Sidings end have become Trap Points.

(46)



# SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified. Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signalman ahead.

### ★WAKEFIELD WESTGATE.

Commencing 8 00, Monday, 2nd November, the siding adjacent to the Cattle Dock Siding will be spiked out of use together with the connections from the Cattle Dock to this Siding. (47)

### ★WORTLEY SOUTH.

Commencing 8 00, Monday, 2nd November, Nos. 2, 3 and 4 West Yorkshire Sidings will be spiked out of use pending removal. (47)

### \*\*\*CASTLETON BRIDGE SIDINGS.

Nos. 1, 2, 4, 6, 8 and 10 Sidings have been spiked out of use pending removal. (44)

### HARROGATE STATION.

No. 6 Platform line has been brought into use but must not be utilised for the arrival of loaded passenger trains.

### LEEDS CITY SOUTH.

Until further notice, subsidiary aspects will be used to authorise movements to No. 16 platform when the line is clear to the buffer stops in addition to the occasions when the line is occupied.

Drivers must at all times be prepared to find this line occupied and to stop short of any vehicle that may be ahead.

### HEDON—WITHERNSEA. WILMINGTON—HORNSEA.

One Engine in Steam working operates over the above mentioned sections of line. Fixed distant signals are retained to indicate the location of level crossings, which are operated by trainmen. All points retained are hand operated and their location is indicated by a red marker post. Before passing over any facing points, drivers must satisfy themselves that the points are in the correct position.

A District Relief Porter travels with each train to assist with the operation of the level crossing gates.

At the following level crossing, where the gates are not kept across the railway, drivers must stop and after ensuring the crossing is clear, whistle before proceeding cautiously over the crossing in accordance with the instructions on the notice board at the crossings:—

Patrington, Ings Lane (Withernsea Branch).  
Swine, Green Lane (Hornsea Branch).

### WAKEFIELD M.P.D.

Contractors are engaged demolishing the former Enginemen's Hostel. Persons walking or working in the vicinity to exercise care.

### GOOLE.

Until further notice, the decking is being removed from the centre jetty on Goole Swing Bridge No. 5. All personnel are requested to take particular care.

### ★CITY ROAD.

Commencing 8 00, Monday, 2nd November, Nos. 1, 2, 3, 4 and 6 Gullet Roads and Nos. 5 and 7 Coal Roads will be spiked out of use pending removal. (47)

### ★MYTHOLMROYD.

Commencing 8 00, Monday, 2nd November, Nos. 5 to 9 (inclusive) Up Sidings will be spiked out of use pending removal and the Arrival Road and Nos. 1 to 4 Sidings will be terminated at the East End and buffer stops erected approximately 420 yards from the West End connections. The Cripple Sidings on the Up Side will be spiked out of use pending removal. (47)



# SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified. Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signaller ahead.

### ★WAKEFIELD WESTGATE.

Commencing 8 00, Monday, 2nd November, the siding adjacent to the Cattle Dock Siding will be spiked out of use together with the connections from the Cattle Dock to this Siding. (47)

### ★WORTLEY SOUTH.

Commencing 8 00, Monday, 2nd November, Nos. 2, 3 and 4 West Yorkshire Sidings will be spiked out of use pending removal. (47)

### \*\*\*CASTLETON BRIDGE SIDINGS.

Nos. 1, 2, 4, 6, 8 and 10 Sidings have been spiked out of use pending removal. (44)

### HARROGATE STATION.

No. 6 Platform line has been brought into use but must not be utilised for the arrival of loaded passenger trains.

### LEEDS CITY SOUTH.

Until further notice, subsidiary aspects will be used to authorise movements to No. 16 platform when the line is clear to the buffer stops in addition to the occasions when the line is occupied.

Drivers must at all times be prepared to find this line occupied and to stop short of any vehicle that may be ahead.

### HEDON—WITHERNSEA. WILMINGTON—HORNSEA.

One Engine in Steam working operates over the above mentioned sections of line. Fixed distant signals are retained to indicate the location of level crossings, which are operated by trainmen. All points retained are hand operated and their location is indicated by a red marker post. Before passing over any facing points, drivers must satisfy themselves that the points are in the correct position.

A District Relief Porter travels with each train to assist with the operation of the level crossing gates.

At the following level crossing, where the gates are not kept across the railway, drivers must stop and after ensuring the crossing is clear, whistle before proceeding cautiously over the crossing in accordance with the instructions on the notice board at the crossings:—

Patrington, Ings Lane (Withernsea Branch).

Swine, Green Lane (Hornsea Branch).

### WAKEFIELD M.P.D.

Contractors are engaged demolishing the former Enginemen's Hostel. Persons walking or working in the vicinity to exercise care.

### GOOLE.

Until further notice, the decking is being removed from the centre jetty on Goole Swing Bridge No. 5. All personnel are requested to take particular care.

### ★CITY ROAD.

Commencing 8 00, Monday, 2nd November, Nos. 1, 2, 3, 4 and 6 Gullet Roads and Nos. 5 and 7 Coal Roads will be spiked out of use pending removal. (47)

### ★MYTHOLMROYD.

Commencing 8 00, Monday, 2nd November, Nos. 5 to 9 (inclusive) Up Sidings will be spiked out of use pending removal and the Arrival Road and Nos. 1 to 4 Sidings will be terminated at the East End and buffer stops erected approximately 420 yards from the West End connections. The Cripple Sidings on the Up Side will be spiked out of use pending removal. (47)



## MISCELLANEOUS NOTICES—continued.

## GREETLAND.

Until further notice, Contractor's vehicles will be using the level crossing between Greetland Goods Yard and the former Engineer's Storeyard from 7 00 to 17 00 each day. Enginemen keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

## ★BRIGHOUSE.

Commencing 8 00, Monday, 2nd November, Nos. 1 and 2 Stone Sidings will be spiked out of use and No. 3 Siding will be shortened to a point 30 yards beyond the crane and buffer stops erected. Nos. 1 and 6 Coal Yard and the Siding adjacent to the warehouse will be spiked out of use pending removal. (47)

## ★THORNHILL JUNCTION.

Commencing 8 00, Monday, 2nd November, Nos. 4, 5, 6 and 7 Down Sidings will be spiked out of use pending removal. (47)

## \*\*\*LIGHTCLIFFE.

The connections to Nos. 1 and 2 Coal Drops at present spiked normal have been reinstated and the Sidings brought into use. (44)

## ★LONGWOOD GOODS.

Commencing Monday, 2nd November, the short siding adjacent to the Warehouse Road will be spiked out of use pending removal. The Warehouse Road will be terminated by the erection of buffer stops at the east end of the Warehouse. The Sidings between the Main line and the former coal drops will be spiked out of use and abandoned. (47)

## ★HUDDERSFIELD.

Commencing 8 00, Monday, 2nd November, the Turntable in the Passenger Yard and the four sidings radiating therefrom will be abandoned. (47)

## \*\*\*NETHERTON.

The connections to the Coal Siding have been spiked out of use pending removal. (44)

## \*\*\*BERRY BROW.

The connections from the Down Main to the Goods Yard have been spiked normal pending removal. (44)

## \*\*\*HONLEY.

All connections from the Main lines to the Down and Up Sidings have been spiked out of use pending removal. (44)

## \*\*\*BROCKHOLES.

The connections from the Down Main to the Down Sidings have been spiked out of use pending removal. (44)

## \*\*\*DENBY DALE.

The connections from the Up Main to the Goods Yard have been spiked out of use pending removal. (44)

## CUDWORTH YARD NORTH.

Contractor's vehicles are travelling over the formation of the former N.C. B. Railway (which led from Wharnccliffe Woodmoor Colliery towards Cudworth Yard North), and thence adjacent to the running line between Royston M.P.D. and Cudworth Yard North in order to gain access to the site of a tower being constructed nearby.

## WHITEHALL JUNCTION.

The Ground Frame to Monk Bridge Sidings has been damaged, and is out of order until further notice.

## BEN RHYDDING.

No. 2 Siding has been abandoned and the connections thereto spiked out of use pending removal. (46)



★ Page 312 (Page 82, Supplement No. 2).

**DELETE:—"BULLCROFT AND THORPE MARSH POWER STATION" item.**

**INSERT:—**

### **THORPE MARSH POWER STATION.**

Commencing on 2nd November, 1964, this power station will be worked by the Permanently Coupled "Raft" discharge system under which B.R. locomotives will haul trains over the reception hopper and stop at intervals while wagons are discharged. When this is complete, locomotives will run round the empty train and work out.

To avoid loss of time by having to reverse the brakevan, it is desirable for trains to be provided with a brakevan at each end.

Inward trains must be worked over the Arrival Siding from Bullcroft Junction Signal Box and must return on the Departure Siding.

In due course all signals and points within the power station will be power worked from the C.E.G.B. Control but until this system is completed temporary conditions will apply with running colour light signals maintained at danger and telephones provided for trainmen to obtain instructions from the C.E.G.B. hopper controller. All points will be hand operated and their position must be checked before passing over in the facing direction.

The internal layout, illustrated on following page, consists of a Reception Line (and Emergency Reception Loop with entrance points clamped) leading to two hopper lines converging into a spur for the use of locomotives to run round trains. The weighbridge is situated on a separate loop line. There is also a Departure Line (and Emergency Departure Loop with entrance points clamped) leading on to the Departure Siding to Bullcroft Junction Signal Box.

The temporary method of working will be:—

After passing Bullcroft Junction, trains to proceed via the Arrival Siding and Reception Line up to No. 1 Colour Light signal controlling the entrance to the power station. This signal will show a permanent red indication and, on arrival, drivers must obtain instructions from the C.E.G.B. hopper controller by the telephone provided.

For discharge on Line "A" the instructions may be to proceed to Signal No. 8 and again obtain instructions by telephone, or pass this signal at danger and run over the hopper. In either case it will be necessary to check the position of the facing crossover points beyond No. 1 signal.

To discharge on Line "B" it will be necessary to operate or check that the points beyond No. 1 signal are properly set for Line "B" and proceed forward to No. 7 signal for further instructions, unless authority has previously been given to pass this at danger and run over the hopper. After passing No. 7 signal, the position of the facing crossover points on the approach side of the hopper must be checked.

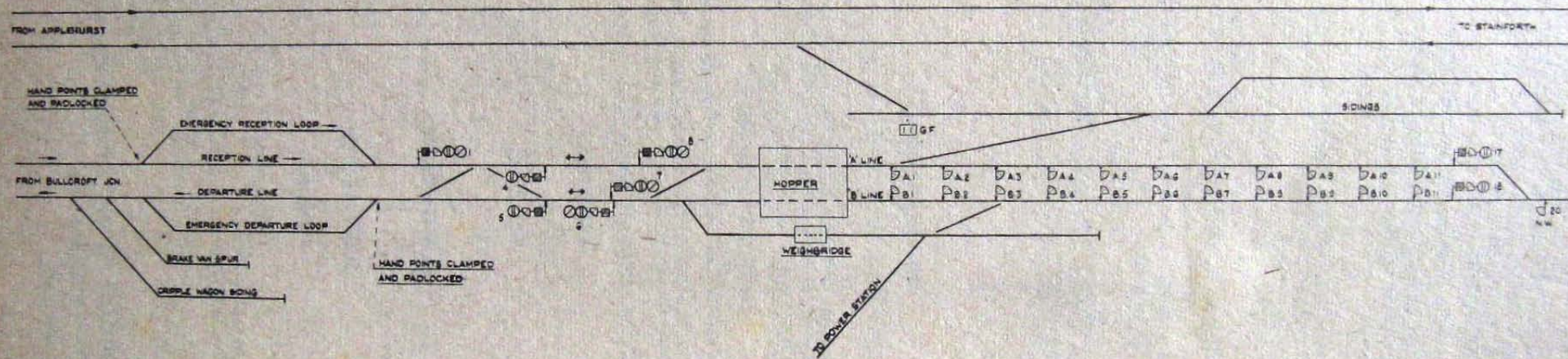
The series of ground signals beyond the hopper are for the purpose of controlling the movements of trains during discharge. After passing over the hopper, drivers must stop with the front of the locomotive opposite Signal A.1 or B.1. C.E.G.B. staff will then discharge the wagons standing over the hopper and, when complete, the hopper controller will clear No. 1 Ground Signal for the train to proceed forward to No. 2 Ground Signal. These signals are 100 feet apart, thus enabling four wagons to be positioned over the hopper with each forward movement. As the discharge of each raft of wagons is completed, ground signals will be individually cleared until all wagons on the train are empty. The ground signals will then be individually cleared up to No. 11 to authorise the driver to proceed forward to Colour Light Signal No. 17 or 18 which will both show a permanent red indication. The driver should then communicate with the hopper controller by using the telephone provided at No. 17 signal and obtain permission to work the locomotive light into the spur and run round via the empty hopper line and hand worked crossover points on the approach side of the hopper.

When the locomotive has been re-attached, the driver must obtain permission from the hopper controller before departure.

If the train is on "A" Line, this departure can be via the first set of crossover points to the extension of "B" Line with authority to pass No. 6 Colour Light signal at danger, then further authority must be obtained to pass No. 5 Colour Light signal at danger; or via the extension of "A" Line to the next facing crossover, in which case authority must be obtained to pass No. 4 Colour Light signal at danger. IN EITHER CASE BEFORE PASSING NOS. 4 OR 5 SIGNALS THE POSITION OF THE FACING CROSSOVER POINTS BEYOND MUST BE CHECKED TO ENSURE THEY ARE PROPERLY SET FOR THE DEPARTURE LINE.



# THORPE MARSH POWER STATION TEMPORARY WORKING ARRANGEMENTS



- ① RED ASPECT MAINTAINED FOR TEMPORARY WORKING
- ⊠ TELEPHONE
- NW NOT WORKED
- ALL PONTS HAND WORKED



FOR THE INFORMATION OF RAILWAY STAFF ONLY

**NE/S**

No. 45

S-1

*Mr. York - Pass*

**BRITISH RAILWAYS**

**NORTH EASTERN REGION—SOUTHERN SECTION**

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 7th November, 1964 to  
Friday, 13th November, 1964 inclusive**

R95

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-6

At or between

Lines affected

Remarks

**SHAFTHOLME to NORTHALL**  
**SUNDAY, 8th NOVEMBER.**

Chaloners Whin.

York, Station.

Pilmoor and Thirsk.

Pilmoor.

Thirsk and Longlands Junction.

Northallerton and Thirsk.

Otterington.

**ERTON—continued**

Down and Up  
Doncaster.

No. 9 Platform  
(South End)  
between Signals  
Nos. 101 and 124  
(BLOCKED).

Down Slow  
(BLOCKED).  
Down Fast  
(BETWEEN  
TRAINS).

Down Slow

Down Fast  
(BLOCKED).

Up Fast  
(BLOCKED).

Down and Up  
Fast and Down  
and Up Slow.

7 00 to 17 00, regauging points Nos. 405 and 406.

8 00 to 16 30, cleaning gutters, glass and painting. Ladders and trestles in use. Trains to be replatformed as necessary.

7 00 to 15 00, taking out connections at 16 m. 10 chs. Mobile road crane in use. (See Section C.) All Down traffic to travel over the Down Fast line.

7 00 to 15 00, alterations to signalling. (See Section C.)

4 00 to 13 00, taking out connections at Otterington between 26 m. 33 chs. and 27 m. 13 chs. Crane in use. (See Section C.) All traffic to travel over the Down and Up Slow lines.

4 00 to 13 00, alterations to signalling. (See Section C.)

**YORK YARDS.**

**DAILY UNTIL FURTHER NOTICE.**

York Yard, South.

All.

8 00 to 20 00, modifications to signalling circuits. Signal Box open.

**CARCROFT (CASTLE HILLS) to LEEDS (CENTRAL).**

**DAILY UNTIL FURTHER NOTICE.**

Adwick Junction and Moorhouse Junction.

Down and Up  
Main.

7 30 to 17 00, taking down brick piers at 163 m. 28 chs. Ladders in use.

South Elmsall and South Kirkby Junction.

Down and Up  
Main.

Re-building abutments, Bridge No. 27, at 165 m. 48 chs. Scaffolding erected. Mechanical equipment in use.

Hemsworth, South.

All.

7 00 to 17 00, installing underground cables for electricity supply to Signal Box at 166 m. 64 chs. Contractors' workmen on site.

Hare Park and Westgate South.

Down and Up  
Main.

7 30 to 17 00, repairs to Bridge No. 51 between 172 m. 54 chs. and 172½ m.p.

Sandal and Westgate, South

Down and Up  
Main.

8 00 to 17 00, repairing Wakefield Viaduct Bridge No. 2A between 175 m. 37 chs. and 175 m. 48 chs.

Wortley, South and Holbeck.

All.

7 30 to 18 00, excavating for and installing underground gas main alongside and under tracks at 184 m. 46 chs. Mechanical plant in use as required. Contractor's workmen on site. Commencing Monday, 9th November.



At or between	Lines affected	Remarks
<b>YORK to SCARBOROUGH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Haxby, Station.	Down and Up Main.	7 00 to 17 00, demolition of platforms. Excavator in use.
Barton Hill, Station.	Down and Up Main.	7 00 to 17 00 (except Sat.), demolition of Down and Up Platforms. Excavator in use.
Crambeck and Malton, West.	Down and Up Main.	7 00 to 17 00, demolishing Huttons Ambo Station platforms. Excavator in use. Commencing Monday, 9th November.
Malton, West and East.	All.	7 30 to 17 00, preparatory work for alterations to signalling and interlocking.
<b>SUNDAY, 8th NOVEMBER.</b>		
Kirkham Abbey and Malton, West.	Down Main (BLOCKED). Up Main (BETWEEN TRAINS).	6 00 to 17 00, demolishing the Down platform at Huttons Ambo. Excavator in use. Single Line Working by Pilotman over the Up Main line. Both Signal Boxes open.
<b>MONDAY, 9th NOVEMBER.</b>		
Haxby.	All.	8 00 to 16 00, alterations to signalling. (See Section C.)
Kirkham Abbey.	Up Main.	8 30 to 15 00, alterations to signalling. (See Section C.)
<b>MONDAY to FRIDAY, 9th to 13th NOVEMBER.</b>		
Huttons Ambo.	Down and Up Main.	8 00 to 16 00 each day, taking out switches and crossings. Crane in use.
<b>TUESDAY, 10th NOVEMBER.</b>		
Flaxton.	All.	8 00 to 16 00, alterations to signalling. (See Section C.)
<b>CHURCH FENTON NORTH to WETHERBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Thorp Arch, West and Walton Gates.	Down and Up Main.	Laying water main under track at 8 m. 74 chs. Contractor's workmen on site.
Wetherby, Sidings.	Up Sidings Nos. 1, 2 and 3.	Construction of surface water sewer. Contractor's workmen on site.
<b>MONDAY, 9th NOVEMBER.</b>		
Church Fenton, North and Wetherby.	Single.	7 30 to 16 30, loading redundant materials by train on 'dead' line.
<b>THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
L.N.W. Junction and Dewsbury, No. 2.	Down and Up Main.	7 30 to 17 00, renewing parapet fence on Bridge No. 6 between 32½ and 32¾ m.p.



At or between	Lines affected	Remarks
<b>THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY—continued.</b>		
<b>SUNDAY, 8th NOVEMBER.</b>		
L.N.W. Junction and Dewsbury, No. 2.	Down Main (BLOCKED) Up Main (BETWEEN TRAINS).	7 00 to 17 00, realigning track over Bridge No. 8 between 32½ and 33 m.p. All Down Through traffic diverted. See separate advice for altered train arrangements. Single Line Working by Pilotman over the Up Main line for other traffic. Dewsbury, No. 2 Signal Box open.
Lady Anne Crossing and Morley Low.	Down and Up Main.	7 00 to 16 30, track maintenance in Morley Tunnel between 36 and 38½ m.p. Rail motor in use.
Leeds City, West.	All.	6 30 to 18 00, preparing for signalling alterations.
Leeds City, West.	Nos. 7, 8 and 10 Platforms (BLOCKED as required by local arrangement).	7 00 to 17 00, erecting new buffer stops. Crane in use. Trains to be replatformed as necessary.
Cross Gates.	All.	6 30 to 17 00, changing points and timbers at 16 m.p.
Hagg Lane.	Down and Up Main.	3 45 to 16 00, taking out connections between 5 m. 69 chs. and 5 m. 49 chs. Crane in use. All traffic other than booked passenger trains to be retimed or diverted.
Hagg Lane and Thorpe Gates.	Down Main.	7 00 to 16 00, on track tamping machine in use between 5½ and 5¼ m.p. Hagg Lane Signal Box open.
Brough, West.	All.	7 30 to 17 00, removing smoke plates from Bridge No. 23 at 10 m. 49 chs. Signal Box open.
Hessle, East.	All.	7 30 to 17 00, alterations to signalling. (See Section C.)
<b>NEVILLE HILL WEST to HUNSLET EAST.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Neville Hill, West and Hunslet, East.	Down and Up Main.	7 30 to 17 00, painting Bridge No. 6 at 0 m. 46 chs. Ladders and trestles in use. Contractor's workmen on site.
<b>NORMANTON (ALTOFTS) to YORK (CHALONERS WHIN).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Fryston and Burton Salmon.	Down and Up Main.	7 00 to 18 00, renewing overhead cables between 17 m. 20 chs. and 17 m. 10 chs. Scaffolding erected. Contractor's workmen on site.



At or between	Lines affected	Remarks
<b>HULL YARDS—continued.</b>		
<b>SUNDAY, 8th NOVEMBER.</b>		
Hessle, East.	All.	7 30 to 17 00, alterations to signalling. (See Section C.)
Sculcoates and Springbank, North.	Up Main.	8 00 to 16 00, ballasting. Both Signal Boxes open.
<b>MONDAY, 9th NOVEMBER.</b>		
Springbank, West.	All.	7 30 to 17 00, alterations to signalling. (See Section C.)
<b>TUESDAY, 10th NOVEMBER.</b>		
Springhead, Locomotive.	All.	7 30 to 17 00, alterations to signalling. (See Section C.)
<b>THURSDAY, 12th NOVEMBER.</b>		
Springbank, North.	Down and Up Branch.	8 00 to 16 00, alteration signalling. (See Section C.)
<b>STAIRFOOT JUNCTION to UPTON &amp; NORTH ELM SALL (WRANGBROOK).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Stairfoot Junction and Cudworth, Yard South.	All.	8 00 to 17 00, cleaning and painting bridges between 55 m. 74 chs. and 55 m. 0 chs. Ladders and trestles in use.
<b>MOORHOUSE &amp; SOUTH ELM SALL to MOORHOUSE JUNCTION.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Moorhouse & South Elmsall and Moorhouse Junction.	Single and Sidings.	7 30 to 17 00, taking down brick piers at 0 m. 1 chs. Ladders in use.
<b>MOORHOUSE &amp; SOUTH ELM SALL to UPTON &amp; NORTH ELM SALL (WRANGBROOK).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Moorhouse & South Elmsall and Wrangbrook.	Single.	7 30 to 17 00, excavating for and laying drain alongside track between 0 and 1 m.p. Contractor's workmen on site.
<b>THORNE NORTH to STADDLER THORPE.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Thorne, North and Saltmarshes.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), painting signals, signal boxes, crossing gates, etc. Ladders and trestles in use.



At or between	Lines affected	Remarks
BRADFORD (ST. DUNSTANS) to THORNTON— DAILY UNTIL FURTHER NOTICE Clayton and Queensbury.	continued. CE—continued. Stage.	Rail centres erected in Clayton Tunnel and side clearance reduced. Enginemen and others concerned not to put their heads out when passing through.
SOWERBY BRIDGE (MILNER) to BRADFORD (EXCHANGE). DAILY UNTIL FURTHER NOTICE	ROYD JUNCTION ) CE.	
Halifax, South Parade.	No. 4 Open Shed Road (BLOCKED).	Renewal of roof gutters. Scaffolding erected. Ladders in use.
Hipperholme.	AIL	8 00 to 17 00, demolition of station buildings and removal of platform copings. Mechanical plant in use as required.
Lightcliffe.	Up Main.	7 30 to 17 00, repairs to platform wall and copings between 34 m. 63 chs. and 34 m. 64 chs.
Wyke and Low Moor, No. 1.	Down and Up Main.	Centering fixed in Wyke Tunnel between 36 and 37 m.p. Side clearance reduced. Trainmen not to put their heads out.
Bowling Junction and Mill Lane.	AIL.	7 00 to 17 00, demolition of former Coal Shoots Signal Box. Mechanical plant in use.
SUNDAY, 8th NOVEMBER.		
Low Moor, No. 4 and Bowling Junction.	Down and Up Main.	0 01 to 9 00, track maintenance and painting refuges in Bowling Tunnel between 38 and 39 $\frac{1}{4}$ m.p. Rail motor in use. Both Signal Boxes open.
Bradford, Exchange.	AIL.	7 30 to 17 00, testing track circuits.
HEBDEN BRIDGE to NORMAN TON, GOOSE HILL DAILY UNTIL FURTHER NOTICE		
Elland.	AIL.	7 00 to 17 00, removing abandoned track. Contractor's workmen on site.
Anchor Pit and Mirfield, No. 1.	Down and Up Slow.	7 30 to 18 00, laying gas pipe at bottom of embankment between 36 m. 44 chs. and 37 m. 17 chs. Excavations in progress. Contractor's workmen on site.
Bradley Wood Junction and Heaton Lodge Junction.	AIL.	7 30 to 17 00, demolition of former Cooper Bridge Signal Box at 36 m. 32 chs. Contractor's workmen on site. Mechanical equipment in use as required.



At or between	Lines affected	Remarks
<b>HUDDERSFIELD (SPRINGWOOD JUNCTION).</b>		
<b>PENISTONE NORTH (Excl.) to</b> <b>SUNDAY, 8th NOVEMBER.</b> Denby Dale and Penistone, North.	Up Main (BLOCKED).	7 30 to 17 00, relaying between 13 m. 22 chs. and 13 m. 34 chs. Single Line Work- ing over the Down Main line. Both Signal Boxes open.
<b>MONDAY to WEDNESDAY,</b> Clayton West, Junction.	9th to 11th NOVEMBER. All.	7 30 to 17 00 each day, preparing for alterations to signalling and interlocking.
Shepley.	All.	7 30 to 17 00 each day, preparing for signalling alterations. Signal Box open.
<b>MONDAY to FRIDAY, 9th to</b> Penistone, North and Denby Dale.	13th NOVEMBER. Down and Up Main.	7 30 to 17 00 each day, track maintenance between 11½ and 12 m.p. On track tamp- ing machine in use.
<b>THURSDAY, 12th NOVEMBER.</b> Clayton West, Junction.	All.	7 30 to 17 00, alterations to signalling and interlocking. (See Section C.)
Shepley.	All.	7 30 to 17 00, signalling alterations. (See Section C.) Signal Box open.
<b>FRIDAY, 13th NOVEMBER.</b> Shepley.	All.	7 30 to 17 00, recovering material.
<b>CLAYTON WEST BRANCH.</b>		
<b>MONDAY to WEDNESDAY,</b> Clayton West, Junction.	9th to 11th NOVEMBER. All.	7 30 to 17 00 each day, preparing for altera- tions to signalling and interlocking.
<b>THURSDAY, 12th NOVEMBER.</b> Clayton West, Junction.	All.	7 30 to 17 00, alterations to signalling and interlocking. (See Section C.)
<b>HOLMFIRTH BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b> Brockholes Junction and Holmfirth.	Single.	7 30 to 17 00, removing abandoned track between 4½ and 6 m.p. Crane in use as required. Contractor's workmen on site.
<b>MELTHAM GOODS BRANCH.</b>		
<b>MONDAY to FRIDAY, 9th to</b> Lockwood and Meltham.	13th NOVEMBER. Single.	8 00 to 18 00 each day, erecting overhead wires across track at 2 m. 48 chs. Con- tractor's workmen on site.



## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS CITY NORTH to SKIPTON (SNAYGILL) DAILY UNTIL FURTHER NOTICE—continued.	Down and Up Main.	Excavating for new Bridge at 212½ m.p. Mechanical excavator in use. Contractor's workmen on site.
Keighley, Station Junction and Steeton.	All.	7 00 to 17 00, removing abandoned track. Contractor's workmen on site.
Steeton.		
SUNDAY, 8th NOVEMBER.		
Wortley Junction and Guiseley Junction.	Down and Up Slow (BLOCKED).	8 00 to 17 00, examination of ventilating shafts in Thackley New Tunnel between 203½ and 204½ m.p. All traffic to travel over the Down and Up Fast lines.
Thwaites Junction and Keighley, Station Junction.	Down Main (BLOCKED).	6 00 to 17 00, repairs to Bridge No. 72B at 212 m. 12 chs. (Keighley Booking Office floor). Scaffolding erected. Single Line Working by Pilotman over the Up Main line. Thwaites Junction Signal Box open.
MONK SPRING JUNCTION to CUDWORTH STATION. DAILY UNTIL FURTHER NOTICE.	Down and Up Main.	8 00 to 16 00, repairs to Ardsley Tunnel between 173 m. 39 chs. and 173 m. 48 chs. Ladders in use.
Monk Spring Junction and Cudworth, Station.		
APPERLEY JUNCTION to EMBAY JUNCTION. THURSDAY and FRIDAY, 12th and 13th NOVEMBER.	All.	7 30 to 16 30 each day, alterations to signalling. (See Section C.) Signal Box open.
Bolton Abbey.		
SHIPLEY (LEEDS JUNCTION) to BRADFORD (FORSTER SQUARE) STATION. SUNDAY, 8th NOVEMBER.	All.	7 00 to 17 00, renewing overhead signal wires.
Shipley, Bradford Junction.	Down and Up Goods (BLOCKED).	7 30 to 17 00, changing switches, crossings and timbers between 206 m. 31 chs. and 206 m. 33 chs. All traffic to travel over the Down and Up Main lines. Shipley Goods Sidings Signal Box open.
Shipley, Bradford Junction and Manningham, Station Junction.		



## Section C—

## SIGNALLING AND PERMANENT WAY ALTERATIONS

*\*\*\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.*

## DETAILS OF WORK REFERRED TO IN SECTION B.

**SUNDAY, 8th NOVEMBER.—PILMOOR.**—Down Siding Ground Frame and connections dispensed with. (48)

**SUNDAY, 8th NOVEMBER.—OTTERINGTON.**—Up Sidings—Ground Frame, connections and associated signals dispensed with. Down Sidings—Ground Frame and connections dispensed with.

## Points dispensed with.

- 6 Mains Crossover (South of Signal Box).
- 8 Up Slow—Up Main.
- 9 Down Slow—Down Main (South of Signal Box).
- 13 Up Main—Up Slow.
- 16 Mains Crossover (North of Signal Box).
- 25 Down Slow—Down Main (North of Signal Box).

## Signals out of use.

- D26 Down Main to Down Slow.
- D26 BS Down Slow to Down Main.
- U26 Up Main to Up Slow.
- U26 BS Up Slow to Up Main.

## Signals dispensed with.

- 5 Shunting Up Main to Up Slow or Up Main or Down Main or Down Slow.
- 7 Shunting Down to Up Main.
- 10 Shunting Down Slow to Up Main.
- 11 Shunting Up Slow to Down Main or Up Main.
- 15 Shunting Up to Down Main.
- 17 Shunting Down to Up Main or Up Slow. (48)

**SUNDAY, 8th NOVEMBER.—HESSLE EAST.**—Priory Yard line and Down Mineral line abandoned. Buffer stops erected on the Up Mineral line, and on Nos. 1 and 2 Down Reception lines.

## Points spiked normal pending removal.

- 14 Up Goods—Up Mineral.
- 16 Up Goods—Priory Yard.
- 18 Priory Yard—Down Main.
- 19 Mains Crossover.
- 21 Down Goods—Down Mineral.
- 23 To Down Reception lines.
- 24 Down Goods—Down Reception lines.
- 39 Down Slow—Down Main.
- 44 Down Main from Down Slow trailing.

## Signals dispensed with.

- 1 Up Mineral to Up Goods Home.
- 2 Up Mineral to Priory Yard Home.
- 3 Up Mineral to Up Main Home.
- 9 Up Goods to Priory Yard Home.
- 17 Down Main to Up Main or Priory Yard.
- 20 Up Main to Down Main, Down Reception.
- 41 From Priory Yard. (48)

**MONDAY, 9th NOVEMBER.—HAXBY.**

## Points dispensed with.

- 8 Mains Crossover.
- 11 Down Main to Down Sidings.

## Signals dispensed with.

- 10 Down Main to Down Sidings.
- 12 Down Sidings to Down Main. (48)



# SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

### MONDAY, 9th NOVEMBER.—KIRKHAM ABBEY.

Points dispensed with.

5 Up Main to Up Siding.

Signals dispensed with.

4 Shunting Up Sidings to Up Main.

6 Shunting Up Main to Up Sidings.

(48)

MONDAY, 9th NOVEMBER.—SPRINGBANK WEST.—Signal box closed and all signal arms removed.

Points spiked normal pending removal.

15 Up Branch—Up Reception.

35 Down Goods—Down Reception.

39 Down Reception—Down Goods.

42 Down Goods—Up Goods or Up Siding.

44 Up Siding—Down Goods.

Points spiked reverse pending removal.

9 From Up Branch or Up Goods.

10 Down Goods—Down Branch.

23 Down Reception—Down Branch.

A telephone and illuminated notice board will be provided adjacent to the Down Reception line opposite the signal box. Notice board to read:—"TELEPHONE FOR PERMISSION TO PASS". Telephone will communicate with Springbank South Signal Box.

(48)

TUESDAY, 10th NOVEMBER.—FLAXTON.—30 Up Main Distant will be renewed at reduced height on same site.

5 Down Main Distant will be renewed at increased height 110 yards further from Signal Box.

(48)

TUESDAY, 10th NOVEMBER.—SPRINGHEAD LOCOMOTIVE.—Signal box closed, all signal arms removed and points spiked or fitted for hand working.

Points spiked reverse pending removal.

13 Up Goods—Up Main.

24 Down Goods—1, 2, 3 and 4 Sidings.

25 Down Main—Down Goods.

40 Up Main—Loco Shed (Shed end).

41 Mains Crossover (Down Main end).

Points fitted for hand working.

18 Down Loop—No. 4 Siding.

19 Down Loop—No. 3 Siding.

20 Down Loop—No. 2 Siding.

21 Down Loop—No. 1 Siding.

40 Up Main—Loco Shed (Slip end).

41 Mains Crossover (Up Main end).

(48)

### THURSDAY, 12th NOVEMBER.—SPRINGBANK NORTH.

Points spiked reverse pending removal.

20 Down South Branch—Down West Branch.

21 Up West Branch—Up South Branch.

23 Traps, Up West Branch.

Signal dispensed with.

38 Up Starting Main to Up West Branch (with Distant below).

(48)

### THURSDAY, 12th NOVEMBER.—CLAYTON WEST JUNCTION.

Signals dispensed with.

12 Up Main Inner Distant.

20 Down Main Inner Home.

Altered Nomenclature.

Old

11 Up Main Outer Distant.

21 Down Main Outer Home.

New

12 Up Distant.

21 Down Main Home.

(48)



## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

**THURSDAY, 12th NOVEMBER.—SHEPLEY.**—Signal box and all signals dispensed with.  
Points spiked normal pending removal.

- 8 Mains Crossover.
- 9 Up Siding and Down Main.
- 10 Up Sidings—Down Main.
- 14 Down Siding—Down Main.

A single lever ground frame released by Annetts Key from Brockholes Signal Box and standing adjacent to the Up Main 154 yards West of the former Shepley Signal Box operating points:—  
Up Main—Up Sidings. (48)

**THURSDAY, 12th NOVEMBER.—BOLTON ABBEY.**—Signal box and all signals dispensed with.  
Points spiked normal pending removal. (48)  
14 Mains Crossover.

## DETAILS OF WORK ALREADY CARRIED OUT

## \*\*\*HENWICK HALL.

Points dispensed with.

- 11 Mains Crossover.
- 17 Down Main to Down Sidings.

Signals dispensed with.

- 10 Shunting Up to Down Main.
- 12 Shunting Down to Up Main.
- 16 Down Sidings to Down Main.
- 18 Down Main to Down Sidings.
- 7 Down Main Home.
- 23 Up Main Starting.

(45)

## BRAYTON.

Points spiked pending removal.

- 12 Branch Sidings—Branch (reverse).
- 15 Traps in Branch Sidings (normal).

Signals dispensed with.

- 10 Branch to Shunt Spur.
- 14 Sidings to Down Main or Shunt Spur.
- 17 Shunt Spur to Branch or Sidings.
- 24 Up Main to Sidings.

(Amended) (47)

## \*\*\*CROSS GATES.

Points dispensed with.

- 24/25 Down Main—Down Branch.
- 27 Siding to Down Branch.
- 30 Fast Crossover.
- 32 Up Main—Up Slow.

Signals dispensed with.

- 11 Down Fast to Down Branch Home.
- 12 Down Slow to Down Branch Home.
- 13 Down Branch Starting.
- 26 Shunting Down Siding to Down Branch.
- 28 Shunting Down Branch to Siding.
- 29 Shunting Up to Down Fast.
- 31 Shunting Down to Up Fast.
- 51 Up Branch to Up Slow Home.
- 53 Up Branch to Up Fast Home.
- 54 Up Branch Outer Home.
- 55 Up Branch Distant.

(45)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**BROUGH EAST.**

Points spiked normal pending removal.

33 Down Slow—Horse Dock.

Signal dispensed with.

34 Horse Dock to Down Slow.

Altered Signal.

32 Shunting Down Slow to Down Siding or Horse Dock has been moved 40 yards further from Signal Box and reads Down Slow to Down Sidings. (48)

**BEVERLEY NORTH.**—5 Up Main Outer Home signal has been replaced by a colour light signal 200 yards further from Signal Box. 4 Up Main Distant has been moved 165 yards further from Signal Box. (47)

**HEDON AND WITHERNSEA.**—In connection with the introduction of One Engine in Steam Working between Hedon and Withernsea the following signalling alterations have taken place. The Up Main between Hedon and Withernsea has been abandoned and the Down Main has become Up and Down line.

**Magdalen Gate Box** (Between Hedon and Rye Hill).

Level crossing gates are padlocked across railway and worked by hand as required.

Arms have been removed from Down and Up Home signals.

A telephone and stop board lettered "STOP AND TELEPHONE FOR SIGNALMAN'S PERMISSION TO PROCEED" have been provided at the East side of the crossing. Telephone communicates with Hedon Signal Box.

**Rye Hill and Burstwick.**

Level crossing gates have been disconnected, padlocked across railway and are worked by hand as required.

Points dispensed with (spiked normal pending removal).

7 Mains Crossover.

18 Up Main to Down/Up Main.

**Altered Points.**

10 Goods Yard trap points are spiked reverse.

10 Down Main to Goods Yard are hand-operated and provided with a red marker post.

All signal arms, except Down and Up Distant, have been removed.

**Burstwick Lane Gate Box** (Between Rye Hill and Keyingham).

Level crossing gates are padlocked across railway and worked by hand as required.

Down and Up Home signal arms have been removed.

**Keyingham.**

Level crossing gates have been disconnected, padlocked across railway and are worked by hand as required.

Points spiked pending removal.

12 Mains Crossover (spiked normal).

15 Up Main to Dock (dispensed with).

22 Down Main to Goods Yard (spiked reverse).

**Altered Points.**

24 Down Main to Goods Yard are fitted for hand working and provided with a red marker post.

All signal arms, except Down and Up Distant and all disc signals, dispensed with.

**Ottringham.**

Level crossing gates have been disconnected, padlocked across railway and are worked by hand as required.

Points spiked pending removal.

5 Mains Crossover (spiked normal).

11 Down Main to Up/Down Main ('B' end spiked reverse).

18 Down Siding Trap points (spiked reverse).

20 Coal Depot Trap points (spiked reverse).

**Altered Points.**

20 Down Siding to Coal Depots are hand-operated.

11 Points ('A' end) are hand-operated and provided with a red marker post.

All signal arms removed (except the Down Distant and Up Distant) and all disc signals dispensed with.



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**Ottringham Baulk Gate Box** (Between Ottringham and Winestead).

Level crossing gates are padlocked across railway and worked by hand as required.  
Arms have been removed from Down and Up Home signals.

**Ings Lane Crossing** (Between Ottringham and Winestead).

Notice Boards have been provided, lettered "STOP. WHISTLE. PROCEED CAUTIOUSLY IF CROSSING CLEAR".

**New Signals.**

Down Distant—On post of Ottringham Baulk Up Home.  
Up Distant—On post of Winestead Down Home.

**Winestead.**

Level crossing gates have been disconnected, padlocked across railway and are worked by hand as required.

**Points (spiked normal pending removal).**

7 Down/Up Main—Up Main.

All signal arms have been removed, except Down and Up Distant.

**Pattingham.****Points (spiked pending removal).**

2 Up Main to Dock (spiked normal).

4 Mains Crossover West (spiked normal).

16 Up Main to Siding (spiked normal).

19 Down Main to Coal Depot (spiked reverse).

21 Mains Crossover, East ('A' end spiked reverse).

**Altered points.**

21 Mains Crossover East are hand operated and provided with a red marker post.  
All signal arms and all discs dispensed with.

**Withernsea.****Points spiked pending removal.**

22 Depot to Down/Up (spiked reverse).

29 Facing Down/Up (spiked reverse).

30 Down Main—Excursion Platforms (spiked normal).

**Altered Points.**

22 Down/Up to Depot is hand-operated.

All signal arms and all discs dispensed with.

(46)

**WILMINGTON AND HORNSEA.**—In connection with the introduction of One Engine in Steam working between Wilmington and Hornsea the following signalling alterations have taken place. The Up Main between Stoneferry and Hornsea Bridge Goods has been abandoned and the Down Main has become Up and Down line.

**Stoneferry.**

Level crossing gates have been disconnected from signal box, padlocked across railway and are worked by hand as required.

**Points spiked reverse pending removal.**

10 Mains Crossover ('A' end).

13 Down Main—Goods Branch ('B' end).

**Altered Points.**

10 ('B' end) fitted as spring points held reverse.

13 ('A' end) are hand operated and a red marker post provided.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

**Sutton Road Gate Box** (between Stoneferry and Sutton).

Level crossing gates have been padlocked across railway and are worked by hand as required.  
Arms have been removed from the Down and Up Home signals.

**Sutton.****Points dispensed with (spiked reverse pending removal).**

10 Down Main Goods Yard ('B' end).

8 Mains Crossover ('B' end).



# SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

### Altered Points.

8 points are hand operated, and a red marker post provided.  
All signal arms (except Down and Up Distant) and all disc signals dispensed with.

### Swine.

Level crossing gates have been disconnected from signal box, padlocked across railway and are worked by hand as required.

Points dispensed with (spiked normal pending removal).

20 Mains Crossover.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

### Swine Green Lane (between Swine and Skirlaugh).

Notice boards have been provided lettered "STOP. WHISTLE PROCEED CAUTIOUSLY IF CROSSING CLEAR".

### Skirlaugh Gate Box (between Swine and Ellerby).

Level crossing gates have been padlocked across railway and are worked by hand as required.  
Arms of Down and Up Home signals dispensed with.

### Ellerby West Gate Box (between Swine and Ellerby).

Level crossing gates have been padlocked across railway and are worked by hand as required.  
Arms of Down and Up Home signals dispensed with.

### Ellerby.

All signal arms have been dispensed with and points spiked normal pending removal.

### Whitedale.

Level crossing gates have been disconnected from signal box, padlocked across railway and are worked by hand as required.

Points (spiked reverse pending removal).

21 Goods Yard to Down Main.

23 Mains Crossover ('A' end).

23 points ('B' end) are hand operated and provided with a red marker post.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

### Sigglesothorne.

Level crossing gates have been padlocked across railway and are worked by hand as required.

Points (spiked normal pending removal).

11 Mains Crossover.

All signal arms (except Down and Up Distant) and all disc signals dispensed with.

### Wassand Low Gate Box (between Sigglesothorne and Hornsea Bridge).

Level crossing gates have been padlocked across railway and are worked by hand as required.

### Wassand High Gate Box (between Sigglesothorne and Hornsea Bridge).

Level crossing gates have been padlocked across railway and are worked by hand as required.  
Arms have been removed from the Down and Up Home signals.

### Hornsea Bridge Goods.

Points dispensed with (spiked reverse pending removal).

6 Down Main to Goods Yard ('A' end).

10 Mains Crossover ('B' end).

15 Mains Crossover and 10 points ('B' end) are hand operated.

All signal arms and disc signals dispensed with.

### Hornsea.

All points and signals have been dispensed with.

(46)

**HEALEY MILLS YARD.**—HM 138 Engine Line Q to Down Fast or Down Slow or Engine Line R Colour Light with route indicator above and subsidiary below, sited between Engine Line Q and Engine Release Line No. 1, has been repositioned left-hand of Engine Line Q, height 3 ft. 0 in., with subsidiary and route indicator on the right, same distance from the Signal Box.

(46)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**HEALEY MILLS YARD.**—H.M. 139. Engine release line No. 1 to Down Fast or Down Slow or Engine line R has been reduced in height to three feet with subsidiary signal and route indicator above on the right of main signal, same distance from Signal Box.

H.M. 141. Engine release line No. 2 to Down Fast or Down Slow or Engine line R. Repositioned between Engine Release line No. 1 and Engine Release line No. 2 and reduced in height to three feet with subsidiary signal and route indicator above on the right of main signal, same distance from Signal Box. (47)

## \*\*SPEN VALLEY JUNCTION TO HEATON LODGE JUNCTION.

**HEATON LODGE.**

Signal Box and all signals with the exception of those transferred to Spen Valley Junction Box have been dispensed with and all points spiked normal pending removal.

**SPEN VALLEY JUNCTION.**

The control from Heaton Lodge Signal Box on the Down Fast and Down Slow Homes and Distant signals has been dispensed with.

**Signals dispensed with.**

- 7 Up Fast to Slow Distant.
- 7 Up Slow Distant.
- 11 Up Fast Distant.

**Control of signals transferred from Heaton Lodge.**

- 7 Up Slow Distant } (below Heaton Lodge Junction Starting signals).
- 11 Up Fast Distant }

**Altered Signals.**

- 34/36/38 and 41/44 Down Fast and Down Slow Home colour light signals are now 3-aspect signals also controlled as Distant for Heaton Lodge Junction.

**HEATON LODGE JUNCTION.****Signals dispensed with.**

- 67 Down Fast Inner Distant.
- 67 Down Slow to Fast Inner Distant.
- 80 Down Slow Inner Distant.

(45)

**KIRKHEATON GROUND FRAMES.**—Ground Frame No. 2 has been dispensed with and points spiked normal pending removal. Ground Frame No. 3 has been renumbered No. 2.

**Altered Points.**

- 2 Sidings end have become Trap Points.

(46)

**DEWSBURY EAST JUNCTION.**—The East Shunt Neck has been broken at Headfield Junction and slewed into the alignment of the new Single line towards Dewsbury Railway Street, forming the commencement of the Single line. (47)

**GOMERSAL.**—Signal Box and all signals dispensed with. All points spiked normal pending removal. (47)

**STOCKSMOOR.**—Signal Box and all signals dispensed with.

Points spiked normal pending removal.

- 8 Up Main—Down Main.

**Altered Points.**

- 6 Up Main—Up Sidings worked from a single lever ground frame on Up side of line 22 yards East of former Stocksmoor Signal Box and released by Annetts Key held at Brockholes Junction Signal Box. (47)

**BIRSTALL TOWN.**—Signal Box and all signals dispensed with. All points spiked normal pending removal. (47)



## MISCELLANEOUS NOTICES—continued.

## TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signaller at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signaller may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified. Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signaller ahead.

## WAKEFIELD WESTGATE.

The siding adjacent to the Cattle Dock Siding has been spiked out of use together with the connections from the Cattle Dock to this Siding. (47)

## ★WAKEFIELD WESTGATE.

Commencing Monday, 9th November, the connections to the following sidings will be spiked out of use and the sidings removed:—Cattle Dock, Back Dock, Derby Crane Road, Milk Road, Midland Warehouse Road, Middle Shed Road and Straight Road. (48)

## WORTLEY SOUTH.

Nos. 2, 3 and 4 West Yorkshire Sidings have been spiked out of use pending removal. (47)

## HARROGATE STATION.

No. 6 Platform line has been brought into use but must not be utilised for the arrival of loaded passenger trains.

## LEEDS CITY SOUTH.

Until further notice, subsidiary aspects will be used to authorise movements to No. 16 platform when the line is clear to the buffer stops in addition to the occasions when the line is occupied.

Drivers must at all times be prepared to find this line occupied and to stop short of any vehicle that may be ahead.

## HEDON—WITHERNSEA.

## WILMINGTON—HORNSEA.

One Engine in Steam working operates over the above mentioned sections of line. Fixed distant signals are retained to indicate the location of level crossings, which are operated by trainmen. All points retained are hand operated and their location is indicated by a red marker post. Before passing over any facing points, drivers must satisfy themselves that the points are in the correct position.

A District Relief Porter travels with each train to assist with the operation of the level crossing gates.

At the following level crossing, where the gates are not kept across the railway, drivers must stop and after ensuring the crossing is clear, whistle before proceeding cautiously over the crossing in accordance with the instructions on the notice board at the crossings:—

Patrington, Ings Lane (Withernsea Branch).

Swine, Green Lane (Hornsea Branch). (46)

## WAKEFIELD M.P.D.

Contractors are engaged demolishing the former Enginemen's Hostel. Persons walking or working in the vicinity to exercise care.

## GOOLE.

Until further notice, the decking is being removed from the centre jetty on Goole Swing Bridge No. 5. All personnel are requested to take particular care.

## CITY ROAD.

Nos. 1, 2, 3, 4 and 6 Gullet Roads and Nos. 5 and 7 Coal Roads have been spiked out of use pending removal. (47)



## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

## MYTHOLMROYD.

Nos. 5 to 9 (inclusive) Up Sidings have been spiked out of use pending removal and the Arrival Road and Nos. 1 to 4 Sidings have been terminated at the East End and buffer stops erected approximately 420 yards from the West End connections. The Cripple Sidings on the Up Side have been spiked out of use pending removal. (47)

## GREETLAND.

Until further notice, Contractor's vehicles will be using the level crossing between Greetland Goods Yard and the former Engineer's Storeyard from 7 00 to 17 00 each day. Enginemen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.

## BRIGHOUSE.

Nos. 1 and 2 Stone Sidings have been spiked out of use and No. 3 Siding has been shortened to a point 30 yards beyond the crane and buffer stops erected. Nos. 1 and 6 Coal Yard and the Siding adjacent to the warehouse have been spiked out of use pending removal. (47)

## THORNHILL JUNCTION.

Nos. 4, 5, 6 and 7 Down Sidings have been spiked out of use pending removal. (47)

## LONGWOOD GOODS.

The short siding adjacent to the Warehouse Road has been spiked out of use pending removal. The Warehouse Road has been terminated by the erection of buffer stops at the east end of the Warehouse. The Sidings between the Main line and the former coal drops have been spiked out of use and abandoned. (47)

## HUDDERSFIELD.

The Turntable in the Passenger Yard and the four sidings radiating therefrom have been abandoned. (47)

## ★NEWTOWN WARD.

Commencing 8 00, Monday, 9th November, the Dock Road will be shortened by 150 yards and buffer stops erected. (48)

## CUDWORTH YARD NORTH.

Contractor's vehicles are travelling over the formation of the former N.C.B. Railway (which led from Wharnccliffe Woodmoor Colliery towards Cudworth Yard North), and thence adjacent to the running line between Royston M.P.D. and Cudworth Yard North in order to gain access to the site of a tower being constructed nearby.

## WHITEHALL JUNCTION.

The Ground Frame to Monk Bridge Sidings has been damaged and is out of order until further notice.

## BEN RHYDDING.

No. 2 Siding has been abandoned and the connections thereto spiked out of use pending removal. (46)

## SHUTTING OFF LOCOMOTIVE WATER SUPPLIES.

Water will not be available as follows:—

Place	Duration	Commencing Date
Stourton Up Sidings, South End Water Column	Until further notice	—
Castleford Central Station Water Columns	Until further notice	—
Bradford Ex West—All Supplies	Until further notice	—
Leeds City South—Turntable Water Column	Until further notice	—
Thwaites Jct. Down Goods Line Water Column	Until further notice	—
Leeds City North—All Columns	Until further notice	—



ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)  
SEQUENCE OF LINES USED THROUGHOUT THIS BOOK

Page ii (Page i Supplement No. 2)

- AMEND:**—Church Fenton North to Wetherby—Page 37
- DELETE:**—Cross Gates to Harrogate Crimple (including Wetherby East to South)—Page 39
- AMEND:**—Selby (Brayton) to Barlow—Page 93.
- INSERT:**—Goole, Rawcliffe Bridge to Boothferry Road—Page 94.
- AMEND** to read:—Rillington to Whitby Town
- ★**DELETE:**—Hustwaite Gate to Malton (Scarborough Road) including Malton (East) to Malton (Scarborough Road) 27
- DELETE:**—Gilling to Kirby Moorside 32
- Hull Yards Item. 34
- ★**DELETE:**—Springhead Locomotive Signal Box to Sprinkbank South, Springbank North to West.
- ★**INSERT:**—Springhead Yard to Springbank South.

Page ii.

**AMEND:**—

Thornhill (L.N.W. Junction) to Hull (Paragon) via Leeds City South (including Neville Hill West to Hunslet and Selby West to Canal). 40

**DELETE** from Hull Yards heading, Springhead Locomotive S.B. to Springbank North.

**DELETE:**—Pateley Bridge Branch 35

Knaresborough Goods to Brafferton 35

Page iii.

**DELETE:**—Bramley to Laisterdyke (Cutlers Junction) 123

**DELETE:**—Halifax to Halifax North Bridge 132

**AMEND:**—Apperley Junction to Embsay Junction via Ilkley 170

TABLE "A"

Page 4.

Explanation of References.

**AMEND:**—"T.C. Block"—Sections, other than automatic, etc., to read:—

"T.C.B."—where running lines between successive signal boxes are completely track circuited.

"T.C.B.(G)"—the equivalent of Permissive Block on Goods Lines—See General Appendix (pages 21/22).

"T.C.B.(P)"—the equivalent of Permissive Block on Platform Lines for passenger trains—See General Appendix (pages 21/22).

"T.C.B.(PF)"—the equivalent of Permissive Block on Passenger Lines for freight trains—See General Appendix (pages 21/22).

Page 5.

Heck.

Station.

★**DELETE:**—Engine whistle 1L 15 Gascoigne Wood.  
2S Light engines for Selby Shed.

Selby.

Henwick Hall.

**DELETE:**—DRS 27.  
DRS 58.

Brayton.

**AMEND:**—Note to read (see page 93 for Selby Brayton to Barlow).

**AMEND:**—Speed restriction 25 Up Over junction towards Barlow.

Pages 7/8/9/10/11 (Pages 2/3, Supplement No. 2).

**AMEND:**—Between Naburn and Longlands Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines and all additional lines. Where P.F. is already inserted on additional running lines **SUBSTITUTE:**—T.C.B.(PF) and where additional lines are dotted **INSERT:**—T.C.B.(G).

Pages 11/12.

**AMEND:**—Between York Holgate Junction and York Yard South Description of Block Signalling to read T.C.B.(G) on Down Main line and on 2 additional Down lines.



S-42

Page 12.

York.

York Yard South.

**INSERT:**—Black dot indicating Block Post on Main line.  
**AMEND:**—Between York Yard North and Skelton Description of Block Signalling to read T.C.B.(G) Down Main line.  
**AMEND:**—Between York Yard South and Holgate Junction Description of Block Signalling to read T.C.B.(G) on Up Main line and on one additional Up line.  
**DELETE:**—The other additional Up line.

Page 13.

**AMEND:**—Between York Yard South Leeman Road Junction and Waterworks Junction Description of Block Signalling to read T.C.B.(G) on Up and Down Main lines.

Page 17.

**AMEND:**—Between Ardsley North and Beeston Junction Description of Block Signalling to read T.C. Block on Up Main line.

Page 21 (Page 4, Supplement No. 2).

**AMEND:**—Between Wortley North and Headingley Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Pages 22/3 (Page 4, Supplement No. 2).

Harrogate.

Crimple.

**DELETE:**—Signal box and all relevant details (do not delete speed restrictions other than as shown below).

**AMEND:**—Speed restriction—45 Down—45 Up—17 m. 43 chs. to 17 m. 55 chs. (Old Church Fenton—Harrogate mileage).

**DELETE:**—Speed restriction 55 Up over junction towards Wetherby South.

**AMEND:**—3 m. 354 yards.

**INSERT:**—C—Down line 1 m. 560 yards before reaching Harrogate South Down Distant signal. Gradient 1 in 114.

Page 23 (Page 5, Supplement No. 2).

Ripley.

**DELETE:**—Note regarding Pateley Bridge Branch and speed restriction 10 Over junction towards Pateley Bridge.

Page 25 (Page 5, Supplement No. 2).

**AMEND:**—Between Newby Wiske Station and Northallerton Cordio Junction Description of Block Signalling to read T.C. Block on Down Main line.

Page 27.

**AMEND** heading to read:—

**RILLINGTON TO WHITBY TOWN.**

Pickering.

Mill Lane.

**DELETE** Note:—(See Page 29 for Pickering Mill Lane to Thornton Dale).

**DELETE:**—Speed restriction 25 Up Over Junction towards Thornton Dale (Branch Speed Limit).

Page 29.

**PICKERING (MILL LANE) TO THORNTON DALE (GOODS LINE).**

**DELETE:**—whole table.

**AMEND:**—Between York and Bootham Description of Block Signalling to read T.C. Block on Up Main line.

Page 30.

Crambeck and Huttons Ambo.

★**DELETE:**—Both signal boxes and distances.

Malton

West

★**AMEND:**—Distance 5m 1516yds

East

★**AMEND:**—Note (See page 33 for Malton East to Yorkshire Bacon Factory)

★**AMEND:**—Speed restriction 25 Down Over junction towards Yorkshire Bacon Factory



Houlbeckfield.

**DELETE:—**Signal box and distance.

Rillington.

Station.

**AMEND** distance to read:—4 m. 143 yds

**Page 31.**

Seamer West.

**DELETE:—**Additional Down Running line between Seamer West and East.

Washbeck.

**AMEND:—**Two additional both direction running lines between Washbeck and Falsgrave to read "PF".

**Pages 32/33 (Page 6 Supplement No. 2).**

★**DELETE:—HUSTHWAITE GATE TO MALTON** table.

★**DELETE:—MALTON EAST TO MALTON SCARBOROUGH ROAD** table

★**INSERT:—**New Table

**MALTON EAST TO YORKSHIRE BACON FACTORY SIDINGS**

**MALTON EAST AND YORKSHIRE BACON FACTORY SIDINGS**

25  
(Both  
directions)      **MAXIMUM SPEED ON  
SINGLE LINE**

One engine in steam	●	<b>Malton East</b> (see page 29 for York Scarborough)
	⋮	Yorkshire Bacon Factory Sdgs

**Page 34.**

**DELETE:—GILLING TO KIRBY MOORSIDE** table and all particulars.

**Page 35 (Page 6, Supplement No. 2).**

**PATELEY BRIDGE BRANCH.**

**DELETE:—**Table.

**KNARESBOROUGH GOODS TO BRAFFERTON (GOODS LINES).**

**DELETE:—**Table.

**Page 36.**

Knareborough.

Goods.

**DELETE:—**Note and speed restriction 25 Over junction towards Brafferton.

**Page 36 (Page 7, Supplement No. 2).**

**AMEND:—**Between Skelton and Poppleton Description of Block Signalling to read T.C. Block on Up Main line.

**Pages 37/8 (Page 7, Supplement No. 2).**

**CHURCH FENTON NORTH TO WETHERBY EAST.**

**DELETE:—**Table and **SUBSTITUTE:—**



Beverley.

North.

AMEND:—Distance to read 10 m. 729 yards.

HULL WEST PARADE TO SEAMER WEST, etc.

Hull.

West Parade.

DELETE:—Speed restriction 20 Down, 20 Up, all lines 0 m. 40 chs. to 0 m. 48 chs.

INSERT:—Speed restriction 20 Down, 20 Up, all lines 0 m. 40 chs. to 0 m. 59 chs.

Page 69 (Page 13, Supplement No. 2).

AMEND:—Between Hessle Road and Cottingham South Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Page 70

AMEND:—Sub-heading and speed restriction to read:—

HULL (WEST PARADE) AND HEDON 55 DOWN 55 UP MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Wilmington

Station

AMEND:—second speed restriction to read 30 Down Over Junction towards Hornsea (Branch Speed Limit)

Page 71

DELETE:—All table after Hedon Station and SUBSTITUTE:—

HEDON AND WITHERNSEA				30 (Both directions)	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE
				15 (Both directions)	20m 40chs to Withernsea
One Engine in Steam	Withernsea	12m	391yds.		5-60ft from end of single line, leading to Depot Sidings, normally laid for single line

Anlaby Road.

DELETE:—Block Post indication.

AMEND:—to read Anlaby Road Junction (Controlled by Hessle Road Signal Box).

INSERT:—new location between Anlaby Road Junction and Botanic Gardens Station as follows  
Victoria Crossing 423 yards.

(Controlled by West Parade Signal Box).

INSERT:—Between Anlaby Road Junction and Victoria Crossing Description of Block Signalling to read T.C.B.(G) on Up and Down lines.

Botanic Gardens.  
Station.

AMEND:—distance 675 yards.



Page 72 (Page 13, Supplement No. 2)

**WILMINGTON TO HORNSEA (INCLUDING STONEFERRY BRANCH)**

★**DELETE:**—Table and **SUBSTITUTE:**—

WILMINGTON AND HORNSEA		30 (Both directions)		MAXIMUM SPEED ON SINGLE LINE
One Engine in Steam	Wilmington Station (See page 70 for Hull, West Parade to Withernsea)	—	—	S-120 yds. before reaching junction to Stoneferry Branch, leading to Up line, normally laid for Up line
	Hornsea Bridge	12m	120yds.	

Page 73

**STONEFERRY BRANCH (GOODS LINE)**

**DELETE:**—Table

★Page 73 (Page 13, Supplement No. 2).

**DELETE:**—from heading—Springhead (Locomotive S.B.) to Springbank South, Springbank North to West.

**INSERT:**—in heading—Springhead Yard to Springbank South.

Page 76 (Pages 14/15, Supplement No. 2).

**AMEND:**—Between Dairycoates East and Hesse Road. Footnote to read:—Up line T.C.B.(G) Down line No Block.

Page 76 (Page 15, Supplement No. 2).

**AMEND:**—Between Dairycoates West and Hesse Road (North Branch). Footnote to read:—T.C.B.(G).

Pages 76/77 (Page 16, Supplement No. 2).

**AMEND:**—Between Dairycoates West and Hesse Road (South Branch). Footnote to read:—T.C.B.(G).

Page 77 (Page 17, Supplement No. 2).

Springbank North.

**DELETE:**—from note in parenthesis "page 78 Springbank North to Locomotive Signal Box".

Springhead, Springbank South

★**AMEND:**—Note to read—(See page 79 for Springbank South to Springhead Yard)

★**DELETE:**—Speed restriction 20 Up Over junction towards Springhead Yard

★**INSERT:**—speed restriction 15 Up—over Junction towards Springhead Yard (Branch Speed Limit)

Springhead, Springbank North

★**DELETE:**—from Note—(See page 79 for Springbank North to West)

★**DELETE:**—Speed restriction Up line 15 Over junction towards Springbank West

★**DELETE:**—Speed restriction Up line 30 Over junction towards Locomotive Signal Box

Pages 78/79.

**SPRINGHEAD LOCOMOTIVE SIGNAL BOX TO SPRINGBANK NORTH.**

**DELETE:**—Complete table.

Page 79.

Springhead.

Locomotive

**DELETE:**—from note in parenthesis "and page 78 for Locomotive S.B. to Springbank North"



**SPRINGHEAD LOCOMOTIVE SIGNAL BOX TO SPRINGBANK SOUTH****DELETE:**—whole table and insert new table:—

Description of Block Signalling on Main Lines (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent Speed Restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
		M.	Yds.	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
<b>SPRINGHEAD</b> SPRINGHEAD	<b>D YARD TO SPRINGBANK SOUTH</b> YARD AND SPRINGBANK SOUTH							15	15	MAXIMUM PERMISSIBLE		SPEED	ON MAIN LINES			
NB ●	Notice Board at Springhead Yard  Springhead Springbank South (See page 77 for Hesse Rd to Alexandra Dock)	1	115													
<b>SPRINGBANK</b>	<b>SPRINGBANK NORTH TO SPRINGBANK WEST</b> DELETE:— Whole table															



# SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

S-50

Page 84  
 INSERT:—STAIRFOOT JUNCTION AND WRANGBROOK—40 DOWN—40 UP—MAXIMUM PERMISSIBLE SPEED ON MAIN LINES  
 Stairfoot Junction 25 Down 25 Up 53 m. 30 chs. to 53 m. 23 chs.  
 INSERT:—Speed restriction

Page 85  
 Cudworth  
 Yard South 25 Down 25 Up 52 m. 77 chs. to 52 m. 70 chs.  
 INSERT:—Speed restriction

★Page 86/87  
 LITTLE WEIGHTON TO HULL SPRINGHEAD (LOCOMOTIVE S.B.) (GOODS LINES).  
 DELETE:—Whole table.

Pages 90/91.  
 AMEND:—Between Boothferry Road and Saltmarshe Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Boothferry Road.  
 AMEND:—Note to read (see page 94 for Goole, Boothferry Road to Rawcliffe Bridge).  
 AMEND:—Speed restriction 25 Up Over junction towards Rawcliffe Bridge, 0 m. 0 chs. to 0 m. 7 chs. (Old Goole, Boothferry Road to Oakhill mileage).

Page 93/94.  
 AMEND:—Heading and sub-heading to read:—  
 SELBY (BRAYTON) TO BARLOW.  
 DELETE:—All of table after Barlow Station.

Page 94.  
 AMEND:—Heading and sub-heading to read:—

GOOLE, RAWCLIFFE BRIDGE TO GOOLE, BOOTHFERRY ROAD  
 DELETE:—Oakhill and SUBSTITUTE Boothferry Road 2 m 901 yds. and note (see page 90 for Thorne North to Staddlethorpe) and speed restriction 25 Down 0 m. 7 chs. to 0 m. 0 chs. (Old Goole, Boothferry Road to Oakhill Junction mileage).

Page 102 (Page 21, Supplement No. 2).  
 INSERT:—in Station and Signal Boxes column "Shafton" above the words "DELETE Catch points Down line 1 mile 172 yards, etc.".

Page 108.  
 BRAMWITH TO CARCROFT (ADWICK JUNCTION), etc.  
 Carcroft.

Skellow Junction.  
 INSERT note:—(See Page 109 for Skellow Junction to Bullcroft).  
 INSERT:—Speed restriction 15 Up, Over junction towards Bullcroft, 1 m. 65 chs. to 1 m. 49 chs.

Page 109 (Page 22, Supplement No. 2).  
 CARCROFT, SKELLOW JUNCTION TO BULLCROFT.  
 INSERT:—CARCROFT, SKELLOW JUNCTION TO BULLCROFT 25 m.p.h. (both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.

Carcroft.  
 Skellow Junction.  
 INSERT:—Speed restriction 15 m.p.h. (both directions) 1 m. 67 chs. to 1 m. 49 chs.  
 Bullcroft.  
 INSERT:—Speed restriction 20 m.p.h. (both directions) 0 m. 22 chs. to 0 m. 0 chs.

Page 114.  
 Laisterdyke.  
 Cutlers Junction.

AMEND note to read:—(See Page 115 for Cutlers Junction to Quarry Gap).



**BRITISH RAILWAYS**

**NORTH EASTERN REGION—SOUTHERN SECTION**

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 21st November, 1964 to  
Friday, 27th November, 1964 inclusive**

B95

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.



At or between	Lines affected	Remarks
<b>LEEDS to NORTHALLERTON</b> via <b>ARTHINGTON</b> —continued.		
<b>FRIDAY and SATURDAY, 20th</b>	<b>and 21st NOVEMBER.</b>	
Horsforth and Arthington, South.	Down Main (BLOCKED). Up Main (BETWEEN TRAINS).	23 30 (Fri.) to 6 00 (Sat.), preparing for relaying in Bramhope Tunnel. On track tamping machine in use. <b>Single Line Working by Pilotman over the Up Main line for the 1B65 4 10 Leeds City to Ripon.</b> Both Signal Boxes open.
<b>SATURDAY and SUNDAY, 21st</b>	<b>and 22nd NOVEMBER.</b>	
Horsforth and Arthington, South.	Down and Up Main (BLOCKED).	23 30 (Sat.) to 9 00 (Sun.), relaying in Bramhope Tunnel. Crane in use. <b>No</b> traffic. Both Signal Boxes open.
Pannal and Harrogate, South.	Down and Up Main.	23 00 (Sat.) to 8 00 (Sun.), changing rails and switches at Crimble between $\frac{1}{2}$ and $\frac{3}{4}$ m.p. Both Signal Boxes open.
<b>SUNDAY, 22nd NOVEMBER.</b>		
Leeds City, West.	All.	7 00 to 17 00, preparing for signalling alterations.
Leeds City, Wellington.	All.	7 00 to 17 00, renewing signal connections.
<b>MONDAY to FRIDAY, 23rd to</b>	<b>27th NOVEMBER.</b>	
Horsforth and Arthington, South.	Down Main (BLOCKED). Up Main (BETWEEN TRAINS).	23 30 each night (Mon. to Thurs.) to 6 00 each morning (Tues. to Fri.), relaying in Bramhope Tunnel. On track tamping machine in use. <b>Single Line Working by Pilotman over the Up Main line for the 1B65 4 10 Leeds City to Ripon.</b> Both Signal Boxes open.
<b>YORK to SCARBOROUGH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Bootham and Haxby.	Down and Up Main.	Contractors laying pipes under tracks at 3 m. 68 chs. <b>Commencing 21 00, Saturday, 21st November.</b>
Haxby, Station.	Down and Up Main.	7 00 to 17 00, demolition of platforms. Excavator in use.
Flaxton, Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use. Signal Box open.
Strensall, Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use.
Barton Hill, Station.	Down and Up Main.	7 00 to 17 00 (except Sat.), demolition of Down and Up Platforms. Excavator in use.



At or between	Lines affected	Remarks
<b>LEEDS to NORTHALLERTON</b> via <b>ARTHINGTON</b> —continued.		
<b>FRIDAY and SATURDAY, 20th</b>	<b>and 21st NOVEMBER.</b>	
Horsforth and Arthington, South.	Down Main (BLOCKED). Up Main (BETWEEN TRAINS).	23 30 (Fri.) to 6 00 (Sat.), preparing for relaying in Bramhope Tunnel. On track tamping machine in use. <b>Single Line Working by Pilotman over the Up Main line for the 1B65 4 10 Leeds City to Ripon.</b> Both Signal Boxes open.
<b>SATURDAY and SUNDAY, 21st</b>	<b>and 22nd NOVEMBER.</b>	
Horsforth and Arthington, South.	Down and Up Main (BLOCKED).	23 30 (Sat.) to 9 00 (Sun.), relaying in Bramhope Tunnel. Crane in use. <b>No</b> traffic. Both Signal Boxes open.
Pannal and Harrogate, South.	Down and Up Main.	23 00 (Sat.) to 8 00 (Sun.), changing rails and switches at Crimble between $\frac{1}{2}$ and $\frac{3}{4}$ m.p. Both Signal Boxes open.
<b>SUNDAY, 22nd NOVEMBER.</b>		
Leeds City, West.	All.	7 00 to 17 00, preparing for signalling alterations.
Leeds City, Wellington.	All.	7 00 to 17 00, renewing signal connections.
<b>MONDAY to FRIDAY, 23rd to</b>	<b>27th NOVEMBER.</b>	
Horsforth and Arthington, South.	Down Main (BLOCKED). Up Main (BETWEEN TRAINS).	23 30 each night (Mon. to Thurs.) to 6 00 each morning (Tues. to Fri.), relaying in Bramhope Tunnel. On track tamping machine in use. <b>Single Line Working by Pilotman over the Up Main line for the 1B65 4 10 Leeds City to Ripon.</b> Both Signal Boxes open.
<b>YORK to SCARBOROUGH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Bootham and Haxby.	Down and Up Main.	Contractors laying pipes under tracks at 3 m. 68 chs. <b>Commencing 21 00, Saturday, 21st November.</b>
Haxby, Station.	Down and Up Main.	7 00 to 17 00, demolition of platforms. Excavator in use.
Flaxton, Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use. Signal Box open.
Strensall, Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use.
Barton Hill, Station.	Down and Up Main.	7 00 to 17 00 (except Sat.), demolition of Down and Up Platforms. Excavator in use.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-10

At or between	Lines affected	Remarks
<b>YORK to SCARBOROUGH—continued.</b>		
<b>DAILY UNTIL FURTHER NOTICE—continued.</b>		
Kirkham Abbey and Malton, West.	Down and Up Main.	7 00 to 17 00, demolishing Huttons Ambo Station platforms. Excavator in use.
Malton, West and East.	All.	7 30 to 17 00, preparatory work for alterations to signalling and interlocking.
<b>SUNDAY, 22nd NOVEMBER.</b>		
Barton Hill.	Down and Up Main.	7 00 to 16 00, demolition of Up platform. Excavator in use. Signal Box open.
Malton, West and Kirkham Abbey.	Up Main (BLOCKED).	6 00 to 18 00, repairs to Bridge No. 13 at Huttons Ambo. <b>Single Line Working by Pilotman over the Down Main line.</b> Both Signal Boxes open.
<b>MONDAY to FRIDAY, 23rd to 27th NOVEMBER.</b>		
Seamer, West and East.	Down and Up Main.	9 00 to 15 30 each day, taking out connections. Crane in use. (See Section C.)
<b>WEDNESDAY, 25th NOVEMBER.</b>		
Seamer, West and East.	Down and Up Main.	8 00 to 17 00, signalling alterations. (See Section C.)
<b>CHURCH FENTON NORTH to WETHERBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Thorp Arch, West and Walton Gates.	Single.	Laying water main under track at 8 m. 74 chs. Contractor's workmen on site.
Wetherby, Sidings.	Up Sidings Nos. 1, 2 and 3.	Construction of surface water sewer. Contractor's workmen on site.
<b>THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
L.N.W. Junction and Dewsbury, No. 2.	Down and Up Main.	7 30 to 17 00, renewing parapet fence on Bridge No. 6 between 32½ and 32¾ m.p.
Leeds City, West and East.	Nos. 11, 12 and 13 Platforms, Through Road, Down Goods and Adjacent Sidings.	7 30 to 16 30, repairing Bridge No. 1, Swinegate.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-14

At or between	Lines affected	Remarks
<b>EWINTON (DEARNE JUNCTION) to BURTON SALMON—continued.</b> <b>DAILY UNTIL FURTHER NOTICE—continued.</b>		
Pontefract and Ferrybridge.	Down Main and Ferrybridge Station Sidings.	Excavating and preparing formation for new Loop line between 2 m. 50 chs. and 2 m. 30 chs. Contractor's workmen on site. Mechanical equipment in use.
Ferrybridge.	All.	7 30 to 17 00, preparatory work for signal and interlocking alterations.
Burton Salmon.	All.	8 00 to 17 00, preparatory work for alterations to signalling and interlocking.
<b>SUNDAY, 22nd NOVEMBER.</b>		
Brackenhill and Pontefract, South.	Down and Up Main.	7 30 to 16 30, on track tamping machine in use between 6 m. 10 chs. and 6 m. 70 chs. Both Signal Boxes open.
Ferrybridge.	Down and Up Main.	7 00 to 17 00, recovering Down Sidings. Crane in use.
Ferrybridge Ground Frame.	Down and Up Main.	7 00 to 17 00, alterations to signalling. (See Section C.)
Burton Salmon and Ferrybridge.	Up Main.	7 30 to 16 30, turning rails.
<b>SHAFTHOLME to FERRYBRIDGE E.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
Knottingley, 'A'.	All.	8 00 to 17 00, preparatory work for signalling alterations.
Knottingley, 'A' and Ferrybridge.	Down and Up Main.	Constructing new Bridge (No. OA) at 0 m. 20 chs. Mechanical plant in use. Contractors workmen on site.
<b>YORK (BOOTHAM) to BEVERLEY NORTH.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
Stamford Bridge and Fangfoss.	Down and Up Main.	7 00 to 17 00, laying water pipes under tracks at 11½ m.p. Contractor's workmen on site.
<b>HULL (WEST PARADE) to SEAMER WEST.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
Cottingham, South and North.	Down and Up Main and Radiator Sidings.	Constructing new overbridge at 2 m. 23 chs. Contractor's workmen on site. Mechanical plant in use.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

5-18

At or between	Lines affected	Remarks
<b>BRAMWITH (EXCLUSIVE) to CARCROFT (ADWICK JUNCTION).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Applehurst Junction and Skellow Junction.	Down and Up Main.	7 00 to 17 00, repairs to Bridge No. 1C at 161 m. 33 chs. Ladders in use.
<b>CARCROFT (SKELLOW JUNCTION) to BULLCROFT (GOODS LINES).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Skellow Junction and Bullcroft Junction.	Single.	7 00 to 18 00, repairs to Bridge No. 3 at 1 m. 7 chs. Contractor's workmen on site.
Skellow Junction and Bullcroft Junction.	Single.	7 00 to 17 00, repairs to Bridge No. 2 at 1 m. 12 chs.
<b>WAKEFIELD (WESTGATE) BALNE LANE to LAISTERDYKE EAST via DEWSBURY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Roundwood and Ossett, East.	Down and Up Main.	Repairs to Bridge No. 8 at 178 m. 64 chs.
Dewsbury Junction.	All.	7 00 to 17 00, reinstating former Headfield Branch between Headfield Junction and Dewsbury Railway Street. Crane in use.
Laisterdyke, East.	All.	7 00 to 17 00, removing abandoned connections between 190 m. 24 chs. and 190 m. 25 chs. <b>Until Monday, 23rd November.</b>
<b>SUNDAY, 22nd NOVEMBER.</b>		
Laisterdyke, East.	All (BLOCKED).	7 00 to 17 00, removing abandoned connections between 190 m. 24 chs. and 190 m. 25 chs. Crane in use. (See Section C.) No traffic. Signal Box open.
<b>SHAW CROSS COLLIERY BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Batley, East and Shaw Cross.	Single.	7 00 to 17 00, erecting electric poles and overhead cables adjacent to track between 181 m. 73 chs. and 182 m.p. Contractor's workmen on site.
<b>LOFTHOUSE NORTH to STOURTON JUNCTION</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Robin Hood.	All.	7 00 to 17 00, removing abandoned track between 179 m. and 181 m.p. Crane in use as required. Contractor's workmen on site.
Rothwell and Stourton Junction.	Single.	7 00 to 17 00, attaching water main to underside of Bridge No. 13 at 182 m. 3 chs. Ladders and trestles in use. Contractor's workmen on site.



## Section C—

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

*Items marked thus will not appear in future issues and a note must be taken of them by all concerned.*

**DETAILS OF WORK REFERRED TO IN SECTION B.****SUNDAY, 22nd NOVEMBER.—WESTGATE SOUTH AND NORTH.****Westgate North.****Signals dispensed with.**

- 28 Up Main to Up Platform line Home with Westgate South Distant below.
- 30 Up Main Home.
- 21 Up Main Calling On.
- 22 Up Main to Up Platform Calling On with Westgate South Distant below.

**New Signal.**

- 30 Up Main Home or Up Platform Home colour light (green aspect controlled from Westgate South) with route indicator above and subsidiary below reading:—  
Main colour light—Up Main.  
Main colour light with route indicator P—Up Main to Up Platform.  
Sub only—Up Main.  
Sub with route indicator P—Up Main to Up Platform. (50)

**SUNDAY, 22nd NOVEMBER.—FERRYBRIDGE GROUND FRAME.—Ground frame dispensed with.****Points dispensed with.**

- 2 Down Main to Sidings.
- 5 Mains Crossover.
- 6 Up Main to Siding.

**Signal dispensed with.**

- 1 Shunting Down Main to Sidings. (50)

**SUNDAY, 22nd NOVEMBER.—LAISTERDYKE EAST.****Points spiked normal pending removal.**

- 22 Up Goods—Down Shipley.
- 32 Up Line No. 1—Down Shipley.
- 33 Down Shipley—From Up Line No. 1 and Up Goods.

**Altered Signals.**

The four-way route indications on signals 12/16/17/18 and 14/26/27/29 will be dispensed with and the signals will read:—

- 12 Up Goods to Up Main.
- 14 Up Line No. 1 to Up Main. (50)

**MONDAY, 23rd NOVEMBER.—BERRY BROW.—Ground frame dispensed with.****Points spiked normal pending removal.**

- Down Main to Goods Yard. (50)

**WEDNESDAY, 25th NOVEMBER.—SEAMER WEST AND EAST.****Seamer West.****Points dispensed with.**

- 39 Up Siding—Up Branch.

**Signals dispensed with.**

- 38 Shunting Up Siding to Up Branch.
- 40 Shunting Up Branch to Up Siding.

**Altered Points.**

- 13A Up Siding—Up Main will become trap points.

**Seamer East.****Points dispensed with.**

- 18 Down Siding—Down Main.
- 15 Up Main—Down Siding.



## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

## Signals dispensed with.

- 19 Shunting Down Main to Down Siding.
- 17 Shunting Down Siding to Down Main.
- 14 Shunting Up Main to Down Siding.
- 16 Shunting Down Siding to Up Main.

(50)

## WEDNESDAY, 25th NOVEMBER.—WYKE AND LOW MOOR No. 1.

Wyke.  
Signal Box and all signals dispensed with. All points spiked normal pending removal.

## Low Moor No. 1.

- 3 Up Main Starting colour light will show R or G only.

(50)

## DETAILS OF WORK ALREADY CARRIED OUT.

## \*\*BRAYTON.

## Points spiked pending removal.

- 12 Branch Sidings—Branch (reverse).
- 15 Traps in Branch Sidings (normal).

## Signals dispensed with.

- 10 Branch to Shunt Spur.
- 14 Sidings to Down Main or Shunt Spur.
- 17 Shunt Spur to Branch or Sidings.
- 24 Up Main to Sidings.

(Amended) (47)

PILMOOR.—Down Siding Ground Frame and connections dispensed with.

(48)

OTTERINGTON.—Up Sidings—Ground Frame, connections and associated signals dispensed with. Down Sidings—Ground Frame and connections dispensed with.

## Points dispensed with.

- 6 Mains Crossover (South of Signal Box).
- 8 Up Slow—Up Main.
- 9 Down Slow—Down Main (South of Signal Box).
- 13 Up Main—Up Slow.
- 16 Mains Crossover (North of Signal Box).
- 25 Down Slow—Down Main (North of Signal Box).

## Signals out of use.

- D26 Down Main to Down Slow.
- D26 BS Down Slow to Down Main.
- U26 Up Main to Up Slow.
- U26 BS Up Slow to Up Main.

## Signals dispensed with.

- 5 Shunting Up Main to Up Slow or Up Main or Down Main or Down Slow.
- 7 Shunting Down to Up Main.
- 10 Shunting Down Slow to Up Main.
- 11 Shunting Up Slow to Down Main or Up Main.
- 15 Shunting Up to Down Main.
- 17 Shunting Down to Up Main or Up Slow.

(48)

## HAXBY.

## Points dispensed with.

- 8 Mains Crossover.
- 11 Down Main to Down Sidings.

## Signals dispensed with.

- 10 Down Main to Down Sidings.
- 12 Down Sidings to Down Main.

(48)

## KIRKHAM ABBEY.

## Points dispensed with.

- 5 Up Main to Up Siding.

## Signals dispensed with.

- 4 Shunting Up Sidings to Up Main.
- 6 Shunting Up Main to Up Sidings.

(48)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**FLAXTON.**—30 Up Main Distant has been renewed at reduced height on same site.  
5 Down Main Distant has been renewed at increased height 110 yards further from Signal Box. (48)

**BROUGH EAST.**

Points spiked normal pending removal.

33 Down Slow—Horse Dock.

Signal dispensed with.

34 Horse Dock to Down Slow.

Altered Signal.

32 Shunting Down Slow to Down Siding or Horse Dock has been moved 40 yards further from Signal Box and reads Down Slow to Down Sidings. (48)

**HESSLE EAST.**—Priory Yard line and Down Mineral line abandoned. Buffer stops erected on the Up Mineral line, and on Nos. 1 and 2 Down Reception lines.

Points spiked normal pending removal.

14 Up Goods—Up Mineral.

16 Up Goods—Priory Yard.

18 Priory Yard—Down Main.

19 Mains Crossover.

21 Down Goods—Down Mineral.

23 To Down Reception lines.

24 Down Goods—Down Reception lines.

39 Down Slow—Down Main.

44 Down Main from Down Slow trailing.

Signals dispensed with.

1 Up Mineral to Up Goods Home.

2 Up Mineral to Priory Yard Home.

3 Up Mineral to Up Main Home.

9 Up Goods to Priory Yard Home.

17 Down Main to Up Main or Priory Yard.

20 Up Main to Down Main, Down Reception.

41 From Priory Yard. (48)

**\*\*BEVERLEY NORTH.**—5 Up Main Outer Home signal has been replaced by a colour light signal 200 yards further from Signal Box. 4 Up Main Distant has been moved 165 yards further from Signal Box. (47)

**SPRINGBANK WEST.**—Signal box closed and all signal arms removed.

Points spiked normal pending removal.

15 Up Branch—Up Reception.

35 Down Goods—Down Reception.

39 Down Reception—Down Goods.

42 Down Goods—Up Goods or Up Siding.

44 Up Siding—Down Goods.

Points spiked reverse pending removal.

9 From Up Branch or Up Goods.

10 Down Goods—Down Branch.

23 Down Reception—Down Branch.

A telephone and illuminated notice board has been provided adjacent to the Down Reception line opposite the signal box. Notice board reads:—"TELEPHONE FOR PERMISSION TO PASS". Telephone communicates with Springbank South Signal Box. (48)

**SPRINGHEAD LOCOMOTIVE.**—Signal box closed, all signal arms removed and points spiked or fitted for hand working.

Points spiked reverse pending removal.

13 Up Goods—Up Main.

24 Down Goods—1, 2, 3 and 4 Sidings.

25 Down Main—Down Goods.

40 Up Main—Loco Shed (Shed end).

41 Mains Crossover (Down Main end).

Points fitted for hand working.

18 Down Loop—No. 4 Siding.

19 Down Loop—No. 3 Siding.

20 Down Loop—No. 2 Siding.

21 Down Loop—No. 1 Siding.

40 Up Main—Loco Shed (Slip end).

41 Mains Crossover (Up Main end). (48)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**  
**DETAILS OF WORK ALREADY CARRIED OUT—continued.**

**SPRINGBANK NORTH.**

- Points spiked reverse pending removal.**  
 20 Down South Branch—Down West Branch.  
 21 Up West Branch—Up South Branch.  
 23 Traps, Up West Branch.

**Signal dispensed with.**  
 38 Up Starting Main to Up West Branch (with Distant below).

(48)

**STONEFERRY.**—Hand worked points leading to Goods Branch line have been spiked normal and red marker post removed.

(50)

**RAWCLIFFE BRIDGE.**

- Points spiked pending removal.**  
 27 Mains Crossover (spiked normal).  
 29 Down Main—Up Goods (spiked normal).  
 30 1 and 2 Hump Reception lines (spiked normal).

**Altered Points.**  
 33 Up Goods—Sidings have become hand-operated.

- Signals dispensed with.**  
 8 Down Main—Up Goods.  
 31 Up Goods—Down Main.  
 32 Up Goods—Sidings.  
 34A Sidings—Up Goods.  
 34B Up Goods Shunting.

(49)

**GOOLE ENGINE SHED.**

- Points spiked normal pending removal.**  
 12 Up Sidings—Up Branch.

**Signals dispensed with.**  
 11 Shunting Up Sidings to Up Main.  
 21 Shunting Down Branch to Down Main.

(49)

**POTTERS GRANGE.**

- Points spiked normal pending removal.**  
 22 Down Branch—Down Sidings.

**Signal dispensed with.**  
 21 Shunting Down Sidings to Down Branch.

**Altered nomenclature.**

**Old**  
 25 Shunting Down Main to Down Branch or Down Sidings.

**New**  
 25 Shunting Down Main to Down Branch.

Exchange Sidings Ground Frame has been dispensed with and points spiked normal pending removal.

(49)

**OAK HILL JUNCTION.**

- Points spiked normal pending removal.**  
 21 Dock Siding—Down Main.

**Signals dispensed with.**  
 20 Shunting Dock Siding to Down Main.  
 22 Shunting Down Main to Dock Siding.

(49)

**\*\*HEALEY MILLS YARD.**—H.M. 139. Engine release line No. 1 to Down Fast or Down Slow or Engine line R has been reduced in height to three feet with subsidiary signal and route indicator above on the right of main signal, same distance from Signal Box.

H.M. 141. Engine release line No. 2 to Down Fast or Down Slow or Engine line R. Repositioned between Engine Release line No. 1 and Engine Release line. No 2 and reduced in height to three feet with subsidiary signal and route indicator above on the right of main signal, same distance from Signal Box.

(47)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## CLAYTON WEST JUNCTION.

Signals dispensed with.

12 Up Main Inner Distant.

20 Down Main Inner Home.

Altered Nomenclature.

Old

11 Up Main Outer Distant.

21 Down Main Outer Home.

New

12 Up Distant.

21 Down Main Home.

(48)

**CLAYTON WEST JUNCTION.**—21 Down Main Home signal has been renewed at reduced height on same site. (49)

**SHEPLEY.**—Signal box and all signals dispensed with.

Points spiked normal pending removal.

8 Mains Crossover.

9 Up Siding and Down Main.

10 Up Sidings—Down Main.

14 Down Siding—Down Main.

A single lever ground frame released by Annetts Key from Brockholes Signal Box and standing adjacent to the Up Main 154 yards West of the former Shepley Signal Box operating points:—

Up Main—Up Sidings.

(48)

**\*\*DEWSBURY EAST JUNCTION.**—The East Shunt Neck has been broken at Headfield Junction and slewed into the alignment of the new Single line towards Dewsbury Railway Street, forming the commencement of the Single line. (47)

**\*\*GOMERSAL.**—Signal Box and all signals dispensed with. All points spiked normal pending removal. (47)

**\*\*STOCKSMOOR.**—Signal Box and all signals dispensed with.

Points spiked normal pending removal.

8 Up Main—Down Main.

Altered Points.

6 Up Main—Up Sidings worked from a single lever ground frame on Up side of line 22 yards East of former Stocksmoor Signal Box and released by Annetts Key held at Brockholes Junction Signal Box. (47)

**\*\*BIRSTALL TOWN.**—Signal Box and all signals dispensed with. All points spiked normal pending removal. (47)

**BOLTON ABBEY.**—Signal box and all signals dispensed with.

Points spiked normal pending removal.

14 Mains Crossover.

(48)



## MISCELLANEOUS NOTICES—continued

## TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signalman at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signalman may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified. Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signalman ahead.

## \*\*\*WAKEFIELD WESTGATE.

The siding adjacent to the Cattle Dock Siding has been spiked out of use together with the connections from the Cattle Dock to this Siding. (47)

## WAKEFIELD WESTGATE.

The connection to the following sidings has been spiked out of use and the sidings removed:—Cattle Dock, Back Dock, Derby Crane Road, Milk Road, Midland Warehouse Road, Middle Shed Road and Straight Road. (48)

## \*\*\*WORTLEY SOUTH.

Nos. 2, 3 and 4 West Yorkshire Sidings have been spiked out of use pending removal. (47)

## HARROGATE STATION.

No. 6 Platform line has been brought into use but must not be utilised for the arrival of loaded passenger trains.

## ★LEEDS CITY SOUTH.

Until further notice, subsidiary aspects will be used to authorise movements to Nos. 7, 8, 10 and 16 platforms when the line concerned is clear to the buffer stops in addition to the occasions when the line is occupied.

Drivers must at all times be prepared to find these lines occupied and to stop short of any vehicle that may be ahead.

## ★LEEDS CITY SOUTH.

Nos. 7 and 8 Platforms have each been shortened by 15 feet and buffer stops erected that distance from the existing buffers. (50)

## WAKEFIELD M.P.D.

Contractors are engaged demolishing the former Enginemen's Hostel. Persons walking or working in the vicinity to exercise care.

## GOOLE.

Until further notice, the decking is being removed from the centre jetty on Goole Swing Bridge No. 5. All personnel are requested to take particular care.

## \*\*\*CITY ROAD.

Nos. 1, 2, 3, 4 and 6 Gullet Roads and Nos. 5 and 7 Coal Roads have been spiked out of use pending removal. (47)



**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**

S-53

Page 155 (Page 34, Supplement No. 2).

**AMEND:**—Between Middlestown Junction and Midland Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Page 161

Hunslet

Stourton

Down Sidings

**DELETE:**—Signal box and all relevant details

Page 161 and 162

Hunslet

Stourton

Junction

**DELETE:**—3rd additional Down Goods line between Stourton Junction and Stourton Down Sidings

**DELETE:**—2nd additional Down Goods line between Stourton Junction and Wakefield Road

Page 162

Hunslet

Wakefield Road

**AMEND:**—mileage to read 801 yards

Page 165 (Page 35, Supplement No. 2).

Newlay Station.

**DELETE:**—Speed restriction 55 Up 55 Down Fast lines 199 m. 29 chs. to 200 m. 24 chs.

Page 167.

Saltaire Station.

**DELETE:**—Signal Box and all relevant details.

Hirstwood.

**AMEND:**—Distance 1 m. 462 yds.

**DELETE:**—Sub heading—MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.

Bingley.

Marley Junction.

**DELETE:**—Signal Box and all relevant details.

**AMEND:**—Additional Up and Down running lines between Bingley Station and Keighley Thwaites Junction to be Absolute Block on Goods lines.

Keighley.

Thwaites Junction.

**AMEND:**—Distance 2 m. 687 yds.

**AMEND:**—CW—Up Goods line clear of fouling point with Up Main line. Station Junction.

**AMEND:**—Speed restriction 15 Up Over junction towards Ingrow, 0 m. 0 chs. to 0 m. 4 chs. (Keighley to Ingrow East mileage).

**AMEND:**—Note "See page 177 for Keighley Station to Ingrow East".

**DELETE:**—URS 42.

Page 167/168.

**AMEND:**—Between Keighley Station Junction and Steeton & Silsden Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Page 168.

Kildwick.

**DELETE:**—URS 28.

Cononley.

Station.

**AMEND:**—Distance 1 m. 1,076 yds.

Skipton.

Snaygill.

**AMEND:**—Distance 1 m. 1,278 yds.



NE/S

No. 48

BRITISH RAILWAYS

NORTH EASTERN REGION—SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 28th November, 1964 to  
Friday, 4th December, 1964 inclusive**

B95

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

5 20/26

Memo Cross

34 = 57

Chichester

Weymouth

1000

2 X 1/2

1000

1000



# Section A—TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified.)

Warning Boards and Indicators provided unless otherwise shown.

In the case of items marked \* the Warning Boards and Indicators will be moved as the work progresses and the restrictions will not operate over more than  $\frac{1}{4}$  mile at one time.

In the case of items marked † time has been allowed in the working timetable for these restrictions.

Temporary speed restrictions may be eased or withdrawn earlier than shown. Trainmen must, therefore, be prepared to find a higher speed (which may be the permanent speed restriction) indicated at the Warning Boards and they must work to such speed.

Location of Work at or between	Lines Affected	Mileage At or between		Speed Re- strictions m.p.h.	Remarks
		m. chs.	m. chs.		
<b>Shaftholme to Northallerton</b>					
Escrick, South and Naburn	Down Main	180 33	181 5	20	Relaying. <b>Until 15 00, Monday, 30th November</b>
Thirsk and Pilmoor	Up Fast and Up Slow	21 50	21 38	20	Track alterations. <b>Until 15 00, Wednesday, 2nd December</b>
Thirsk	Down Slow	22 20	24 40	20	Alterations to layout <b>Commencing 8 00, Thursday, 3rd December</b>
<b>Carcroft (Castle Hills) to Leeds Central</b>					
Hare Park and Fitzwilliam	Up Main	170 60	170 00	20	Reballasting. <b>Commencing 17 00, Sunday, 29th November</b>
Hare Park and Sandal	Down and Up Main	172 54	172 60	20	Repairs to Bridge No. 51
Hare Park and Westgate South	Down Main	173 78	174 30	20	Relaying and rerailing.
Wrenthorpe, North and Lofthouse, South	Down and Up Main	177 10	177 24	40	Subsidence. <b>Until 6 00, Sunday, 29th November</b>
Wrenthorpe North and Lofthouse South	Down Main	177 10	177 24	40	Subsidence. <b>Commencing 6 00, Sunday, 29th November</b>
Lofthouse South and Wrenthorpe North	Up Main	177 60	177 00	20	Lifting and reballasting. <b>Commencing 6 00, Sunday, 29th November</b>
<b>York to Scarborough</b>					
Flaxton	Down and Up Main	9 21	9 33	20	Removing connections. <b>Commencing 8 00, Thursday, 3rd December</b>
Flaxton and Kirkham Abbey	Down and Up Main	11 16	11 52	20	Removing connections. <b>Until 16 00 Wednesday, 2nd December</b>
Heslerton and Ganton	Down and Up Main	32 58	32 78	20	Removing connections. <b>Commencing 8 00, Tuesday, 1st and until 15 00, Thursday, 3rd December</b>
<b>Thornhill (LNW Junction) to Hull (Paragon) via Leeds City</b>					
Morley Low and Lady Anne Crossing	Up Main	38 20	36 20	20	On track tamping machine working in Morley Tunnel. <b>Warning boards and indicators will not be provided. Commencing 7 00, and until 17 00, Sunday, 29th November</b>
<b>Castleford (Old Station) to Garforth</b>					
Allerton Main and Garforth	Single	1 40	1 24	20	Colliery Subsidence.



At or between	Lines affected	Remarks
<b>LEEDS to NORTHALLERTON via ARTHINGTON</b> —continued.		
<b>DAILY UNTIL FURTHER NOTICE</b> —continued.		
Harrogate. Station.	No. 1 Bay Platform (BLOCKED).	Excavations and laying bases and foundations on No. 1 Platform. Mechanical plant in use. Material lying about. Contractor's workmen on site. Drivers to keep a sharp lookout. Trains to be re-platformed as necessary.
Harrogate. Station.	No. 5 Platform.	Demolition of buildings and rebuilding work. Contractor's workmen on site.
Harrogate. Goods Yard.	Sidings Nos. 2 and 3 and connections (BLOCKED).	Erection of coal handling plant. Contractor's workmen on site.
Harrogate. Goods Yard.	All.	Laying underground electric cables to coal handling plant. Contractor's workmen on site.
<b>SUNDAY, 29th NOVEMBER.</b>		
Leeds City, West and East.	All.	7 00 to 17 00, preparing for signalling alterations.
Leeds City, West.	Nos. 7, 8 and 10 Platforms (BLOCKED as required by local arrangements).	7 30 to 17 00, welding rail joints. Trains to be replatformed as necessary.
Pannal and Harrogate, South.	Down and Up Main (BLOCKED)	6 30 to 7 30 and 17 45 to 18 25, unfastening and laying points for access to and return from the former Wetherby branch, and fastening back normal after passage of ballast train. Both Signal Boxes open for passage of train in each direction.
<b>RILLINGTON to WHITBY TO WN.</b>		
<b>TUESDAY, 1st DECEMBER.</b>		
Goathland.	All.	8 00 to 16 00, overhauling interlocking. Signal Box open.
<b>YORK to SCARBOROUGH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Bootham and Haxby.	Down and Up Main.	Contractors laying pipes under tracks at 3 m. 68 chs.
Haxby. Station.	Down and Up Main.	7 00 to 17 00, demolition of platforms. Excavator in use.
Flaxton. Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use. Signal Box open.



## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
<b>YORK to SCARBOROUGH—continued.</b>		
<b>DAILY UNTIL FURTHER NOTICE—continued.</b>		
Strensall, Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use.
Barton Hill, Station.	Down and Up Main.	7 00 to 17 00 (except Sat.), demolition of Down and Up Platforms. Excavator in use.
Kirkham Abbey and Malton, West.	Down and Up Main.	7 00 to 17 00, demolishing Huttons Ambo Station platforms. Excavator in use.
Malton, West and East.	All.	7 30 to 17 00, preparatory work for alterations to signalling and interlocking.
<b>SUNDAY, 29th NOVEMBER.</b>		
Flaxton and Kirkham Abbey.	Down and Up Main.	7 00 to 17 00, taking out connections at Barton Hill. Crane in use. Both Signal Boxes open.
Barton Hill.	All.	7 00 to 17 00, alterations to signalling. (See Section C.)
<b>MONDAY to FRIDAY, 30th NOVEMBER to 4th DECEMBER.</b>		
Weaverthorpe.	Down and Up Main.	8 00 to 16 00 each day, taking out connections. Crane in use.
<b>WEDNESDAY, 2nd DECEMBER.</b>		
Weaverthorpe.	Down Main.	8 00 to 16 00, signalling alterations. (See Section C.)
<b>CHURCH FENTON NORTH to WETHERBY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Thorp Arch, West and Walton Gates.	Single.	Laying water main under track at 8 m. 74 chs. Contractor's workmen on site.
Wetherby, Sidings.	Up Sidings Nos. 1, 2 and 3.	Construction of surface water sewer. Contractor's workmen on site.
<b>THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
L.N.W. Junction and Dewsbury, No. 2.	Down and Up Main.	7 30 to 17 00, renewing parapet fence on Bridge No. 6 between 32½ and 32¾ m.p.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-18

At or between	Lines affected	Remarks
<b>CARCROFT (SKELLOW JUNCTION) to BULLCROFT (GOODS LINES).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Skellow Junction and Bull-croft Junction.	Single.	7 00 to 18 00, repairs to Bridge No. 3 at 1 m. 7 chs. Contractor's workmen on site.
Skellow Junction and Bull-croft Junction.	Single.	7 00 to 17 00, repairs to Bridge No. 2 at 1 m. 12 chs.
<b>WAKEFIELD (WESTGATE) BALNE LANE to LAISTERDYKE EAST via DEWSBURY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Roundwood and Ossett, East.	Down and Up Main.	Repairs to Bridge No. 8 at 178 m. 64 chs.
Dewsbury Junction.	All.	7 00 to 17 00, reinstating former Headfield Branch between Headfield Junction and Dewsbury Railway Street. Crane in use.
<b>SUNDAY, 29th NOVEMBER.</b>		
Adwalton Junction.	All.	7 30 to 16 30, renewal of level crossing at 186 m. 66 chs. Signal Box open.
<b>SHAW CROSS COLLIERY BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Batley, East and Shaw Cross.	Single.	7 00 to 17 00, erecting electric poles and overhead cables adjacent to track between 181 m. 73 chs. and 182 m.p. Contractor's workmen on site.
<b>LOFTHOUSE NORTH to STOURTON JUNCTION.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Robin Hood.	All.	7 00 to 17 00, removing abandoned track between 179 m. and 181 m.p. Crane in use as required. Contractor's workmen on site.
Rothwell and Stourton Junction.	Single.	7 00 to 17 00, attaching water main to underside of Bridge No. 13 at 182 m. 3 chs. Ladders and trestles in use. Contractor's workmen on site.
<b>ARDSLEY STATION to ADWALTON JUNCTION.</b>		
<b>SUNDAY, 29th NOVEMBER.</b>		
Adwalton Junction.	All.	7 30 to 16 30, renewal of level crossing at 185 m. 47 chs. Signal Box open.



## Section C—

# SIGNALLING AND PERMANENT WAY ALTERATIONS

*\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.*

### DETAILS OF WORK REFERRED TO IN SECTION B.

**SUNDAY, 29th NOVEMBER.—RICCALL SOUTH.**—Ground Frame and connections dispensed with.

**Points dispensed with.**

15 Up Main—Goods Yard.

**Signals dispensed with.**

16 Goods Yard to Up Main.

**SUNDAY, 29th NOVEMBER.—NOSTELL AND HARE PARK.**

**Nostell.**

**Points spiked normal pending removal.**

35 Down Main to Down Branch.

56 Up Branch to Up Main.

**Signals dispensed with.**

30 Down Main Distant to Down Branch.

31 Down Main to Down Branch.

32 Down Branch Starting.

26 Down Main to Down Branch and Down Main Shunting.

27 Down Main Distant No. 2.

28 Down Main South Junction Home.

48 Up Main Inner Home.

49 Up Main South Junction Home.

50 Up Main Inner Distant.

54 Up Main North Junction Home.

58 South Junction Branch Home to Up Main.

Fixed Distant below Hare Park No. 19 Up Branch Home.

**New Signal.**

49 Up Main Home 738 yards North of Signal Box on left of Up Main.

**Altered Signal.**

20 Shunting Up to Down Main will be moved 30 yards nearer Signal Box.

**Hare Park.**

**Altered Signal.**

17 Up Main Home. Top yellow aspect dispensed with.

(51)

**SUNDAY, 29th NOVEMBER.—BARTON HILL.**—Ground frame and connections dispensed with.

**Points dispensed with.**

6 Mains Crossover.

16 Down Main to Goods Yard.

**Signals dispensed with.**

5 Up to Down Main.

7 Down to Up Main.

15 Push Goods Yard to Down Main.

15 Pull Down Main to Goods Yard.

(51)

**SUNDAY, 29th NOVEMBER.—SANDAL.**

**Points dispensed with.**

5 Down Main—Down Sidings.

**Signals dispensed with.**

4 Down Main to Down Sidings.

6 Down Sidings to Down Main.

14 Down Main Starting.

(51)



## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

**SUNDAY, 29th NOVEMBER.—THURNSCOE JUNCTION.**—Down and Up Branch lines to be severed and buffer stops erected.

Points spiked normal to be relaid by plain line.

- 8 Mains Crossover.
- 11 Up Main—Branch.
- 13 Branch—Down Main.
- 15 Catch Points Up Main.

Signals dispensed with.

- 7 Shunting Down to Up Main.
- 9 Shunting Up to Down Main.

(51)

**WEDNESDAY, 2nd DECEMBER.—WEAVERTHORPE.**

Points dispensed with.

- 8 Down Main—Relief Siding.

Signals dispensed with.

- 9 Relief Siding to Down Main.

Altered Naming.

- | Old  | New                |
|--|--------------------|
| 6 Shunting Down to Up Main or Relief Siding. | 6 Down to Up Main. |

(51)

## DETAILS OF WORK ALREADY CARRIED OUT.

**\*\*PILMOOR.**—Down Siding Ground Frame and connections dispensed with. (48)

**\*\*OTTERINGTON.**—Up Sidings—Ground Frame, connections and associated signals dispensed with. Down Sidings—Ground Frame and connections dispensed with.

Points dispensed with.

- 6 Mains Crossover (South of Signal Box).
- 8 Up Slow—Up Main.
- 9 Down Slow—Down Main (South of Signal Box).
- 13 Up Main—Up Slow.
- 16 Mains Crossover (North of Signal Box).
- 25 Down Slow—Down Main (North of Signal Box).

Signals out of use.

- D26 Down Main to Down Slow.
- D26 BS Down Slow to Down Main.
- U26 Up Main to Up Slow.
- U26 BS Up Slow to Up Main.

Signals dispensed with.

- 5 Shunting Up Main to Up Slow or Up Main or Down Main or Down Slow.
- 7 Shunting Down to Up Main.
- 10 Shunting Down Slow to Up Main.
- 11 Shunting Up Slow to Down Main or Up Main.
- 15 Shunting Up to Down Main.
- 17 Shunting Down to Up Main or Up Slow.

(48)

**WESTGATE SOUTH AND NORTH.**

**Westgate North.**

Signals dispensed with.

- 28 Up Main to Up Platform line Home with Westgate South Distant below.
- 30 Up Main Home.
- 21 Up Main Calling On.
- 22 Up Main to Up Platform Calling On with Westgate South Distant below.

New Signal.

- 30 Up Main Home or Up Platform Home colour light (green aspect controlled from Westgate South) with route indicator above and subsidiary below reading:—
  - Main colour light—Up Main.
  - Main colour light with route indicator P—Up Main to Up Platform.
  - Sub only—Up Main.
  - Sub with route indicator P—Up Main to Up Platform.

(50)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*HAXBY.

## Points dispensed with.

8 Mains Crossover.

11 Down Main to Down Sidings.

## Signals dispensed with.

10 Down Main to Down Sidings.

12 Down Sidings to Down Main.

(48)

## \*\*\*KIRKHAM ABBEY.

## Points dispensed with.

5 Up Main to Up Siding.

## Signals dispensed with.

4 Shunting Up Sidings to Up Main.

6 Shunting Up Main to Up Sidings.

(48)

\*\*\*FLAXTON.—30 Up Main Distant has been renewed at reduced height on same site.

5 Down Main Distant has been renewed at increased height 110 yards further from Signal Box.

(48)

## SEAMER WEST AND EAST.

## Seamer West.

## Points dispensed with.

39 Up Siding—Up Branch.

## Signals dispensed with.

38 Shunting Up Siding to Up Branch.

40 Shunting Up Branch to Up Siding.

## Altered Points.

13A Up Siding—Up Main have become trap points

## Seamer East.

## Points dispensed with.

18 Down Siding—Down Main.

15 Up Main—Down Siding.

## Signals dispensed with.

19 Shunting Down Main to Down Siding.

17 Shunting Down Siding to Down Main.

14 Shunting Up Main to Down Siding.

16 Shunting Down Siding to Up Main.

(50)

## \*\*\*BROUGH EAST.

## Points spiked normal pending removal.

33 Down Slow—Horse Dock.

## Signal dispensed with.

34 Horse Dock to Down Slow.

## Altered Signal.

32 Shunting Down Slow to Down Siding or Horse Dock has been moved 40 yards further from Signal Box and reads Down Slow to Down Sidings.

(48)

\*\*\*HESSLE EAST.—Priory Yard line and Down Mineral line abandoned. Buffer stops erected on the Up Mineral line, and on Nos. 1 and 2 Down Reception lines.

## Points spiked normal pending removal.

14 Up Goods—Up Mineral.

16 Up Goods—Priory Yard.

18 Priory Yard—Down Main.

19 Mains Crossover.

21 Down Goods—Down Mineral.

23 To Down Reception lines.

24 Down Goods—Down Reception lines.

39 Down Slow—Down Main.

44 Down Main from Down Slow trailing.



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Signals dispensed with.

- 1 Up Mineral to Up Goods Home.
- 2 Up Mineral to Priory Yard Home.
- 3 Up Mineral to Up Main Home.
- 9 Up Goods to Priory Yard Home.
- 17 Down Main to Up Main or Priory Yard.
- 20 Up Main to Down Main, Down Reception.
- 41 From Priory Yard.

(48)

## WHELEDALE.

## Points dispensed with.

- 8 Main Crossover.
- 10 Up Main—East Sidings.
- 15 Down Main—West Sidings.

## Signals dispensed with.

- 6 Shunting Up to Down Main or East Sidings.
- 11 Shunting East Sidings to Up Main.
- 14 Shunting West Sidings to Down Main.
- 16 Shunting Down to Up Main or West Sidings.

(50)

## FERRYBRIDGE GROUND FRAME.—Ground frame dispensed with.

## Points dispensed with.

- 2 Down Main to Sidings.
- 5 Mains Crossover.
- 6 Up Main to Siding.

## Signal dispensed with.

- 1 Shunting Down Main to Sidings.

(50)

## \*\*\*SPRINGBANK WEST.—Signal box closed and all signal arms removed.

## Points spiked normal pending removal.

- 15 Up Branch—Up Reception.
- 35 Down Goods—Down Reception.
- 39 Down Reception—Down Goods.
- 42 Down Goods—Up Goods or Up Siding.
- 44 Up Siding—Down Goods.

## Points spiked reverse pending removal.

- 9 From Up Branch or Up Goods.
- 10 Down Goods—Down Branch.
- 23 Down Reception—Down Branch.

A telephone and illuminated notice board has been provided adjacent to the Down Reception line opposite the signal box. Notice board reads:—"TELEPHONE FOR PERMISSION TO PASS". Telephone communicates with Springbank South Signal Box.

(48)

## \*\*\*SPRINGHEAD LOCOMOTIVE.—Signal box closed, all signal arms removed and points spiked or fitted for hand working.

## Points spiked reverse pending removal.

- 13 Up Goods—Up Main.
- 24 Down Goods—1, 2, 3 and 4 Sidings.
- 25 Down Main—Down Goods.
- 40 Up Main—Loco Shed (Shed end).
- 41 Mains Crossover (Down Main end).

## Points fitted for hand working.

- 18 Down Loop—No. 4 Siding.
- 19 Down Loop—No. 3 Siding.
- 20 Down Loop—No. 2 Siding.
- 21 Down Loop—No. 1 Siding.
- 40 Up Main—Loco Shed (Slip end).
- 41 Mains Crossover (Up Main end).

(48)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*\*SPRINGBANK NORTH.

Points spiked reverse pending removal.

20 Down South Branch—Down West Branch.

21 Up West Branch—Up South Branch.

23 Traps, Up West Branch.

Signal dispensed with.

38 Up Starting Main to Up West Branch (with Distant below).

(48)

STONEFERRY.—Hand worked points leading to Goods Branch line have been spiked normal and red marker post removed.

(50)

## RAWCLIFFE BRIDGE.

Points spiked pending removal.

27 Mains Crossover (spiked normal).

29 Down Main—Up Goods (spiked normal).

30 1 and 2 Hump Reception lines (spiked normal).

Altered Points.

33 Up Goods—Sidings have become hand-operated.

Signals dispensed with.

8 Down Main—Up Goods.

31 Up Goods—Down Main.

32 Up Goods—Sidings.

34A Sidings—Up Goods.

34B Up Goods Shunting.

(49)

## GOOLE ENGINE SHED.

Points spiked normal pending removal.

12 Up Sidings—Up Branch.

Signals dispensed with.

11 Shunting Up Sidings to Up Main.

21 Shunting Down Branch to Down Main.

(49)

## POTTERS GRANGE.

Points spiked normal pending removal.

22 Down Branch—Down Sidings.

Signal dispensed with.

21 Shunting Down Sidings to Down Branch.

Altered nomenclature.

Old

25 Shunting Down Main to Down Branch or Down Sidings.

New

25 Shunting Down Main to Down Branch.

Exchange Sidings Ground Frame has been dispensed with and points spiked normal pending removal.

(49)

## OAK HILL JUNCTION.

Points spiked normal pending removal.

21 Dock Siding—Down Main.

Signals dispensed with.

20 Shunting Dock Siding to Down Main.

22 Shunting Down Main to Dock Siding.

(49)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**LAISTERDYKE EAST.****Points spiked normal pending removal.**

22 Up Goods—Down Shipley.

32 Up Line No. 1—Down Shipley.

33 Down Shipley—From Up Line No. 1 and Up Goods.

**Altered Signals.**

The four-way route indications on signals 12/16/17/18 and 14/26/27/29 have been dispensed with and the signals read:—

12 Up Goods to Up Main.

14 Up Line No. 1 to Up Main.

(50)

**WYKE AND LOW MOOR No. 1.****Wyke.**

Signal Box and all signals dispensed with. All points spiked normal pending removal.

**Low Moor No. 1.\***

3 Up Main Starting colour light shows R or G only.

(50)

**BERRY BROW.**—Ground frame dispensed with.**Points spiked normal pending removal.**

Down Main to Goods Yard.

(50)

**\*\*\*CLAYTON WEST JUNCTION.****Signals dispensed with.**

12 Up Main Inner Distant.

20 Down Main Inner Home.

**Altered Nomenclature.****Old**

11 Up Main Outer Distant.

21 Down Main Outer Home.

**New**

12 Up Distant.

21 Down Main Home.

(48)

**CLAYTON WEST JUNCTION.**—21 Down Main Home signal has been renewed at reduced height on same site.

(49)

**\*\*\*SHEPLEY.**—Signal box and all signals dispensed with.**Points spiked normal pending removal.**

8 Mains Crossover.

9 Up Siding and Down Main.

10 Up Sidings—Down Main.

14 Down Siding—Down Main.

A single lever ground frame released by Annetts Key from Brockholes Signal Box and standing adjacent to the Up Main 154 yards West of the former Shepley Signal Box operating points:—

Up Main—Up Sidings.

(48)

**\*\*\*BOLTON ABBEY.**—Signal box and all signals dispensed with.**Points spiked normal pending removal.**

14 Mains Crossover.

(48)



Page 289.

AMEND line heading to read:—

RILLINGTON TO WHITBY TOWN.

Page 290.

BURTON LANE SIGNAL BOX.

YORK.

AMEND in 1st paragraph:—Staff Attendant times to read 7-30 to 16-30

AMEND in 2nd paragraph:—Between 16-30 and 7-30 etc.

AMEND in 4th paragraph:—6-20 to read 7-30.

Page 291 (Page 78, Supplement No. 2).

CRAMBECK.

DELETE:—item.

Page 291 (Page 79, Supplement No. 2).

MALTON EAST AND SCARBOROUGH ROAD SIGNAL BOXES.

Working of Traffic to and from the Yorkshire Bacon Factory, etc.

DELETE:—item.

INSERT:—

MALTON EAST.

Working of Traffic to and from the Yorkshire Bacon Factory.

One engine in steam working is in operation, and the key to release the point lever at the ground frame controlling the Bacon Factory Siding points is attached to the One Engine in Steam train staff.

Page 292 (Page 79, Supplement No. 2).

GILLING TO KIRBYMOORSIDE.

DELETE:—Whole entry.

Page 297.

HULL.

INSERT:—

**WEST PARADE SIGNAL BOX.**—Light engines and trains other than passenger trains will not be brought to a stand nor will the Driver be cautioned, verbally or by hand signal, when proceeding to Paragon, from the Down Main line on B, D or F lines when the line concerned is clear to the Home signal only at Paragon box (Absolute Block Regulation 5, Permissive Block Regulation 4(ii)(b)).

Drivers of such trains, when a yellow aspect is displayed at the Down Home signal, must proceed as if cautioned in accordance with Rule 41(a) or paragraph 1(c) (Passenger and Platform lines) page 22 of the General Appendix, respectively.

Page 299.

AMEND:—CASTLEFORD—EAST BRANCH item to read:—

On the Down journey, the train must stop at Wheldale Road Bridge until the driver receives a hand signal from the guard to proceed. The guard must report to the gate office of Messrs. Hicksons Ltd. on arrival and a man will be detailed to supervise the car park and road crossings to ensure that the gates leading to the firm's sidings are open for the train to enter the works. The guard will then give the hand signal to the driver and precede the train to see that the points are correctly set and the line is clear to the yard.

Trains must be propelled in the Down direction in accordance with the authority in Table 1, and only the diesel shunt engine from Castleford must be used for movements over this branch. Speed on the branch must not exceed four miles per hour.

SHERBURN-IN-ELMET.

BETWEEN NORTH AND SOUTH SIGNAL BOXES—Occupation Level Crossing.

DELETE:—Instruction.



S-64

Page 301 (Page 80 Supplement No. 2)  
DELETE:—CLIFF COMMON: MENTHORPE GATE instruction

Page 302.

DELETE:—from HULL YARDS

heading "Springbank Locomotive to Springbank North".

DELETE from heading:—SPRINGBANK NORTH TO WEST.

AMEND in heading:—SPRINGBANK (LOCO) TO SPRINGBANK SOUTH to read:—  
SPRINGHEAD YARD TO SPRINGBANK SOUTH.

Page 302 (Page 81, Supplement No. 2).

WILMINGTON TO HORNSEA.

DELETE:—Both entries under this heading.

Page 304.

SPRINGHEAD YARD.

AMEND instruction to read:—

Up trains arriving at Springhead Yard to stop at the "Stop and Await Instructions" board and await the Foreman's instructions.

Down trains departing from Springhead Yard to stop at the "Stop and Await Instructions" board and obtain permission to proceed from the Signaller at Springbank South box.

Page 304.

SCULCOATES.

CANNON STREET BRANCH.

DELETE:—

Paragraphs 5 and 8.

AMEND:—

Paragraphs 6 and 7 to be 5 and 6.

UPTON & NORTH ELMSALL.

Page 307.

WRANGBROOK SIGNAL BOX. Backing of trains from Down Main.

DELETE from third and fourth lines:—

"Up Moorhouse and South Elmsall Branch".

MOORHOUSE & SOUTH ELMSALL BRANCHES

UPTON & NORTH ELMSALL.

DELETE:—Sub-heading and items.

Page 307/8.

MOORHOUSE AND SOUTH ELMSALL.

STATION SIGNAL BOX—Frickley Colliery Branch.

INSERT as final paragraph:—

Trains may be worked from Frickley Colliery to Moorhouse Junction Siding without a brake van in the rear subject to the following conditions—

1. The brake van must be attached to the engine and drawn.
2. Brakes must be pinned down as necessary.
3. A tail lamp must be carried on the last vehicle.

Page 308

WRANGBROOK

DELETE:—Neville's Sidings, Hinchcliffe's Sidings and Hampole Sidings instruction



*8-11-64*

**BRITISH RAILWAYS**

NORTH EASTERN REGION—SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 5th December, 1964 to  
Friday, 11th December, 1964 inclusive**

B95

Engine-men and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-6

At or between	Lines affected	Remarks
<b>SHAFTHOLME to NORTHALLERTON—continued</b>		
<b>SUNDAY, 6th DECEMBER.</b>		
Escrick, South and Naburn.	Down Main.	7 30 to 16 30, on track tamping machine in use between 180 m. 37 chs. and 181 m. 4 chs. Escrick, South Signal Box open.
York, Station and Skelton Junction.	Up Goods (BLOCKED). Down and Up. Main (BETWEEN TRAINS).	7 00 to 17 00, turning rails between 0 m. 50 chs. and 1 m. 6 chs.
Skelton Junction and York, Station.	Up Main (BLOCKED).	3 00 to 12 00, destressing between 1 m. 43 chs. and 1 m. 13 chs. Single Line Working by Pilotman over the Down Main line between Skelton Junction and York Clifton No. 547 points.
Pilmoor and Northallerton, Station.	5 15 to 10 30 Down Fast/Main (BLOCKED). Up Main/Fast (BETWEEN TRAINS).	5 15 to 16 00, alterations to layout and recovery of track between 22½ and 22½ m.p. Crane in use.
Pilmoor and Longlands Junction.	5 15 to 16 00 Down Slow (BLOCKED). 10 30 to 16 00 Thirsk Down Reception (BLOCKED). Down Fast (BETWEEN TRAINS).	5 15 to 10 30, All Down traffic to travel over the Up Fast/Main line between Pilmoor and Northallerton Station under arrangements for Single Line Working by Pilotman where more than one running line is available. All Up traffic to travel over the Up Slow line between Northallerton Station and Pilmoor. 10 30 to 16 00, All Down traffic to travel over the Down Fast line.
Thirsk.	All.	6 00 to 17 00, alterations to signalling. (See Section C.)
<b>MONDAY, 7th DECEMBER.</b>		
Skelton Bridge and Tollerton.	Down and Up Slow (BLOCKED).	6 00 to 14 00, on track tamping machine in use between 3½ and 9½ m.p. All traffic to travel over the Down and Up Fast lines.
<b>TUESDAY, 8th DECEMBER.</b>		
Tollerton and Pilmoor.	Down Slow.	7 00 to 16 00, signalling alterations at Raskelf Ground Frame. (See Section C.)
Tollerton and Pilmoor.	Down Slow (BLOCKED). Down Fast (BETWEEN TRAINS).	6 00 to 14 00, taking out connections on the Down Slow line. (See Section C.) Crane in use. All Down traffic to travel over the Down Fast line.



## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
YORK to SCARBOROUGH—continued.		
SUNDAY, 6th DECEMBER.		
Flaxton.	Down and Up Main.	7 00 to 17 00, removing connections and alterations to signalling. (See Section C.) Crane in use.
Kirkham Abbey and Malton, West.	Down Main (BLOCKED)	7 00 to 17 00, renewing waybeams on Bridge No. 13 at 18 m. 36 chs. Single Line Working by Pilotman over the Up Main line. Both Signal Boxes open.
WEDNESDAY, 9th DECEMBER.		
Flaxton.	Up Main.	8 00 to 16 00, signal alterations. (See Section C.)
CHURCH FENTON NORTH to WETHERBY.		
DAILY UNTIL FURTHER NOTICE.		
Thorp Arch, West and Walton Gates.	Single.	Laying water main under track at 8 m. 74 chs. Contractor's workmen on site.
Wetherby, Sidings.	Up Sidings Nos. 1, 2 and 3.	Construction of surface water sewer. Contractor's workmen on site.
THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY.		
DAILY UNTIL FURTHER NOTICE.		
L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
L.N.W. Junction and Dewsbury, No. 2.	Down and Up Main.	7 30 to 17 00, renewing parapet fence on Bridge No. 6 between 32½ and 32¾ m.p.
Leeds City, West and East.	Nos. 11, 12 and 13 Platforms, Through Road, Down Goods and Adjacent Sidings.	7 30 to 16 30, repairing Bridge No. 1 Swinegate.
Leeds City, West and East.	Down and Up Goods and Adjacent Sidings (BLOCKED). No. 17 Platform (BETWEEN TRAINS).	Repairs to Bridge No. 5 (Neville Street) at 20 m. 43 chs. Also Bridge No. 10 at 20½ m.p. Crane in use as required.



# Section C— SIGNALLING AND PERMANENT WAY ALTERATIONS

\*\*\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

## DETAILS OF WORK REFERRED TO IN SECTION B.

### SUNDAY, 6th DECEMBER.—THIRSK.

#### Points dispensed with.

214 Cattle Dock to Down Slow.

#### Signals disconnected.

53 Cattle Siding to Down Fast.

54 Cattle Siding to Down Slow.

55 Cattle Siding to Down Reception Line No. 1.

56 Cattle Siding to Down Reception Line No. 2.

57 Cattle Siding to Down Reception Line No. 3 via Down Slow.

60 Down Slow to Cattle Siding.

(52)

### SUNDAY, 6th DECEMBER.—FLAXTON.

#### Points dispensed with.

14 Mains Crossover.

17 Down Main—Warehouse.

21 Up Main—Up Siding.

24 Down Main—Goods Yard.

#### Signals dispensed with.

13 Shunting Up to Down Main.

15 Shunting Down to Up Main.

16 Shunting Warehouse to Down Main.

18 Shunting Down Main to Warehouse.

20 Shunting Up Main to Up Siding.

22 Shunting Up Siding to Up Main.

23 Shunting Goods Yard to Down Main.

25 Shunting Down Main to Goods Yard.

(52)

SUNDAY, 6th DECEMBER.—THORPE GATES.—8 Down Main Distant will be renewed as a Colour Light on same site. (52)

SUNDAY, 6th DECEMBER.—DAIRYCOATES WEST.—Up South Goods line and South Departure lines 2, 3 and 4 will be abandoned.

#### Points dispensed with.

46 Up South Main—Up South Goods.

47 Up South Goods—Up South Main.

#### Signals dispensed with.

A From South Departure line 2.

B From South Departure line 3.

C From South Departure line 4.

D From South Departure line 6.



## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

**Altered Signals.**

The 'G' symbol in the route indicators of the following signals will be dispensed with:—

9 Up Main Home.

23 Up South Branch Home.

The route indicator (symbol S and G) on 60 Up North Branch to Up South Main and Goods will be dispensed with. (52)

**TUESDAY, 8th DECEMBER.—RASKELF.**—Ground Frame and connections dispensed with. (52)

**WEDNESDAY, 9th DECEMBER.—FLAXTON.**—28 Up Main Home signal will be renewed at reduced height 11 yards East of Signal Box. (52)

**FRIDAY, 11th DECEMBER.—GREETLAND No. 1.**

**New Signal.—Ground Disc.**

16 Up Main to Down Main or to Down Goods re-sited 6 feet in advance of 15 Mains Crossover ('B' end). (52)

**DETAILS OF WORK ALREADY CARRIED OUT.**

**RICCALL SOUTH.**—Ground Frame and connections dispensed with.

Points dispensed with.

15 Up Main—Goods Yard.

Signals dispensed with.

16 Goods Yard to Up Main. (51)

**SANDAL.**

Points dispensed with.

5 Down Main—Down Sidings.

Signals dispensed with.

4 Down Main to Down Sidings.

6 Down Sidings to Down Main.

14 Down Main Starting. (51)

**WESTGATE SOUTH AND NORTH.**

**Westgate North.**

Signals dispensed with.

28 Up Main to Up Platform line Home with Westgate South Distant below.

30 Up Main Home.

21 Up Main Calling On.

22 Up Main to Up Platform Calling On with Westgate South Distant below.

**New Signal.**

30 Up Main Home or Up Platform Home colour light (green aspect controlled from Westgate South) with route indicator above and subsidiary below reading:—

Main colour light—Up Main.

Main colour light with route indicator P—Up Main to Up Platform.

Sub only—Up Main.

Sub with route indicator P—Up Main to Up Platform. (50)



DETAILS OF WORK REFERRED TO IN SECTION B—continued.

**Altered Signals.**

The 'G' symbol in the route indicators of the following signals will be dispensed with:—

9 Up Main Home.

23 Up South Branch Home.

The route indicator (symbol S and G) on 60 Up North Branch to Up South Main and Goods will be dispensed with. (52)

**TUESDAY, 8th DECEMBER.—RASKELF.**—Ground Frame and connections dispensed with. (52)

**WEDNESDAY, 9th DECEMBER.—FLAXTON.**—28 Up Main Home signal will be renewed at reduced height 11 yards East of Signal Box. (52)

**FRIDAY, 11th DECEMBER.—GREETLAND No. 1.**

**New Signal.—Ground Disc.**

16 Up Main to Down Main or to Down Goods re-sited 6 feet in advance of 15 Mains Crossover ('B' end). (52)

DETAILS OF WORK ALREADY CARRIED OUT.

**RICCALL SOUTH.**—Ground Frame and connections dispensed with.

**Points dispensed with.**

15 Up Main—Goods Yard.

**Signals dispensed with.**

16 Goods Yard to Up Main. (51)

**SANDAL.**

**Points dispensed with.**

5 Down Main—Down Sidings.

**Signals dispensed with.**

4 Down Main to Down Sidings.

6 Down Sidings to Down Main.

14 Down Main Starting. (51)

**WESTGATE SOUTH AND NORTH.**

**Westgate North.**

**Signals dispensed with.**

28 Up Main to Up Platform line Home with Westgate South Distant below.

30 Up Main Home.

21 Up Main Calling On.

22 Up Main to Up Platform Calling On with Westgate South Distant below.

**New Signal.**

30 Up Main Home or Up Platform Home colour light (green aspect controlled from Westgate South) with route indicator above and subsidiary below reading:—

Main colour light—Up Main.

Main colour light with route indicator P—Up Main to Up Platform.

Sub only—Up Main.

Sub with route indicator P—Up Main to Up Platform. (50)



## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**BARTON HILL.**—Ground frame and connections dispensed with.

Points dispensed with.

- 6 Mains Crossover.
- 16 Down Main to Goods Yard.

Signals dispensed with.

- 5 Up to Down Main.
- 7 Down to Up Main.
- 15 Push Goods Yard to Down Main.
- 15 Pull Down Main to Goods Yard.

(51)

**WEAVERTHORPE.**

Points dispensed with.

- 8 Down Main—Relief Siding.

Signals dispensed with.

- 9 Relief Siding to Down Main.

Altered Naming.

Old

- 6 Shunting Down to Up Main or Relief Siding.

New

- 6 Down to Up Main.

(51)

**HULL, WALTON STREET CARRIAGE SHED AND WASHING SHED.**—All tracks within the Washing Shed and Standing Shed are being removed.

(51)

**WHELDALE.**

Points dispensed with.

- 8 Main Crossover.
- 10 Up Main—East Sidings.
- 15 Down Main—West Sidings.

Signals dispensed with.

- 6 Shunting Up to Down Main or East Sidings.
- 11 Shunting East Sidings to Up Main.
- 14 Shunting West Sidings to Down Main.
- 16 Shunting Down to Up Main or West Sidings.

(50)

**FERRYBRIDGE GROUND FRAME.**—Ground frame dispensed with.

Points dispensed with.

- 2 Down Main to Sidings.
- 5 Mains Crossover.
- 6 Up Main to Siding.

Signal dispensed with.

- 1 Shunting Down Main to Sidings.

(50)

**STONEFERRY.**—Hand worked points leading to Goods Branch line have been spiked normal and red marker post removed.

(50)

**\*RAWCLIFFE BRIDGE.**

Points spiked pending removal.

- 27 Mains Crossover (spiked normal).
- 29 Down Main—Up Goods (spiked normal).
- 30 1 and 2 Hump Reception lines (spiked normal).

Altered Points.

- 33 Up Goods—Sidings have become hand-operated.



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Signals dispensed with.

- 8 Down Main—Up Goods.
- 31 Up Goods—Down Main.
- 32 Up Goods—Sidings.
- 34A Sidings—Up Goods.
- 34B Up Goods Shunting.

(49)

## \*\*\*GOOLE ENGINE SHED.

## Points spiked normal pending removal.

- 12 Up Sidings—Up Branch.

## Signals dispensed with.

- 11 Shunting Up Sidings to Up Main.
- 21 Shunting Down Branch to Down Main.

(49)

## \*\*\*POTTERS GRANGE.

## Points spiked normal pending removal.

- 22 Down Branch—Down Sidings.

## Signal dispensed with.

- 21 Shunting Down Sidings to Down Branch.

## Altered nomenclature.

## Old

- 25 Shunting Down Main to Down Branch or Down Sidings.

## New

- 25 Shunting Down Main to Down Branch.

Exchange Sidings Ground Frame has been dispensed with and points spiked normal pending removal.

(49)

## \*\*\*OAK HILL JUNCTION.

## Points spiked normal pending removal.

- 21 Dock Siding—Down Main.

## Signals dispensed with.

- 20 Shunting Dock Siding to Down Main.
- 22 Shunting Down Main to Dock Siding.

(49)

THURNSCOE JUNCTION.—Down and Up Branch lines to be severed and buffer stops erected.

## Points spiked normal to be relaid by plain line.

- 8 Mains Crossover.
- 11 Up Main—Branch.
- 13 Branch—Down Main.
- 15 Catch Points Up Main.

## Signals dispensed with.

- 7 Shunting Down to Up Main.
- 9 Shunting Up to Down Main.

(51)



# SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

### LAISTERDYKE EAST.

Points spiked normal pending removal.

22 Up Goods—Down Shipley.

32 Up Line No. 1—Down Shipley.

33 Down Shipley—From Up Line No. 1 and Up Goods.

### Altered Signals.

The four-way route indications on signals 12/16/17/18 and 14/26/27/29 have been dispensed with and the signals read:—

12 Up Goods to Up Main.

14 Up Line No. 1 to Up Main.

(50)

### WYKE AND LOW MOOR No. 1.

#### Wyke.

Signal Box and all signals dispensed with. All points spiked normal pending removal.

#### Low Moor No. 1.

3 Up Main Starting colour light shows R or G only.

(50)

**BERRY BROW.**—Ground frame dispensed with.

Points spiked normal pending removal.

Down Main to Goods Yard.

(50)

**\*\*CLAYTON WEST JUNCTION.**—21 Down Main Home signal has been renewed at reduced height on same site.

(49)



## MISCELLANEOUS NOTICES—continued.

## TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signalman at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signalman may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified, Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signalman ahead.

## ★COPLEY HILL M.P.D.

All sidings and hand operated points in the former Copley Hill Motive Power Depot have been abandoned and are spiked out of use pending removal. (52)

## HARROGATE STATION.

No. 6 Platform line has been brought into use but must not be utilised for the arrival of loaded passenger trains.

## LEEDS CITY SOUTH.

Until further notice, subsidiary aspects are being used to authorise movements to Nos. 7, 8, 10 and 16 platforms when the line concerned is clear to the buffer stops in addition to the occasions when the line is occupied.

Drivers must at all times be prepared to find these lines occupied and to stop short of any vehicle that may be ahead.

## LEEDS CITY SOUTH.

Nos. 7 and 8 Platforms have each been shortened by 15 feet and buffer stops erected at that distance from the existing buffers. (50)

## WAKEFIELD M.P.D.

Contractors are engaged demolishing the former Enginemen's Hostel. Persons walking or working in the vicinity to exercise care.

## FEATHERSTONE COLLIERY SIGNAL BOX.

The Signal Box has ceased to operate as a block post.  
All points spiked normal.

(51)

## GOOLE.

Until further notice, the decking is being removed from the centre jetty on Goole Swing Bridge No. 5. All personnel are requested to take particular care.

## GREETLAND.

Until further notice, Contractor's vehicles will be using the level crossing between Greetland Goods Yard and the former Engineer's Storeyard from 7 00 to 17 00 each day. Enginemen to keep a sharp lookout and sound engine whistles or horns on approaching the crossing.



★Page 177 INSERT:—New table:—

[illegible]

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued



# SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

S-69

Page 314 (Page 82, Supplement No. 2).  
 AMEND:—Line heading—

ARDSLEY TO ADWALTON JUNCTION.  
 WOODKIRK.  
 WOODKIRK—HOWLEY PARK SINGLE LINE.

DELETE:—Heading and item.  
 BRITANNIA SIDINGS.  
 DELETE:—Heading and item.

Page 317.  
 BRADFORD GOODS YARD.  
 DELETE:—Heading and item.

\*Pages 317/318.  
 LAISTERDYKE (QUARRY GAP) TO SHIPLEY JUNCTION, etc.  
 DELETE:—Heading and items headed SHIPLEY BRANCH and SHIPLEY.

Page 319  
 SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) ETC  
 HALIFAX

AMEND:—Reference to "signalmen at Halifax North Bridge South" to read "Shunter at North Bridge"  
 HALIFAX TO HALIFAX NORTH BRIDGE  
 HALIFAX

DELETE:—Line heading and Corporation Gas Works Sidings item. Items headed "North Bridge Line" and "Messrs. Smith & Co's Sidings" to be included under SOWERBY BRIDGE (MILNER ROYD JN) TO BRADFORD (EXCHANGE) ETC. line heading

BRADFORD (EXCHANGE).  
 SHUNTING BY GRAVITY.  
 DELETE:—Heading and item.

Page 320  
 SOWERBY BRIDGE

DELETE:—Items 1, 3 and 4.  
 INSERT additional item:—

Coupling up of Passenger Trains

The provision of Rule 96 may be applied on the Up Loop line. During fog or falling snow, a competent man must meet the second train at the platform end and conduct it to the rear of the train in front

Page 322  
 MIRFIELD UP SIDINGS

INSERT:—  
 When an incoming train has passed clear of 1 or 2 Up Departure lines the person in charge must advise the Signaller at No. 2 Signal Box by telephone  
 The person in charge of a train or light engine ready to depart from the Up Sidings must, before fouling Departure lines 1 or 2, telephone the Signaller for permission and give the classification and destination

DELETE:—  
 UP ARRIVAL AND DEPARTURE LINES BETWEEN No. 5 AND No. 2 BOXES

Page 324.  
 MARSDEN.

Tunnel End Sidings.  
 DELETE:—Item.

GOLCAR.

Linthwaite.  
 Up Sidings.  
 DELETE:—Item.

SLAITHWAITE.

DELETE:—Item.

Page 325  
 BATTYEFORD.

DELETE:—Item.

GOMERSAL

DELETE:—heading and instruction

Page 329  
 HUNSLET

DELETE:—"and Down" in sub-heading and in 2nd line

DELETE:—"or Nos. 2 or 3 Down Goods between Stourton Junction and Stourton Down Sidings signal boxes"  
 3rd and 4th lines

\*Page 331.  
 INSERT:—SHIPLEY, LEEDS JUNCTION—IDLE (GOODS BRANCH).

SHIPLEY.

SHIPLEY JUNCTION SIGNAL BOX. Facing points are laid in the Single line 370 yards from the Signal Box, leading to a sand drag 190 yards in length, which runs interlaced in the Single line joining up with same by means of trailing points 150 yards East of the Box. The points are controlled from Shipley Junction Box.

GOODS YARD. During shunting operations wagons must not be allowed to run into No. 8 road without the locomotive being attached.



**BRITISH RAILWAYS**

NORTH EASTERN REGION—SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 12th December, 1964 to  
Friday, 18th December, 1964 inclusive**

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.



# Section A—TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified.)

Warning Boards and Indicators provided unless otherwise shown.

In the case of items marked \* the Warning Boards and Indicators will be moved as the work progresses and the restrictions will not operate over more than  $\frac{1}{2}$  mile at one time.

In the case of items marked † time has been allowed in the working timetable for these restrictions.

Temporary speed restrictions may be eased or withdrawn earlier than shown. Trainmen must, therefore, be prepared to find a higher speed (which may be the permanent speed restriction) indicated at the Warning Boards and they must work to such speed.

Location of Work at or between	Lines Affected	Mileage At or between		Speed Re- strictions m.p.h.	Remarks
		m. chs.	m. chs.		
Shaftholme to Northallerton Balne and Heck	Down and Up Main	166 64	166 68	20	Repairs to Bridge No. 5. Commencing 08 00, Sunday, 13th and until 15 00, Thursday, 17th December
Temple Hirst	Down and Up Main	169 64	169 71	20	Removing connections. Commencing 8 00, Friday, 18th December
Skelton Junction and Skelton Bridge	Down Main	2 18	2 70	20	Removing adjustment switches. Commencing 8 00, Friday, 18th December
Carcroft (Castle Hills) to Fitzwilliam and Hare Park	Down Main	170 0	170 46	20	Reballasting. Until 06 00, Sunday, 13th December
Fitzwilliam and Hare Park	Down and Up Main	170 0	170 46	20	Reballasting. Commencing 06 00, Sunday, 13th December
Hare Park and Sandal	Down and Up Main	172 54	172 60	20	Repairs to Bridge No. 51
Wrenthorpe, North and Lofthouse, South	Down and Up Main	177 10	177 24	40	Subsidence.
Leeds to Northallerton Arthington, South and Horsforth	via Arthington Up Main	6 70	6 50	20	Relaying in Bramhope tunnel. Until 15 00, Friday, 18th December
York to Scarborough Strensall	Down and Up Main	6 50	6 66	20	Removing connections. Commencing 8 00, Thursday, 17th December
Ganton	Down and Up Main	34 30	34 50	20	Removing connections. Until 15 00, Wednesday, 16th December
Thornhill (L.N.W. Junction) Neville Hill East and Marsh Lane	to Hull (Parragon) Up Goods	18 53	18 76	20	Reballasting. Commencing 18 00, Sunday, 13th December
Peckfield and Micklefield	Down and Up Main	11 0	10 60	20	Removing connections. Until 15 00, Wednesday, 16th December
*Hemingbrough and Barlby North	Up Main	29 0	29 59	20	Relaying.
Castleford (Old Station) Allerton Main and Garforth	to Garforth Single	1 40	1 24	20	Colliery Subsidence.



## SECTION A—TEMPORARY SPEED RESTRICTIONS—continued

S-3

Location of Work at or between	Lines Affected	Mileage At or between		Speed Re- stric- tions m.p.h.	Remarks
		m. chs.	m. chs.		
Normanton (Altofts) to Castleford, Whitwood and Gates	York (Chalons Whin) Down and Up Main	22 15	22 5	30	Colliery subsidence. Commencing 08 00, Monday, 14th December
Burton Salmon and Fryston	Up Main	16 73	17 24	20	Relaying. Until 15 00, Thursday, 17th December
Swinton (Dearne Junction) to Burton Ponte-act, Brackenhill and South	Down and Up Main	6 60	6 20	30	Colliery Subsidence
Ponte-act, South and Ferrybridge	Down and Up Main	2 37	2 29	40	Colliery subsidence.
Shaftholme to Ferrybridge Knottingley 'A' and Ferrybridge	Down and Up Main	0 18	0 22	15	Constructing Bridge No. OA.
Hull (West Parade) to Seamer West Cottingham, South and North	Down Main	2 19	2 27	20	Contractors piling alongside tracks.
Hutton Cranswick	Down and Up Main	16 24	16 27	20	Relaying and taking out connections. Until 16 00, Monday, 14th December
Lowthorpe	Down and Up Main	23 61	23 67	20	Removing connections. Commencing 07 30, Friday, 18th December
Wakefield (Kirkgate) East to Goole (Goods Junction) Crofton East and Sharlston Station	Down and Up Main	50 18	50 51	20	Colliery subsidence
Ponte-act, East and Knottingley "A"	Down and Up Main	58 0	58 5	20	Constructing new Bridge No. 38A
Crofton West to Grime- thorpe and Denaby Sidings	Single (Denaby Sidings)	63 0	63 20	20	Colliery subsidence
Methley North Junction Glasshoughton East and Prince of Wales Sidings	to Ponte-act (Monkhill) West Down and Up Main	57 60	58 10	15	Colliery Subsidence
Lofthouse (South) to Stanley and Methley South	Castleford (Whitwood) Down and Up Main	181 7	182 46	20	Subsidence
Wakefield (Westgate) Balne Lane to Dudley Hill and Laisterdyke East	Laisterdyke (East) vi- a Dewsbury Down and Up Main	189 74	190 0	20	Condition of Track
Diggle to Mirfield (Heaton Lodge Junction) Diggle and Marsden	Down and Up Slow	15 11	18 14	20	Excavating for drains. Until 16 00, Friday, 18th December



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-10

At or between	Lines affected	Remarks
<b>YORK to SCARBOROUGH.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
Bootham and Haxby.	Down and Up Main.	Contractors laying pipes under tracks at 3 m. 68 chs.
Strensall, Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use.
Flaxton, Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use. Signal Box open.
Kirkham Abbey and Malton, West.	Down and Up Main.	7 00 to 17 00, demolishing Huttons Ambo Station platforms. Excavator in use.
Malton, West and East.	All.	7 30 to 17 00, preparatory work for alterations to signalling and interlocking.
Ganton, Station.	Down and Up Main.	7 00 to 17 00, demolition of platforms. Excavator in use. Signal Box open.
<b>SUNDAY, 13th DECEMBER.</b>		
Kirkham Abbey.	Down and Up Main.	7 00 to 16 00, demolishing platform. Excavator in use. Signal Box open.
Malton, West and Kirkham Abbey.	Up Main (BLOCKED).	7 00 to 17 00, renewing waybeams on Bridge No. 13 at 18 m. 36 chs. Single Line Working by Pilotman over the Down Main line. Both Signal Boxes open.
Ganton.	Down and Up Main.	7 00 to 17 00, signalling alterations and taking out connections. Crane in use. (See Section C.) Signal Box open.
<b>CHURCH FENTON NORTH to WETHERBY.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
Thorp Arch, West and Walton Gates.	Single.	Laying water main under track at 8 m. 74 chs. Contractor's workmen on site.
Wetherby, Sidings.	Up Sidings Nos. 1, 2 and 3.	Construction of surface water sewer. Contractor's workmen on site.
<b>THORNHILL (L.N.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY.</b> <b>DAILY UNTIL FURTHER NOTICE.</b>		
L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-12

At or between	Lines affected	Remarks
<b>THORNHILL (LN.W. JUNCTION) to HULL (PARAGON) via LEEDS CITY—continued.</b>		
<b>DAILY UNTIL FURTHER NOTICE—continued.</b>		
Hessle Road and West Parade.	Down and Up Main.	8 00 to 18 00 (except Sun.), Contractors working overhead on new road bridge at 0 m. 75 chs. Engines to shut off steam whilst passing under bridge.
Hessle Road and West Parade.	Down and Up Main.	7 30 to 17 00 (except Sat. and Sun.), breaking up surface of old Anlaby Road level crossing. Commencing Monday, 14th December.
West Parade and Paragon.	All.	Renewing point connections.
West Parade and Paragon.	All.	7 00 to 17 00 (except Sat. and Sun.), painting signals, gantries and signal boxes, etc. Ladders and trestles in use.
<b>SATURDAY and SUNDAY, 12th and 13th DECEMBER.</b>		
Micklefield.	23 15 (Sat.) to 8 45 (Sun.) Up Main (BLOCKED). 23 30 (Sat.) to 9 30 (Sun.) Down Main (BLOCKED except as shown in next column).	23 15 (Sat.) to 9 30 (Sun.), taking out connections. (See Section C.) Crane in use. 23 15 (Sat.) to 8 45 (Sun.), All Up traffic diverted. 23 30 (Sat.) to 9 30 (Sun.), Arrangements made to pass 3B03, 1 50 Leeds City to York, 1N71, 2 40 Leeds City to York and 1H52, 3 00 Leeds City to Hull over the Down Main line. All other Down traffic diverted. See separate advice for altered train arrangements.
<b>SUNDAY, 13th DECEMBER.</b>		
LN.W. Junction.	All.	7 30 to 17 00, trolleying materials.
Lady Anne Crossing and Morley Low.	Up Main (BLOCKED). Down Main (BETWEEN TRAINS).	0 01 to 10 00, track maintenance between 35½ and 36¼ m.p. On track tamping machine in use. Single Line Working by Pilotman over the Down Main line.
Farnley Junction and Leeds City, West.	Down and Up Main (BLOCKED).	7 00 to 16 45, lifting and packing track between 42 and 42¼ m.p. All traffic diverted via Copley Hill and Whitehall Junction. Absolute Block Working to be in operation between Farnley Junction and Copley Hill No. 3 and all facing points not fitted with facing point locking to be secured by clip or scotch. Copley Hill No. 3 Signal Box open.
Leeds City, West.	All.	7 00 to 17 00, renewing switches and crossing between 20 m. 70 chs. and 20 m. 65 chs.
Leeds City, West and East.	All.	7 00 to 17 00, alterations to signalling. (See Section C.)
Neville Hill, East and Marsh Lane.	Up Goods (BLOCKED).	6 00 to 18 00, reballasting between 18 m. 53 chs. and 18 m. 76 chs. All Up traffic to travel over the Up Main line. Marsh Lane Signal Box open.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-14

At or between

Lines affected

Remarks

**NORMANTON (ALTOFTS) to YORK (CHALONE RS WHIN)—continued.**  
**SUNDAY, 13th DECEMBER.**

Altofts Junction.

Fryston and Burton Salmon.

Milford, South.

Down Main.

Up Main  
(BLOCKED).  
Down Main  
(BETWEEN  
TRAINS).

Down and Up  
Main.

8 00 to 17 00, changing crossing at 186 m.p.

6 00 to 17 00, relaying. On track tamping machine and crane in use. Single Line Working by Pilotman over the Down Main line. Both Signal Boxes open.

7 00 to 17 00, overhauling signal fittings. Signal Box open.

**MILFORD SOUTH to GASCOIGNE WOOD.**  
**DAILY UNTIL FURTHER NOTICE.**

Milford, South and Gascoigne Wood.

Down Main and  
Down Malt Kiln  
Sidings.

Repairs to Malt Kilns. Crane in use. Contractor's workmen on site.

**SWINTON (DEARNE JUNCTION) to BURTON SALMON.**  
**DAILY UNTIL FURTHER NOTICE.**

Moorthorpe, Station and  
Burton Salmon.

Down and Up  
Main.

7 00 to 17 00, painting stations, signal boxes, bridges, etc. Ladders and trestles in use. Contractor's workmen on site.

Brackenhill and Pontefract.

Down and Up  
Main.

Demolition and rebuilding Bridge No. 33 at 6 m. 39 chs. Scaffolding and mechanical plant in use.

Brackenhill and Pontefract.

Down and Up  
Main.

7 30 to 18 00, strengthening embankment between 6 and 5½ m.p. Mechanical plant in use.

Pontefract and Ferrybridge.

Down Main and  
Ferrybridge Station  
Sidings.

Excavating and preparing formation for new Loop line between 2 m. 50 chs. and 2 m. 30 chs. Contractor's workmen on site. Mechanical equipment in use.

Ferrybridge.

All.

7 30 to 17 00, preparatory work for signal and interlocking alterations.

Burton Salmon.

All.

8 00 to 17 00, preparatory work for alterations to signalling and interlocking.

**SUNDAY, 13th DECEMBER.**

Brackenhill and Moorthorpe,  
Station.

Up Main.

7 30 to 16 30, on track tamping machine in use between 9 m. 20 chs. and 10 m. 20 chs. Both Signal Boxes open.



At or between	Lines affected	Remarks
<b>SHAFTHOLME to FERRYBRIDGE.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Knottingley, 'A'.	E. CE. All.	8 00 to 17 00, preparatory work for signalling alterations.
Knottingley, 'A' and Ferry-bridge.	Down and Up Main.	Constructing new Bridge (No. OA) at 0 m. 20 chs. Mechanical plant in use. Contractors workmen on site.
<b>YORK (BOOTHAM) to BEVERLEY NORTH.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Stamford Bridge and Fangfoss.	Down and Up Main.	7 00 to 17 00, laying water pipes under tracks at 11½ m.p. Contractor's workmen on site.
<b>WEDNESDAY, 16th DECEMBER.</b> Earswick and New Lane Gate Box.	All.	7 30 to 17 00, No. 6 Down Main Starting with New Lane Gate Box Inner Distant below will be renewed on same site.
<b>HULL (WEST PARADE) to SEAMER WEST.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Walton Street Carriage and Washing Sheds.	Sidings (BLOCKED by local arrangement).	7 00 to 17 00, alterations to and demolition of buildings. Also removing Sidings. (See Section C.) Mechanical plant in use.
Cottingham, South and North.	Down and Up Main and Radiator Sidings.	Constructing new overbridge at 2 m. 23 chs. Contractor's workmen on site. Mechanical plant in use.
Cottingham, South and Beverley Parks.	Down and Up Main.	7 30 to 17 30, contractors trenching along-side tracks.
Beverley, North and Arram.	Down and Up Main.	8 00 to 16 00 (except Sat. and Sun.), packing track on Down Main. On track tamping machine in use.
Flamborough and Bampton.	Down and Up Main.	8 00 to 16 00 each day, repairs to pole route.
<b>SUNDAY, 13th DECEMBER.</b> Beverley, Station.	Down and Up Main.	8 00 to 16 30, contractors erecting overhead cables across tracks adjacent to level crossing.
Hutton Cranswick.	Down and Up Main (BLOCKED).	7 00 to 17 00, removing crossover road and connections to Down Sidings at 16 m. 28 chs. <b>No traffic.</b> Signal Box open.



At or between	Lines affected	Remarks
<b>HESSLE ROAD to COTTINGHAM (SOUTH).</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Hessle Road and Cottingham, South.	Down and Up Main.	7 30 to 17 30, contractors trenching along side track.
<b>HULL YARDS.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Dairycoates, East. Sculcoates Power Station. Sculcoates Street and Burleigh Street. Alexandra Dock and Burleigh Street.	All. Sidings (BLOCKED by local arrangement). Down and Up Main. Down and Up Main.	8 00 to 16 30 each day, renewing cables and locations. 8 00 to 16 30, contractors laying cables under tracks. 8 00 to 16 30 (except Sat. and Sun.), re- construction of parapets on Hull River Bridges Nos. 16, 17 and 18 at 1 m. 64 chs. 8 00 to 17 00 (Mon. to Fri.), repairs to Bridge No. 1 (Hedon Road) at 0 m. 15½ chs.
<b>SUNDAY, 13th DECEMBER.</b> Sculcoates and Springbank, North. Priory Yard, West End. New Inward Yard Balloon Sidings.	Down and Up Main. Sidings (BLOCKED by local arrangement). Sidings (BLOCKED by local arrangements).	7 30 to 16 30, on track tamping machine in use. Both Signal Boxes open. 7 30 to 16 30, alterations to track. Cranes in use. 7 30 to 16 30, picking up spoil.
<b>STAIRFOOT JUNCTION to UPTON &amp; NORTH ELMSALL (WRANGBROOK).</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Stairfoot Junction and Cud- worth, Yard South.	All.	8 00 to 17 00, cleaning and painting bridges between 55 m. 74 chs. and 55 m. 0 chs. Ladders and trestles in use.
<b>DOORHOUSE &amp; SOUTH ELMSALL to UPTON &amp; NORTH ELMSALL (WRANGBROOK).</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Doorhouse & South Elmsall and Wrangbrook.	Single.	7 30 to 17 00, excavating for and laying drain alongside track between 0 and 1 m.p. Contractor's



## Section C—

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

*\*\*\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.*

**DETAILS OF WORK REFERRED TO IN SECTION B.****SUNDAY, 13th DECEMBER.—LEEDS CITY, WEST AND EAST.****Redesignation of Lines.**

Up Goods line has been cut at a point 266 yards West of Leeds City East Signal Box and slued to connect to the former Down Goods line and will throughout be named Up Goods line.

Old Goods and Jubilee Sidings have been connected to make a through line to be the Down Goods line.

Up Goods line has also been cut and buffer stops installed 277 yards East of Leeds City West Signal Box and will become Up Siding.

**Leeds City West.****Points dispensed with.**

109 Down Goods—Old Goods Siding.

**Signals dispensed with.**

W 27 Old Goods Siding to Down Goods.

W 54 'A' Down Goods to Old Goods Siding.

W 54 'B' Shunting Down Goods.

W 17 Main and Subsidiary Up Goods Home.

**New Points.**

109 B Trap points in Up Siding 144 yards East of Leeds City West Signal Box.

109 A points in Up Goods line 100 yards East of Leeds City West Signal Box reading Up Goods—Up Sidings.

**New Signals.**

W 17 Up Goods Home, right-hand bracket situated on left of Up Sidings, 150 yards East of Signal Box carrying a Colour Light with offset subsidiary reading Up Goods to Turntable Sidings or to 'F' Road.

W 27 Up Siding to Turntable Sidings or 'F' Road Subsidiary mounted on viaduct wall on the left of Up Siding 2 yards on the approach side of 109 B Trap points.

**Altered nomenclature of Signals.**

W 44 will now read Turntable Sidings to Down Goods or Up Siding.

W 45 will now read F Road to Signal W 57 or to Down Goods or to Up Siding.

**Leeds City East.****New Points.**

3 A Trap points in Down Goods 289 yards West of Signal Box.

**New Signal.**

E 26 Down Goods Home Colour Light with a subsidiary signal situated on left of Down Goods line at ground level 2 yards on the approach side of No. 3 A Trap points.

**Altered nomenclature.**

E 47 A will now read 'C' Road to No. 17 Platform.

E 47 B will now read 'C' Road to No. 13 Platform.

(1)

**SUNDAY, 13th DECEMBER.—GANTON.****Points dispensed with.**

6 Down Main—Coal Depot.

10 Mains Crossover.

13 Up Main—Warehouse line.

**Signals dispensed with.**

5 Shunting Down Main to Coal Depot.

7 Coal Depot to Down Main.

12 Warehouse line to Up Main.

14 Shunting Up Main to Warehouse line.

(1)



# SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

### SUNDAY, 13th DECEMBER.—CROSS GATES.

Signals dispensed with.

- 15 Down Slow to Down Main.
- 16 Down Main Home.

New Signals.

- 15 Down Slow to Down Main (left hand).
  - 16 Down Main Home (right hand).
- } Colour lights on right hand bracket sited on left of Down Slow 154 yards West of Signal Box. (1)

### SUNDAY, 13th DECEMBER.—MICKLEFIELD.

Points dispensed with.

- 18 Mains Crossover (West).
- 20 Up Main to Back Road or Down Sidings.
- 25 Up Main to Up Sidings.

Signals dispensed with.

- 17 Shunting Up Main to Down Main or Down Sidings.
- 19 Shunting Down Main to Up Main.
- 21 Back Road or Down Siding to Up Main.
- 26 Up Sidings to Up Main.

Altered Nomenclature.

- | Old                                    | New                          |     |
|--|------------------------------|-----|
| 24 Shunting Up to Down Main or Siding. | 24 Shunting Up to Down Main. | (1) |

SUNDAY, 13th DECEMBER.—PONTEFRAC T EAST.—7 Down Main Home signal will be renewed on existing bracket at increased height. (1)

### SUNDAY, 18th DECEMBER.—CLAYTON WEST JUNCTION.

Altered Signal.

- 37 Up Sidings to Up Main or Up Sidings to Up Branch will be repositioned 58 feet further from Signal Box on left of Siding line. (1)

TUESDAY, 15th DECEMBER.—HONLEY.—Signal Box and all signals dispensed with. All points spiked normal pending removal. (1)

## DETAILS OF WORK ALREADY CARRIED OUT.

RICCALL SOUTH.—Ground Frame and connections dispensed with.

Points dispensed with.

- 15 Up Main—Goods Yard.

Signals dispensed with.

- 16 Goods Yard to Up Main. (51)

RASKELF.—Ground Frame and connections dispensed with. (52)

### THIRSK.

Points dispensed with.

- 214 Cattle Dock to Down Slow.

Signals disconnected.

- 53 Cattle Siding to Down Fast.
- 54 Cattle Siding to Down Slow.
- 55 Cattle Siding to Down Reception Line No. 1.
- 56 Cattle Siding to Down Reception Line No. 2.
- 57 Cattle Siding to Down Reception Line No. 3 via Down Slow.
- 60 Down Slow to Cattle Siding.

(52)

### SANDAL.

Points dispensed with.

- 5 Down Main—Down Sidings.

Signals dispensed with.

- 4 Down Main to Down Sidings.
- 6 Down Sidings to Down Main.
- 14 Down Main Starting.

(51)



DETAILS OF WORK ALREADY CARRIED OUT—continued.

**\*\* WESTGATE SOUTH AND NORTH.**

**Westgate North.**

**Signals dispensed with.**

- 28 Up Main to Up Platform line Home with Westgate South Distant below.
- 30 Up Main Home.
- 21 Up Main Calling On.
- 22 Up Main to Up Platform Calling On with Westgate South Distant below.

**New Signal.**

- 30 Up Main Home or Up Platform Home colour light (green aspect controlled from Westgate South) with route indicator above and subsidiary below reading:—

Main colour light—Up Main.

Main colour light with route indicator P—Up Main to Up Platform.

Sub only—Up Main.

Sub with route indicator P—Up Main to Up Platform.

(50)

**FLAXTON.**

**Points dispensed with.**

- 14 Mains Crossover.
- 17 Down Main—Warehouse.
- 21 Up Main—Up Siding.
- 24 Down Main—Goods Yard.

**Signals dispensed with.**

- 13 Shunting Up to Down Main.
- 15 Shunting Down to Up Main.
- 16 Shunting Warehouse to Down Main.
- 18 Shunting Down Main to Warehouse.
- 20 Shunting Up Main to Up Siding.
- 22 Shunting Up Siding to Up Main.
- 23 Shunting Goods Yard to Down Main.
- 25 Shunting Down Main to Goods Yard.

(52)

**FLAXTON.**—28 Up Main Home signal has been renewed at reduced height 11 yards East of Signal Box.

(52)

**BARTON HILL.**—Ground frame and connections dispensed with.

**Points dispensed with.**

- 6 Mains Crossover.
- 16 Down Main to Goods Yard.

**Signals dispensed with.**

- 5 Up to Down Main.
- 7 Down to Up Main.
- 15 Push Goods Yard to Down Main.
- 15 Pull Down Main to Goods Yard.

(51)

**THORPE GATES.**—8 Down Main Distant has been renewed as a Colour Light on same site.

(52)

**DAIRYCOATES WEST.**—Up South Goods line and South Departure lines 2, 3 and 4 have been abandoned.

**Points dispensed with.**

- 46 Up South Main—Up South Goods.
- 47 Up South Goods—Up South Main.

**Signals dispensed with.**

- A From South Departure line 2.
- B From South Departure line 3.
- C From South Departure line 4.
- D From South Departure line 6.



## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Altered Signals.

The 'G' symbol in the route indicators of the following signals has been dispensed with:—

9 Up Main Home.

23 Up South Branch Home.

The route indicator (symbol S and G) on 60 Up North Branch to Up South Main and Goods has been dispensed with. (52)

**HULL, WALTON STREET CARRIAGE SHED AND WASHING SHED.**—All tracks within the Washing Shed and Standing Shed are being removed. (51)

\*<sup>2</sup> WHELDALE.

## Points dispensed with.

8 Main Crossover.

10 Up Main—East Sidings.

15 Down Main—West Sidings.

## Signals dispensed with.

6 Shunting Up to Down Main or East Sidings.

11 Shunting East Sidings to Up Main.

14 Shunting West Sidings to Down Main.

16 Shunting Down to Up Main or West Sidings. (50)

\*<sup>2</sup> FERRYBRIDGE GROUND FRAME.—Ground frame dispensed with.

## Points dispensed with.

2 Down Main to Sidings.

5 Mains Crossover.

6 Up Main to Siding.

## Signal dispensed with.

1 Shunting Down Main to Sidings. (50)

\*<sup>2</sup> STONEFERRY.—Hand worked points leading to Goods Branch line have been spiked normal and red marker post removed. (50)

**THURNSCOE JUNCTION.**—Down and Up Branch lines to be severed and buffer stops erected.

## Points spiked normal to be relaid by plain line.

8 Mains Crossover.

11 Up Main—Branch.

13 Branch—Down Main.

15 Catch Points Up Main.

## Signals dispensed with.

7 Shunting Down to Up Main.

9 Shunting Up to Down Main. (51)

**ADWALTON JUNCTION.**

## Points spiked normal pending removal.

9 Down Main from Down Branch.

10 Up Main—Up Branch.

## Signals dispensed with.

4 Down Branch Home.

12 Up Main to Branch Home.

13 Up Branch Starting.

## Altered naming.

Old  
23 Shunting Down to Up Main or to Up Branch.

New  
23 Shunting Down to Up Main. (52)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## \*\*LAISTERDYKE EAST.

Points spiked normal pending removal.

22 Up Goods—Down Shipley.

32 Up Line No. 1—Down Shipley.

33 Down Shipley—From Up Line No. 1 and Up Goods.

Altered Signals.

The four-way route indications on signals 12/16/17/18 and 14/26/27/29 have been dispensed with and the signals read:—

12 Up Goods to Up Main.

14 Up Line No. 1 to Up Main.

(50)

## \*\*WYKE AND LOW MOOR No. 1.

Wyke.

Signal Box and all signals dispensed with. All points spiked normal pending removal.

Low Moor No. 1.

3 Up Main Starting colour light shows R or G only.

(50)

\*\*BERRY BROW.—Ground frame dispensed with.

Points spiked normal pending removal.

Down Main to Goods Yard.

(50)

## GREETLAND No. 1.

New Signal.—Ground Disc.

16 Up Main to Down Main or to Down Goods re-sited 6 feet in advance of 15 Mains Crossover ('B' end).

(52)



BRITISH RAILWAYS

NORTH EASTERN REGION—SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.**

**Saturday, 19th December, 1964 to  
Friday, 25th December, 1964 inclusive**

B95

Engine-men and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and

must be on the look-out and be prepared to reduce speed when and where

Barnsley (Exchange) to Silkstone Junction and Darton	Horbury Down and Up Main	50 32	50 20		
Crigglastone Junction and Horbury Junction	Down and Up Main	1 47	0 67	20	Colliery subsidence
Horbury Station Junction Horbury Station Junction and Crigglastone Junction	Down and Up Main	45 13	45 43	20	Subsidence



At or between	Lines affected	Remarks
<b>BRAMWITH (EXCLUSIVE) to CARCROFT (ADWICK JUNCTION).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Applehurst Junction and Skellow Junction.	Down and Up Main.	7 00 to 17 00, repairs to Bridge No. 1C at 161 m. 33 chs. Ladders in use.
<b>CARCROFT (SKELLOW JUNCTION) to BULLCROFT (GOODS LINES).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Skellow Junction and Bullcroft Junction.	Single.	7 00 to 18 00, repairs to Bridge No. 3 at 1 m. 7 chs. Contractor's workmen on site.
Skellow Junction and Bullcroft Junction.	Single.	7 00 to 17 00, repairs to Bridge No. 2 at 1 m. 12 chs.
<b>HARE PARK to CROFTON WEST.</b>		
<b>MONDAY to THURSDAY, 21st to 24th DECEMBER.</b>		
Crofton, West.	All.	7 30 to 17 00, excavating for and installing underground cable between 173 m. 6 chs. and 173½ m.p. Contractor's workmen on site.
<b>WAKEFIELD (WESTGATE) BALNE LANE to LAISTERDYKE EAST via DEWSBURY.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Dewsbury Junction.	All.	7 00 to 17 00, reinstating former Headfield Branch between Headfield Junction and Dewsbury Railway Street. Crane in use.
Adwalton Junction.	Down and Up Main.	7 00 to 17 00, extending decking on level crossing at 186 m. 66 chs. to accommodate new Boom Gates.
<b>SHAW CROSS COLLIERY BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Batley, East and Shaw Cross.	Single.	7 00 to 17 00, erecting electric poles and overhead cables adjacent to track between 181 m. 73 chs. and 182 m.p. Contractor's workmen on site.
<b>LOFTHOUSE NORTH to STOURTON JUNCTION.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Robin Hood.	All.	7 00 to 17 00, removing abandoned tracks between 179 m. and 181 m.p. Crane in use as required. Contractor's workmen on site.



At or between	Lines affected	Remarks
<b>BOWERBY BRIDGE (MILNER</b>	<b>ROYD JUNCTION)</b>	<b>to BRADFORD (EXCHANGE)—continued</b>
<b>DAILY UNTIL FURTHER NOTI</b>	<b>CE—continued.</b>	
Lightcliffe.	Up Main.	7 30 to 17 00, repairs to platform wall and copings between 34 m. 63 chs. and 34 m. 64 chs.
Wyke and Low Moor, No. 1.	Down and Up Main.	Centering fixed in Wyke Tunnel between 36 and 37 m.p. Side clearance reduced. Trainmen not to put their heads out.
Bowling Junction and Mill Lane.	All.	7 00 to 17 00, demolition of former Coal Shoots Signal Box. Mechanical plant in use.
<b>SATURDAY and SUNDAY, 19th</b>	<b>and 20th DECEMBER.</b>	
Lightcliffe and Low Moor, No. 1.	Up Main (BLOCKED). Down Main (BETWEEN TRAINS).	23 00 (Sat.) to 9 00 (Sun.), track maintenance in Wyke Tunnel between 36 m. 10 chs. and 36 m. 75 chs. On track tamping machine in use. Single Line Working by Pilotman over the Down Main line. Both Signal Boxes open.
<b>SUNDAY, 20th DECEMBER.</b>		
Low Moor, No. 4 and Bowling Junction.	Down and Up Main.	0 01 to 12 00, track maintenance and painting refuges, also examination of water main in Bowling Tunnel between 38 and 39½ m.p. Rail motor in use. Contractor's workmen on site. Both Signal Boxes open.
Bowling Junction and Mill Lane.	Down and Up Main.	7 30 to 16 30, demolition of former Coal Shoots Signal Box. Ladders in use. Mill Lane Signal Box open.
<b>HEBDEN BRIDGE to NORMAN</b>	<b>TON, GOOSE HILL</b>	
<b>DAILY UNTIL FURTHER NOTI</b>	<b>CE.</b>	
Mytholmroyd, West and Luddendenfoot, West.	All.	7 00 to 17 00, demolition of former Mytholmroyd East Signal Box at 25 m. 51 chs. Ladders and mechanical plant in use as required. Commencing Monday, 21st December.
Elland.	All.	7 00 to 17 00, removing abandoned track. Contractor's workmen on site.
Bradley Wood Junction and Heaton Lodge Junction.	All.	7 30 to 17 00, demolition of former Cooper Bridge Signal Box at 36 m. 32 chs. Contractor's workmen on site. Mechanical equipment in use as required.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-20

At or between	Lines affected	Remarks
<b>HEBDEN BRIDGE to NORMANTON, GOOSE HILL—continued.</b>		
<b>DAILY UNTIL FURTHER NOTICE—continued.</b>		
Bradley Wood Junction and Heaton Lodge Junction.	All.	7 00 to 17 00, removing abandoned track between 36½ and 36½ m.p. Crane in use as required. Contractor's workmen on site.
Mirfield, No. 2 and No. 3.	All.	7 00 to 17 00, repairs to Mirfield station roof.
Thornhill, L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
Thornhill Junction and Midland Junction.	All.	7 00 to 19 00, demolition of Bridge No. 209 at 41 m. 15 chs. Cranes in use as required. Contractor's workmen on site. Side clearances reduced, trainmen not to put their heads out.
Dewsbury, East Junction.	All.	7 00 to 17 00, reinstating former Headfield Branch between Headfield Junction and Dewsbury Railway Street. Crane in use.
Thornhill Junction and Horbury, Station Junction.	All.	7 00 to 17 00, excavating for and laying concrete ducts for propane gas pipes and installing point heaters between 41 and 44 m.p.
Horbury, Station Junction and Horbury Junction.	All.	7 00 to 17 00, demolition of former Millfield Road Station buildings and platforms. Ladders and mechanical plant in use as required. Commencing Monday, 21st December.
Horbury Junction and Wakefield, West.	All.	7 30 to 16 30, excavating for and examining blocked water main between 46 and 47 m.p.
<b>SATURDAY and SUNDAY, 19th and 20th DECEMBER.</b>		
Milner Royd Junction and Greetland, No. 2.	Down and Up Main (BLOCKED).	22 15 (Sat.) to 10 00 (Sun.), removing abandoned connections between 30 m. 35 chs. and 30½ m.p. Crane in use. All traffic diverted except that arrangements will be made to pass 3X13, 21 20 (Sat.) Blackpool to Normanton Parcels over the Down Main line. See separate advice for altered train arrangements. Milner Royd Junction and Greetland No. 1 Signal Boxes open.
<b>SUNDAY, 20th DECEMBER.</b>		
Thornhill, L.N.W. Junction and Mirfield, No. 3.	Down Slow and Up Fast.	7 30 to 17 00, trolleying materials.
Thornhill Junction and Horbury Junction.	All.	7 30 to 16 30, installing point heating equipment between 41 and 44 m.p.



At or between	Lines affected	Remarks
<b>HEBDEN BRIDGE to NORMAN TON, GOOSE HILL—continued.</b>		
<b>SUNDAY, 20th DECEMBER—continued.</b>		
Dewsbury, East Junction.	All.	6 00 to 18 00, alterations to layout at Headfield Junction consequent upon re-instatement of former Headfield Branch to Dewsbury Railway Street. Crane in use. (See Section C.)
Healey Mills Yard.	Primary Sidings.	7 30 to 16 30, lifting and packing 'A' Retarder and sidings.
Wakefield, East.	All.	7 30 to 17 00, changing relays and testing circuits.
<b>DIGGLE to MIRFIELD (HEATON LODGE JUNCTION).</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Diggle and Marsden.	Down and Up Slow and Up Fast.	Centering and scaffolding fixed in Standedge Slow Tunnel and Up Fast Tunnel between 15 m. 11 chs. and 18½ m.p. Side clearance reduced. Trainmen not to put their heads out.
Diggle and Marsden.	Down and Up Slow.	8 00 to 17 00 (except Sat. and Sun.), repairing Standedge Slow Tunnel between 15 m. 11 chs. and 18½ m.p. Enginemen to control the emission of smoke and steam and sound horns or whistles in tunnel.
Gledholt Goods Yard.	No. 5 Front Coal Chutes (BLOCKED).	Repairs to wooden decking.
Huddersfield and Hillhouse, No. 1.	All.	7 30 to 16 30, excavating, laying concrete foundations and erecting signal gantry between 26½ and 26½ m.p.
<b>SUNDAY, 20th DECEMBER.</b>		
Diggle and Marsden.	Down and Up Fast (BLOCKED).	7 00 to 17 00, track maintenance, removing rail centres, loading material, etc., in Standedge Fast Tunnels between 15 m. 11 chs. and 18 m. 14 chs. Rail motor in use. All traffic to travel over the Down and Up Slow lines.
Spenn Valley Junction and Heaton Lodge Junction.	Down and Up Slow (BLOCKED).	6 00 to 18 00, removing abandoned connections at 29 m. 21 chs. Crane in use. All traffic to travel over the Down and Up Fast lines. Both Signal Boxes open.
<b>SUNDAY to THURSDAY, 20th to 24th DECEMBER.</b>		
Kirkburton Junction and Bradley Junction.	All.	7 30 to 17 00 each day, recovering redundant cables. Both Signal Boxes open.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-22

At or between	Lines affected	Remarks
<b>PENISTONE NORTH (Exclusive) to HUDDERSFIELD (SPRINGWOOD JUNCTION).</b>		
<b>MONDAY to THURSDAY, 21st to 24th DECEMBER.</b>	All.	7 30 to 17 00 each day, alterations to signalling and interlocking and recovering materials. (See Section C.)
Brockholes.		
<b>HOLMFIRTH BRANCH.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>	Single.	7 30 to 17 00, removing abandoned track between 4½ and 6 m.p. Crane in use as required. Contractor's workmen on site.
Brockholes Junction and Holmfirth.		
<b>FARNLEY JUNCTION to WHITEHALL JUNCTION.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>	All.	7 00 to 18 00, excavating for and installing underground gas main alongside and under tracks at 41 m. 47 chs. Contractor's workmen on site. Mechanical plant in use as required.
Farnley Junction and Copley Hill, No. 3.		
<b>SUNDAY, 20th DECEMBER.</b>		
Whitehall Road Goods Yard.	Arrival/Departure (BLOCKED).	6 30 to 18 00, repairs to Bridge No. 4. No traffic.
<b>MIRFIELD No. 3 to LOW MOOR No. 2 WEST.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>	Down and Up Main.	7 30 to 17 00, excavating for and laying cable adjacent to and under tracks at 3 m. 75 chs. Contractor's workmen on site.
Heckmondwike Junction and Cleckheaton, South.		
<b>TUESDAY, 22nd DECEMBER.</b>		
Liversedge Central G.F.	All.	7 30 to 17 00, alterations to signalling. (See Section C.)
<b>BARNLEY (EXCHANGE) (Exclusive) to HORBURY JUNCTION.</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>	Down and Up Main.	Centering and scaffolding fixed at Bridge No. 7 between ¾ and 1 m.p. Side clearance reduced. Trainmen not to put their heads out.
Crigglestone Junction and Horbury Junction.		



## Section C—

## SIGNALLING AND PERMANENT WAY ALTERATIONS

*\*\*\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.*

## DETAILS OF WORK REFERRED TO IN SECTION B.

**SATURDAY AND SUNDAY, 19th and 20th DECEMBER.—WHARNCLIFFE WOODMOOR.**  
The crossover road from the Up to Down lines will be removed and replaced with a single side of points. (2)

**SUNDAY, 20th DECEMBER.—TEMPLE HIRST.**

## Points dispensed with.

- 7 Up Main—Goods Yard.
- 12 Down Main—Goods Yard.
- 15 Mains Crossover.

## Signals dispensed with.

- 6 Up Main to Goods Yard.
- 8 Goods Yard to Up Main.
- 11 Goods Yard to Down Main.
- 14 Up to Down Main.
- 16 Down to Up Main or Goods Yard.

(2)

**SUNDAY, 20th DECEMBER.—HEADINGLEY.**

## Points dispensed with.

- 14 Down Main to Sidings.

## Signals dispensed with.

- 13 Shunting Down Main to Sidings.
- 15 Shunting Sidings to Down Main.
- 24 Down Main Starting.
- 6 Up Main Home.
- 5 Up Main Distant.

## New Signals.

- 13 Shunting Down Main to Up Main, disc left-hand of Down Main 7 yards South of Signal Box.
- 11 Shunting Up Main to Down Main, disc left-hand of Up Main 70 yards South of Signal Box.
- H.24 Down Main Starting colour light 577 yards North of Signal Box.
- R.24 Banner repeater for and sited 300 yards on approach side of H.24.
- H.6 Up Main Home colour light 30 yards North of Signal Box.
- R.6 Banner repeater for and sited 375 yards on approach side of H.6.
- H.5 Up Main Distant colour light 1,320 yards North of the Signal Box.

(2)

**SUNDAY, 20th DECEMBER.—STRENSALL.—Ground frame and connections dispensed with.**

## Points dispensed with.

- 19 Down Main—Down Relief Siding.
- 23 Mains Crossover (North of Signal Box).
- 25 Up Main—Down Siding.
- 28 Up Main—Up Relief Siding.

## Signals dispensed with.

- 18 Shunting Down Relief Siding to Down Main.
- 20 Shunting Down Main or to Down Relief Siding.
- 22 Shunting Up Main or to Down Siding or Down Main.
- 26 Shunting Down Siding to Up Main.
- 27 Shunting Up Main to Up Relief Siding.
- 24 Shunting Down Main or to Up Main.
- 29 Shunting Up Relief Siding to Up Main.
- 38 Up Main Home No. 1.

(2)

**SUNDAY, 20th DECEMBER.—DEWSBURY EAST JUNCTION.**—The connections to Messrs. Brown's Sidings from the West Shunt Neck at Headfield Junction will be removed, and the diamond crossing in the East Shunt Neck formed by this connection will be replaced by a single lead which will provide the access to these sidings. The West Shunt Neck will be broken, slewed across to the new single line, and a single lead connection made with the single line. From this date the East and West Shunt Necks will be abandoned pending removal, and the single line will be used for shunting purposes as far as the stop board only.

(2)



## DETAILS OF WORK REFERRED TO IN SECTION B—continued.

**MONDAY, 21st DECEMBER.—BROCKHOLES.**

Points spiked normal pending removal.

- 9 Up Main—Down Siding.
- 28 Down Main—Down Siding.
- 29 North Mains Crossover.

Signals dispensed with.

- 11 Shunting Down Siding to Up Main.
- 24 Up Main Home No. 1.
- 27 Down Sidings to Down Main.
- 30 Shunting Down Main or to Up Main or Down Siding.

Alterations to Signal.

- 25 Up Main Distant will be renewed 2,064 yards from Signal Box.

Altered Nomenclature.

- | Old                    | New              |     |
|------------------------|------------------|-----|
| 23 Up Main Home No. 2. | 23 Up Main Home. | (2) |

**MONDAY TO THURSDAY, 21st TO 24th DECEMBER.—NOSTELL BRANCH.**—The Down main line from Wharnccliffe Woodmoor to Smithies Signal Box will be removed. (2)

**TUESDAY, 22nd DECEMBER.—LIVERSEDGE CENTRAL G.F.**—Ground Frame released from Heckmondwike Junction will be dispensed with and points spiked normal pending removal. (2)

**DETAILS OF WORK ALREADY CARRIED OUT.**

**\*\*RICCALL SOUTH.**—Ground Frame and connections dispensed with.

Points dispensed with.

- 15 Up Main—Goods Yard.

Signals dispensed with.

- 16 Goods Yard to Up Main.

(51)

**RASKELF.**—Ground Frame and connections dispensed with.

(52)

**THIRSK.**

Points dispensed with.

- 214 Cattle Dock to Down Slow.

Signals disconnected.

- 53 Cattle Siding to Down Fast.
- 54 Cattle Siding to Down Slow.
- 55 Cattle Siding to Down Reception Line No. 1.
- 56 Cattle Siding to Down Reception Line No. 2.
- 57 Cattle Siding to Down Reception Line No. 3 via Down Slow.
- 60 Down Slow to Cattle Siding.

(52)

**\*\*SANDAL.**

Points dispensed with.

- 5 Down Main—Down Sidings.

Signals dispensed with.

- 4 Down Main to Down Sidings.
- 6 Down Sidings to Down Main.
- 14 Down Main Starting.

(51)

**LEEDS CITY, WEST AND EAST.**

Redesignation of Lines.

- Up Goods line has been cut at a point 266 yards West of Leeds City East Signal Box and sluiced to connect to the former Down Goods line and will throughout be named Up Goods line.
- Old Goods and Jubilee Sidings have been connected to make a through line to be the Down Goods line.
- Up Goods line has also been cut and buffer stops installed 277 yards East of Leeds City West Signal Box and becomes Up Siding.

Leeds City West.

Points dispensed with.

- 109 Down Goods—Old Goods Siding.



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

## Signals dispensed with.

- W 27 Old Goods Siding to Down Goods.
- W 54 'A' Down Goods to Old Goods Siding.
- W 54 'B' Shunting Down Goods.
- W 17 Main and Subsidiary Up Goods Home.

## New Points.

- 109 B Trap points in Up Siding 144 yards East of Leeds City West Signal Box.
- 109 A points in Up Goods line 100 yards East of Leeds City West Signal Box reading Up Goods—Up Siding.

## New Signals.

- W 17 Up Goods Home, right-hand bracket situated on left of Up Sidings, 150 yards East of Signal Box carrying a Colour Light with offset subsidiary reading Up Goods to Turntable Sidings or to 'F' Road.
- W 27 Up Siding to Turntable Sidings or 'F' Road Subsidiary mounted on viaduct, wall on the left of Up Siding 2 yards on the approach side of 109 B Trap points.

## Altered nomenclature of Signals.

- W. 44 now reads Turntable Sidings to Down Goods or Up Siding.
- W 45 now reads F Road to Signal W 57 or to Down Goods or to Up Siding.

## Leeds City East.

## New Points.

- 3 A Trap points in Down Goods 289 yards West of Signal Box.

## New Signal.

- E 26 Down Goods Home Colour Light with a subsidiary signal situated on left of Down Goods line at ground level 2 yards on the approach side of No. 3 A Trap points.

## Altered nomenclature.

- E 47 A now reads 'C' Road to No. 17 Platform.
- E 47 B now reads 'C' Road to No. 13 Platform.

(1)

## FLAXTON.

## Points dispensed with.

- 14 Mains Crossover.
- 17 Down Main—Warehouse.
- 21 Up Main—Up Siding.
- 24 Down Main—Goods Yard.

## Signals dispensed with.

- 13 Shunting Up to Down Main.
- 15 Shunting Down to Up Main.
- 16 Shunting Warehouse to Down Main.
- 18 Shunting Down Main to Warehouse.
- 20 Shunting Up Main to Up Siding.
- 22 Shunting Up Siding to Up Main.
- 23 Shunting Goods Yard to Down Main.
- 25 Shunting Down Main to Goods Yard.

(52)

FLAXTON.—28 Up Main Home signal has been renewed at reduced height 11 yards East of Signal Box.

(52)

\*BARTON HILL.—Ground frame and connections dispensed with.

## Points dispensed with.

- 6 Mains Crossover.
- 16 Down Main to Goods Yard.

## Signals dispensed with.

- 5 Up to Down Main.
- 7 Down to Up Main.
- 15 Push Goods Yard to Down Main.
- 15 Pull Down Main to Goods Yard.

(51)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**WEAVERTHORPE.**

Points spiked normal pending removal.  
8 Down Main—Relay Siding.

Signal dispensed with.

9 Relief Siding to Down Main.

Altered Nomenclature.

Old

6 Shunting Down to Up Main or Relief Siding.

New

6 Down to Up Main. (2)

**GANTON.**

Points dispensed with.

6 Down Main—Coal Depot.

10 Mains Crossover.

13 Up Main—Warehouse line.

Signals dispensed with.

5 Shunting Down Main to Coal Depot.

7 Coal Depot to Down Main.

12 Warehouse line to Up Main.

14 Shunting Up Main to Warehouse line. (1)

**CROSS GATES.**

Signals dispensed with.

15 Down Slow to Down Main.

16 Down Main Home.

New Signals.

15 Down Slow to Down Main (left hand). } Colour lights on right hand bracket sited on left  
16 Down Main Home (right hand). } of Down Slow 154 yards West of Signal Box. (1)

**MICKLEFIELD.**

Points dispensed with.

18 Mains Crossover (West).

20 Up Main to Back Road or Down Sidings.

25 Up Main to Up Sidings.

Signals dispensed with.

17 Shunting Up Main to Down Main or Down Sidings.

19 Shunting Down Main to Up Main.

21 Back Road or Down Siding to Up Main.

26 Up Sidings to Up Main.

Altered Nomenclature.

Old

24 Shunting Up to Down Main or Siding.

New

24 Shunting Up to Down Main. (1)

**THORPE GATES.**—8 Down Main Distant has been renewed as a Colour Light on same site. (52)

**DAIRYCOATES WEST.**—Up South Goods line and South Departure lines 2, 3 and 4 have been abandoned.

Points dispensed with.

46 Up South Main—Up South Goods.

47 Up South Goods—Up South Main.

Signals dispensed with.

A From South Departure line 2.

B From South Departure line 3.

C From South Departure line 4.

D From South Departure line 6.

Altered Signals.

The 'G' symbol in the route indicators of the following signals has been dispensed with:—  
9 Up Main Home.  
23 Up South Branch Home.

The route indicator (symbol S and G) on 60 Up North Branch to Up South Main and Goods has been dispensed with. (52)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**HULL, WALTON STREET CARRIAGE SHED AND WASHING SHED.**—All tracks within the Washing Shed and Standing Shed are being removed. (51)

**PONTEFRAC T EAST.**—7 Down Main Home signal has been renewed on existing bracket at increased height. (1)

**THURNSCOE JUNCTION.**—Down and Up Branch lines to be severed and buffer stops erected.

Points spiked normal to be relaid by plain line.

- 8 Mains Crossover.
- 11 Up Main—Branch.
- 13 Branch—Down Main.
- 15 Catch Points Up Main.

Signals dispensed with.

- 7 Shunting Down to Up Main.
- 9 Shunting Up to Down Main.

(51)

**ADWALTON JUNCTION.**

Points spiked normal pending removal.

- 9 Down Main from Down Branch.
- 10 Up Main—Up Branch.

Signals dispensed with.

- 4 Down Branch Home.
- 12 Up Main to Branch Home.
- 13 Up Branch Starting.

Altered naming.

Old	New	
23 Shunting Down to Up Main or to Up Branch.	23 Shunting Down to Up Main.	(52)

**CLAYTON WEST JUNCTION.**

Altered Signal.

- 37 Up Sidings to Up Main or Up Sidings to Up Branch has been repositioned 58 feet further from Signal Box on left of Siding line. (1)

**HONLEY.**—Signal Box and all signals dispensed with. All points spiked normal pending removal. (1)

**GREETLAND No. 1.**

New Signal.—Ground Disc.

- 16 Up Main to Down Main or to Down Goods re-sited 6 feet in advance of 15 Mains Crossover ('B' end). (52)



## SPECIAL NOTICE

This programme includes notices for the  
**TWO WEEKS** ending Friday, 8th January, 1965.

FOR THE INFORMATION OF RAILWAY STAFF ONLY

S-1

# NE/S

No. 52/1



## British Rail

### North Eastern Region

SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,  
PERMANENT WAY OPERATIONS,  
SIGNAL ALTERATIONS,  
APPENDIX INSTRUCTIONS, &c.  
Saturday, 26th December, 1964 to  
Friday, 8th January, 1965 inclusive**

B95

Enginemen and Guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and Enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.



## Section A—TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise specified.)

Warning Boards and Indicators provided unless otherwise shown.

In the case of items marked \* the Warning Boards and Indicators will be moved as the work progresses and the restrictions will not operate over more than  $\frac{1}{2}$  mile at one time.

In the case of items marked † time has been allowed in the working timetable for these restrictions.

Temporary speed restrictions may be eased or withdrawn earlier than shown. Trainmen must, therefore, be prepared to find a higher speed (which may be the permanent speed restriction) indicated at the Warning Boards and they must work to such speed.

Location of Work at or between	Lines Affected	Mileage At or between		Speed Re- stric- tions m.p.h.	Remarks
		m. chs.	m. chs.		
<b>Shaftholme to Northallerton</b> Barlby and Riccall South	Down Main	175 0	175 43	20	Relaying. Commencing 8 00, Thursday, 7th January
*Riccall, North and Barlby North	Up Main	178 40	177 40	20	Relaying. Commencing 8 00, Thursday, 7th January
Escrick and Naburn	Down and Up Main	183 66	183 74	20	Removing connections. Com- mencing 8 00, Wednesday, 30th December and until 15 00, Wednesday, 6th January
Skelton Bridge and Tollerton	Down Slow	6 22	6 72	20	Ballast cleaning. Commencing 8 00, Friday 1st January
<b>Carcroft (Castle Hills) to Leeds Central</b> Adwick Junction and Moorhouse	Down Main	163 25	163 29	20	Relaying. Commencing 7 30, Friday 1st January and until 15 00, Sunday, 3rd January
Hare Park and Sandal	Down and Up Main	172 54	172 60	20	Repairs to Bridge No. 51
Wrenthorpe, North and Lofthouse, South	Down and Up Main	177 10	177 24	40	Subsidence.
<b>Rillington to Whitby Town</b> Rillington	Down and Up Main	0 0	0 5	20	Removing connections. Com- mencing 8 00, Monday, 4th and until 15 00, Thursday, 7th January
<b>York to Scarborough</b> Haxby	Down and Up Main	4 8	4 18	30	Removing connections. Com- mencing 8 00, Friday, 8th January
Rillington	Down and Up Main	25 33	25 54	20	Removing connections. Com- mencing 8 00, Monday, 4th and until 15 00, Thursday, 7th January
<b>Castleford (Old Station) to Garforth</b> Allerton Main and Garforth	Single	1 40	1 24	20	Colliery Subsidence.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-10

At or between	Lines affected	Remarks
<b>LEEDS to NORTHALLERTON</b> <b>SATURDAY and SUNDAY, 2nd</b> Weeton and Harrogate, South.	via <b>ARTHINGTON</b> —continued. and 3rd <b>JANUARY.</b> Down and Up Main (BLOCKED).	23 30 (Sat.) to 9 00 (Sun.), turning rails between 13 m. 28 chs. and 13 m. 70 chs. Crane in use. Cleaning drains between 14 and 18½ m.p. Mechanical plant in use. Also excavating for and installing gas pipe under track at 17 m. 37 chs. Contractor's workmen on site. <b>No traffic.</b> Weeton, Rigton, Pannal and Harrogate South Signal Boxes open.
<b>SUNDAY, 3rd JANUARY.</b> Leeds City, West.	Down Main.	7 00 to 18 00, alterations to signalling. (See Section C.)
Leeds City, Junction.	All.	6 30 to 17 00, changing switches.
Wormald Green and Littlethorpe.	Down Main.	7 30 to 16 30, resleepering between 25 and 26 m.p. Wormald Green Signal Box open.
<b>RILLINGTON to WHITBY TO WN.</b> <b>MONDAY to THURSDAY, 4th</b> to 7th <b>JANUARY.</b> Rillington.	Down and Up Main.	8 00 to 16 00 each day, abandonment of connections between 0 m. 0 chs. and 0 m. 5 chs. Crane in use.
<b>YORK to SCARBOROUGH.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Bootham and Haxby.	Down and Up Main.	Contractors laying pipes under tracks at 3 m. 68 chs.
Strensall, Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use.
Flaxton, Station.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.), demolishing platforms. Excavator in use. Signal Box open.
Kirkham Abbey and Malton, West.	Down and Up Main.	7 00 to 17 00, demolishing Huttons Ambo Station platforms. Excavator in use.
Malton, West and East.	All.	7 30 to 17 00, preparatory work for alterations to signalling and interlocking.
Ganton, Station.	Down and Up Main.	7 00 to 17 00, demolition of platforms. Excavator in use. Signal Box open.



# SECTION B—TEMPORARY ENGINEERING WORKS—continued

S-18

At or between	Lines affected	Remarks
<b>HULL YARDS—continued</b> <b>WEDNESDAY, 30th DECEMBER.</b> Dairycoates, West.	1 and 2 Down North Mains and 1, 2, 3 and 4 North Departure Lines.	8 00 to 16 30, alterations to signalling. (See Section C.)
<b>SUNDAY, 3rd JANUARY.</b> Burleigh Street.	All.	7 00 to 17 00, alterations to signalling. (See Section C.) Alexandra Dock and Scul- coates Signal Boxes open.
<b>HULL DOCKS.</b> <b>SUNDAY, 3rd JANUARY.</b> Alexandra Dock.	Down and Up Main, Old Roads 1 and 2.	7 00 to 17 00, alterations to signalling and interlocking. (See Section C.)
Hull Bridge Box (between Sculcoates and Alexandra Dock).	All.	7 00 to 17 00, removing locking frame and installing console. Bridge Box open.
<b>MOORHOUSE &amp; SOUTH ELMSALL to UPTON &amp; NORTH ELMSALL (WRANGBROOK).</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Moorhouse & South Elmsall and Wrangbrook.	Single.	7 30 to 17 00, excavating for and laying drain alongside track between 0 and 1 m.p. Contractor's workmen on site.
<b>THORNE NORTH to STADDLETHORPE.</b> <b>DAILY UNTIL FURTHER NOTICE.</b> Thorne, North and Salt- marshes.	Down and Up Main.	7 00 to 17 00 (except Sat. and Sun.) painting signals, signal boxes, crossing gates, etc. Ladders and trestles in use.



At or between	Lines affected	Remarks
<b>BOWERBY BRIDGE (MILNER ROYD JUNCTION) to BRADFORD (EXCHANGE)—continued</b>		
<b>SUNDAY, 3rd JANUARY.</b>		
Low Moor, No. 4 and Bowling Junction.	Down and Up Main.	0 01 to 9 00, track maintenance in Bowling Tunnel between 38 and 39½ m.p. Rail motor in use. Both Signal Boxes open.
<b>HEBDEN BRIDGE to NORMAN TON, GOOSE HILL</b>		
<b>DAILY UNTIL FURTHER NOTICE.</b>		
Mytholmroyd, West and Luddendenfoot, West.	All.	7 00 to 17 00, demolition of former Mytholmroyd East Signal Box at 25 m. 51 chs. Ladders and mechanical plant in use as required. <b>Until Friday, 8th January.</b>
Elland.	All.	7 00 to 17 00, removing abandoned track. Contractor's workmen on site.
Bradley Wood Junction and Heaton Lodge Junction.	All.	7 30 to 17 00, demolition of former Cooper Bridge Signal Box at 36 m. 32 chs. Contractor's workmen on site. Mechanical equipment in use as required. <b>Until Saturday, 26th December.</b>
Bradley Wood Junction and Heaton Lodge Junction.	All.	7 00 to 17 00, removing abandoned track between 36½ and 36½ m.p. Crane in use as required. Contractor's workmen on site.
Mirfield, No. 2 and No. 3.	All.	7 00 to 17 00, repairs to Mirfield station roof.
Thornhill, L.N.W. Junction and Mirfield, No. 3.	All.	7 30 to 17 00, excavating for cable troughs and preparing for signalling alterations.
Thornhill Junction and Midland Junction.	All.	7 00 to 17 00, demolition of former Thornhill Station buildings and platforms at 40 m. 43 chs. Mechanical excavators in use as required and ladders erected. <b>Commencing Tuesday, 29th December.</b>
Thornhill Junction and Midland Junction.	All.	7 00 to 19 00, demolition of Bridge No 209 at 41 m. 15 chs. Cranes in use as required. Contractor's workmen on site. Side clearances reduced, trainmen not to put their heads out.
Dewsbury, East Junction.	All.	7 00 to 17 00, reinstating former Headfield Branch between Headfield Junction and Dewsbury Railway Street. (See Section C and D.) Crane in use. <b>Until Friday, 8th January.</b>
Thornhill Junction and Horbury, Station Junction.	All.	7 00 to 17 00, excavating for and laying concrete ducts for propane gas pipes and installing point heaters between 41 and 44 m.p.



# Section C— SIGNALLING AND PERMANENT WAY ALTERATIONS

\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

## DETAILS OF WORK REFERRED TO IN SECTION B.

**WEDNESDAY, 30th DECEMBER.—DAIRYCOATES WEST.**—The following colour light signals will be replaced by ground position lights situated same distance from Signal Box, and Notice Boards dispensed with:—

- E From No. 1 Down North Main—(Elevated) On left of line.
- F From North Departure Line 1—On right of line.
- G From North Departure Line 2—On left of line.
- H From North Departure Line 3—On right of line.
- I From North Departure Line 4—On left of line.
- K From No. 2 North Main—(Elevated) On left of line.

(3)

**WEDNESDAY, 30th DECEMBER.—BRIGHOUSE STATION.**  
Points spiked normal pending removal.

- SS Down Slow to Down Loop.
- 59 Up Loop to Up Slow.

(3)

**SUNDAY, 3rd JANUARY.—NABURN.**—Ground Frame and associated points dispensed with.

(4)

**SUNDAY, 3rd JANUARY.—LEEDS CITY WEST.**—W.61 signal, Down Main ex Manchester will be moved 200 yards further from Signal Box.

(4)

**SUNDAY, 3rd JANUARY.—ALEXANDRA DOCK.**  
Points spiked normal pending removal.

- 2 Up Main—Old 2 Road.
- 4 Down Main—Old 1 Road.

Signals dispensed with.

- 1 Old 2 Road to Up Main.
- 3 Old 1 Road to Down Main.
- 5 Down Main to Old 1 Road.

Altered Nomenclature.

Old

New

11 Shunting Up to Down Main or to Old 1 Road.

11 Shunting Up to Down Main. (4)

**SUNDAY, 3rd JANUARY.—BURLEIGH STREET.**—Signal Box and all signals dispensed with. Three new ground frames will be provided to operate points as follows:—

1. Ground frame released by track circuit situated near to and controlling points, Burleigh St. Sidings—Up Main.
2. Ground frame released by Alexandra Dock Signal Box situated on cress side of Up Main opposite existing Signal Box and controlling mains crossover.
3. Ground frame released by Alexandra Dock Signal Box situated at facing end of and controlling points, Up Main—Extraction Works Siding.

Telephone at each ground frame communicating with Alexandra Dock Signal Box.

(4)

**SUNDAY, 3rd JANUARY.—DEWSBURY JUNCTION.**—Signal Box will cease to operate as a block post.

All points spiked normal pending removal and all signal arms removed. A single line from Headfield Junction will supply Dewsbury Goods Yard.

(4)

**MONDAY, 4th JANUARY.—RILLINGTON.**

Points dispensed with.

- 15 Up Main—Up Siding.
- 17 Mains Crossover (East).
- 24 Down Branch—Horse Dock.
- 32 Up Main—Goods Yard.

Signals dispensed with.

- 14 Shunting Up Siding to Up Main.
- 16 Shunting Down Main or to Up Main.
- 22 Shunting Up to Down Main or to Up Siding.
- 23 Shunting Down Branch to Down Main or to Horse Dock.
- 25 Shunting Horse Dock to Down Branch.
- 31 Shunting Goods Yard to Up Main.
- 33 Shunting Up Main to Goods Yard.

Altered Signal.

30 Up to Down Main will be moved 30 yards nearer Signal Box.

(4)



# DETAILS OF WORK ALREADY CARRIED OUT.

## TEMPLE HIRST.

### Points dispensed with.

- 7 Up Main—Goods Yard.
- 12 Down Main—Goods Yard.
- 15 Mains Crossover.

### Signals dispensed with.

- 6 Up Main to Goods Yard.
- 8 Goods Yard to Up Main.
- 11 Goods Yard to Down Main.
- 14 Up to Down Main.
- 16 Down to Up Main or Goods Yard.

(2)

\* \* RASKELF.—Ground Frame and connections dispensed with.

(52)

## \* \* THIRSK.

### Points dispensed with.

- 214 Cattle Dock to Down Slow.

### Signals disconnected.

- 53 Cattle Siding to Down Fast.
- 54 Cattle Siding to Down Slow.
- 55 Cattle Siding to Down Reception Line No. 1.
- 56 Cattle Siding to Down Reception Line No. 2.
- 57 Cattle Siding to Down Reception Line No. 3 via Down Slow.
- 60 Down Slow to Cattle Siding.

(52)

## \* \* LEEDS CITY, WEST AND EAST.

### Redesignation of Lines.

Up Goods line has been cut at a point 266 yards West of Leeds City East Signal Box and slued to connect to the former Down Goods line and will throughout be named Up Goods line.

Old Goods and Jubilee Sidings have been connected to make a through line to be the Down Goods line.

Up Goods line has also been cut and buffer stops installed 277 yards East of Leeds City West Signal Box and becomes Up Siding.

### Leeds City West.

#### Points dispensed with.

- 109 Down Goods—Old Goods Siding.

#### Signals dispensed with.

- W 27 Old Goods Siding to Down Goods.
- W 54 'A' Down Goods to Old Goods Siding.
- W 54 'B' Shunting Down Goods.
- W 17 Main and Subsidiary Up Goods Home.

#### New Points.

- 109 B Trap points in Up Siding 144 yards East of Leeds City West Signal Box.
- 109 A points in Up Goods line 100 yards East of Leeds City West Signal Box reading Up Goods—Up Siding.

#### New Signals.

- W 17 Up Goods Home, right-hand bracket situated on left of Up Sidings, 150 yards East of Signal Box carrying a Colour Light with offset subsidiary reading Up Goods to Turntable Sidings or to 'F' Road.
- W 27 Up Siding to Turntable Sidings or 'F' Road Subsidiary mounted on viaduct wall on the left of Up Siding 2 yards on the approach side of 109 B Trap points.

#### Altered nomenclature of Signals.

- W. 44 now reads Turntable Sidings to Down Goods or Up Siding.
- W 45 now reads F Road to Signal W 57 or to Down Goods or to Up Siding.



# SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

### Leeds City East.

#### New Points.

3 A Trap points in Down Goods 289 yards West of Signal Box.

#### New Signal.

E 26 Down Goods Home Colour Light with a subsidiary signal situated on left of Down Goods line at ground level 2 yards on the approach side of No. 3 A Trap points.

#### Altered nomenclature.

E 47 A now reads 'C' Road to No. 17 Platform.

E 47 B now reads 'C' Road to No. 13 Platform.

(1)

### HEADINGLEY.

#### Points dispensed with.

14 Down Main to Sidings.

#### Signals dispensed with.

13 Shunting Down Main to Sidings.

15 Shunting Sidings to Down Main.

24 Down Main Starting.

6 Up Main Home.

5 Up Main Distant.

#### New Signals.

13 Shunting Down Main to Up Main, disc left-hand of Down Main 7 yards South of Signal Box.

11 Shunting Up Main to Down Main, disc left-hand of Up Main 70 yards South of Signal Box.

H.24 Down Main Starting colour light 577 yards North of Signal Box.

R.24 Banner repeater for and sited 300 yards on approach side of H.24.

H.6 Up Main Home colour light 30 yards North of Signal Box.

R.6 Banner repeater for and sited 375 yards on approach side of H.6.

H.5 Up Main Distant colour light 1,320 yards North of the Signal Box.

(2)

### STRENSALL.—Ground frame and connections dispensed with.

#### Points dispensed with.

19 Down Main—Down Relief Siding.

23 Mains Crossover (North of Signal Box).

25 Up Main—Down Siding.

28 Up Main—Up Relief Siding.

#### Signals dispensed with.

18 Shunting Down Relief Siding to Down Main.

20 Shunting Down Main or to Down Relief Siding.

22 Shunting Up Main or to Down Siding or Down Main.

26 Shunting Down Siding to Up Main.

27 Shunting Up Main to Up Relief Siding.

24 Shunting Down Main or to Up Main.

29 Shunting Up Relief Siding to Up Main.

38 Up Main Home No. 1.

(2)

### \*\*FLAXTON.

#### Points dispensed with.

14 Mains Crossover.

17 Down Main—Warehouse.

21 Up Main—Up Siding.

24 Down Main—Goods Yard.

#### Signals dispensed with.

13 Shunting Up to Down Main.

15 Shunting Down to Up Main.

16 Shunting Warehouse to Down Main.

18 Shunting Down Main to Warehouse.

20 Shunting Up Main to Up Siding.

22 Shunting Up Siding to Up Main.

23 Shunting Goods Yard to Down Main.

25 Shunting Down Main to Goods Yard.

(52)

\*\*FLAXTON.—28 Up Main Home signal has been renewed at reduced height 11 yards East of Signal Box.

(52)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**WEAVERTHORPE.**

Points spiked normal pending removal.

8 Down Main—Relief Siding.

Signal dispensed with.

9 Relief Siding to Down Main.

Altered Nomenclature.

Old

6 Shunting Down to Up Main or Relief Siding.

New

6 Down to Up Main. (2)

**\*\*GANTON.**

Points dispensed with.

6 Down Main—Coal Depot.

10 Mains Crossover.

13 Up Main—Warehouse line.

Signals dispensed with.

5 Shunting Down Main to Coal Depot.

7 Coal Depot to Down Main.

12 Warehouse line to Up Main.

14 Shunting Up Main to Warehouse line. (1)

**\*\*CROSS GATES.**

Signals dispensed with.

15 Down Slow to Down Main.

16 Down Main Home.

New Signals.

15 Down Slow to Down Main (left hand).	} Colour lights on right hand bracket sited on left of Down Slow 154 yards West of Signal Box.
16 Down Main Home (right hand).	

(1)

**\*\*MICKLEFIELD.**

Points spiked out of use.

18 Mains Crossover (West).

Points dispensed with.

20 Up Main to Back Road or Down Sidings.

25 Up Main to Up Sidings.

Signals dispensed with.

17 Shunting Up Main to Down Main or Down Sidings.

19 Shunting Down Main to Up Main.

21 Back Road or Down Siding to Up Main.

26 Up Sidings to Up Main.

Altered Nomenclature.

Old

24 Shunting Up to Down Main or Siding.

New

24 Shunting Up to Down Main.

Amended (3)

**\*\*THORPE GATES.**—8 Down Main Distant has been renewed as a Colour Light on same site.  
(52)

**\*\*DAIRYCOATES WEST.**—Up South Goods line and South Departure lines 2, 3 and 4 have been abandoned.

Points dispensed with.

46 Up South Main—Up South Goods.

47 Up South Goods—Up South Main.

Signals dispensed with.

A From South Departure line 2.

B From South Departure line 3.

C From South Departure line 4.

D From South Departure line 6.

Altered Signals.

The 'G' symbol in the route indicators of the following signals has been dispensed with:—

9 Up Main Home.

23 Up South Branch Home.

The route indicator (symbol S and G) on 60 Up North Branch to Up South Main and Goods has been dispensed with.  
(52)



## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**\*\*PONTEFRAC EAST.**—7 Down Main Home signal has been renewed on existing bracket at increased height. (1)

**WHARNCLIFFE WOODMOOR.**—The crossover road from the Up to Down lines has been removed and replaced with a single side of points. (2)

**NOSTELL BRANCH.**—The Down Main line from Wharncliffe Woodmoor to Smithies Signal Box has been removed and the Up Main line has become a Single line worked under "One Engine in Steam Regulations between Stairfoot Junction and Wharncliffe Woodmoor, the staff being kept in Stairfoot Junction Signal Box. (2)

**DEWSBURY EAST JUNCTION.**—The connections to Messrs. Brown's Sidings from the West Shunt Neck at Headfield Junction have been removed, and the diamond crossing in the East Shunt Neck formed by this connection has been replaced by a single lead which provides access to these sidings. The West Shunt Neck has been broken, slewed across to the new single line, and a single lead connection made with the single line.

The East and West Shunt Necks have been abandoned pending removal, and the single line used for shunting purposes as far as the stop board only. (2)

**\*\*ADWALTON JUNCTION.**

Points spiked normal pending removal.

9 Down Main from Down Branch.

10 Up Main—Up Branch.

Signals dispensed with.

4 Down Branch Home.

12 Up Main to Branch Home.

13 Up Branch Starting.

Altered naming.

Old  
23 Shunting Down to Up Main or to Up Branch.

New  
23 Shunting Down to Up Main. (52)

**LIVERSEDGE CENTRAL G.F.**—Ground Frame released from Heckmondwike Junction has been dispensed with and points spiked normal pending removal. (2)

**\*\*CLAYTON WEST JUNCTION.**

Altered Signal.

37 Up Sidings to Up Main or Up Sidings to Up Branch has been repositioned 58 feet further from Signal Box on left of Siding line. (1)

**BROCKHOLES.**

Points spiked normal pending removal.

9 Up Main—Down Siding.

28 Down Main—Down Siding.

29 North Mains Crossover.

Signals dispensed with.

11 Shunting Down Siding to Up Main.

24 Up Main Home No. 1.

27 Down Sidings to Down Main.

30 Shunting Down Main or to Up Main or Down Siding.

Alterations to Signal.

25 Up Main Distant has been renewed 2,064 yards from Signal Box.

Altered Nomenclature.

Old  
23 Up Main Home No. 2.

New  
23 Up Main Home.

**\*\*HONLEY.**—Signal Box and all signals dispensed with. All points spiked normal pending removal. (2)

**\*\*GREETLAND No. 1.**

New Signal.—Ground Disc.

16 Up Main to Down Main or to Down Goods re-sited 6 feet in advance of 15 Mains Crossover ('B' end). (52)



# SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued.

### TRACK CIRCUITS.

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signalman at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signalman may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified. Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signalman ahead.

### \*\*\*COPLEY HILL M.P.D.

All sidings and hand operated points in the former Copley Hill Motive Power Depot have been abandoned and are spiked out of use pending removal. (52)

### BRODSWORTH COLLIERY SIDINGS—Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. Enginemen to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

### HARROGATE STATION.

No. 6 Platform line has been brought into use but must not be utilised for the arrival of loaded passenger trains.

### LEEDS CITY SOUTH

Until further notice, subsidiary aspects are being used to authorise movements to Nos. 7, 8, 10 and 16 platforms when the line concerned is clear to the buffer stops in addition to the occasions when the line is occupied.

Drivers must at all times be prepared to find these lines occupied and to stop short of any vehicle that may be ahead.

### ★LEEDS CITY SOUTH

Commencing 7 30, Thursday, 31st December, No. 15 Platform will be shortened by 27 yards for repairs to Neville Street Bridge, and temporary Buffer Stops will be erected. (3)

### ★LEEDS CITY SOUTH.

Commencing 7 30, Tuesday, 29th December, No. 9 Platform and Middle Siding will be temporarily shortened by 40 yards and 37 yards respectively. (3)

### ★HULL PRIORY YARD.

The Up South Main has been diverted just before reaching the Shunters' cabin at Old Priory Yard and the Up signal, formerly worked from this cabin, has been dispensed with.

A pair of hold up points have been fitted opposite the Shunters' cabin, laid towards Empty Mineral Sidings, and any Driver wishing to proceed to the Loaded Mineral Sidings must stop at the Shunters' cabin and await instructions. (4)

### WAKEFIELD M.P.D.

Contractors are engaged demolishing the former Enginemen's Hostel. Persons walking or working in the vicinity to exercise care.

### GOOLE.

Until further notice, the decking is being removed from the centre Jetty on Goole Swine Bridge No. 5. All personnel are requested to take particular care.