NORTH EASTERN RAILWAY.

O. 3160.

General Superintendent's Office,

YORK, 23rd December, 1908.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 26th December, 1908,

TO

SATURDAY MIDNIGHT, 2nd January, 1909.

(6320)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

This PDF Copy has been provided free of charge by David Allen in order to assist your research into UK signalling.

This file is one of a number scanned by David Allen using material from his own collection and from the collections of Phil Deaves, Robert Dey, David Ingham, John McCrickard, John Midcalf, Roger Newman and Chris Wolstenholmes. Thank you one and all. Many of the original documents are now in the SRS Archive or at the National Railway Museum.

You may also like to provide copies of Signalling Notices and Weekly (and periodical) Operating Notices as scans or as originals. The SRS is always willing to accept donations of any signalling or signalling related material for inclusion in the Society's Archive. Please contact the Webmaster in the first instance.

For a list of PDFs currently available visit the list of Weekly Notices or Signalling Notices page.

If you have benefited from this PDF copy, why not join the Signalling Record Society and receive support for your researches and access to the Society's Archives

Members receive "The Signalling Record" six times annually plus a newsletter and have the opportunity to purchase SRS books and other publications at a discount. They also have access to back issues of The Newsletter and The Signalling Record which are only available to members. These contain a wealth of information accumulated since 1970, much of which is not readily available anywhere else.

In addition, Members have the opportunity to join signalling related visits to locations on the UK national and London Underground systems; and to other UK Railways.

To join the Signalling Record Society visit

www.s-r-s.org.uk/membform.html

NORTH EASTERN RAILWAY.

O. 3160.

General Superintendent's Office,

YORK, 23rd December, 1908.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 26th December, 1908,

TO

SATURDAY MIDNIGHT, 2nd January, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast and slow lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland...	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles.	Freight trains only. Flagmen are provided as per Rule 253 (a.)
Newholmebeck (between Sandsend and West Cliff)	10 miles.	Landslip. Warning boards as per Rule 258 (e) are fixed.
Rillington to Whitby.		
Between Goathland Station and Deviation Junction box—Bridge No. 28.	10 miles	Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.
Burton Salmon to Dearne Junction, S. & K.		
Moorthorpe	15 miles	When entering or leaving the Goods Loop lines or the Reception lines at Moorthorpe Station Junction, Moorthorpe South box or Frickley Colliery signal-box.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen, and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
Normanton to Newcastle.			
Between Hillam Gates and Burton Salmon	Lifting and ballasting from 15¾ mls. to 16½ mls.	Up and Down Goods	
Between Skelton Bridge and Beningbrough	Re-sleepering and re-chairing from 4½ miles to 5¼ miles.	Up	
Between Alne and Raskelf	Re-sleepering and re-chairing from 11½ miles to 13¼ miles	Down	
Between Raskelf and Bishophouse Junct.	Re-sleepering and re-chairing from 13¼ miles to 13¾ miles	Down	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Croft Spa	Relaying from 40 miles to 41¾ miles	Up and Down	
Hett Mill, Croxdale	Relaying from 60 miles to 61 miles	Down	
Croxdale	Renewal of crossings at 62 miles ..	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Newcastle to Tynemouth via Backworth			
Monkseaton, near Redhouse Crossing	Lifting pitfall between 2¼ miles and 2½ miles	Up and Down	
Backworth to Morpeth.			
Newsham	Relaying from 12¼ miles to 12½ mls.	Up	
Sunderland to Bishop Auckland.			
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7¼ miles ...	Up and Down	
Goods Junction, Bishop Auckland	Laying in new Junction	Up and Down	
Ferryhill to Bishop Auckland.			
Byers Green	Relaying from 3 miles to 3½ miles ...	Single	
Binchester	Relaying from 24 miles to 24½ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Consett.		
Heighington ...	Relaying from 2½ miles to 4¼ miles...	Up	
Bishop Auckland West Junction	Relaying points and crossings ...	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Barnard Castle East Junction	Renewal and alterations of points and crossings	All lines	
	Bishop Auckland to Barnard Castle.		
Woodland Junction ...	Renewal of points and crossings ...	Up and Down	
	Darlington to Saltburn.		
Stockton Cut... ..	Relaying from 10½ miles to 10¾ miles	Up and Down Mineral	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16½ mls	Up	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 mls to 29½ mls. ...	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	
	Picton Junction to Grosmont Junction.		
Commondale ...	Re-sleepering from 17¼ mls to 18¼ mls	Single.	
	Saltburn to Whitby.		
North Skelton ...	Relaying from 28¾ miles to 29¼ mls	Up	
" "	Relaying from 28¼ miles to 28¾ mls.	Down	
Sandsend	Relaying from 48½ mls. to 49¼ mls.	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Leeds to Hartlepool.		
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ¼ mile	Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Milford Junction to Gascoigne Wood Junction.		
Between Hagg Lane and Hambleton	Slag Ballasting	Up and Down	
	Rillington to Whitby.		
Whitby	Relaying from 30¼ miles to 30¾ miles	Down	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 1320.

GREENSFIELD JUNCTION BOX, GATESHEAD.

Until further notice, owing to alterations to Junction the connections between the Team Valley lines and the Redheugh Branch will be worked as a single line.

The single line working will be controlled by the signalman at the Greensfield Junction box and the signals have been interlocked in such a manner that they cannot be taken off for trains proceeding in opposite directions at the same time. No train must enter the single line until the Home signal is lowered.

THORNABY STATION.

Alterations to Up and Down Main Lines at Thornaby Station. Drivers to keep a good look out for hand signals.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

UPGANG VIADUCT, BETWEEN SANDSEND AND WEST CLIFF.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

BETWEEN SANDSEND & WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post Drivers must keep a good look out for hand signals.

For speed restriction see page 1320.

SOUTH JUNCTION, STARBECK.

Until further notice, renewing the junction. Drivers to keep a good look out for hand signals.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

EAST SIGNAL-BOX, MARKET WEIGHTON.

New falling trap points connected to the signal-box have been placed in the Down Main line to Driffield, about 63 yards east of the signal-box.

SEWERBY LANE LEVEL CROSSING BETWEEN BRIDLINGTON AND FLAMBOROUGH.

The Signalling Department will be engaged erecting new gates at this Crossing. Drivers to keep a good look out for hand signals.

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

Arrangements for Signalling in Foggy Weather or during falling Snow, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	NORMANTON TO DARLINGTON			Yds.		
Normanton ...	West Riding Colliery	Up passenger distant	1	200	Down	
Castleford ...	Whitwood Jc.	Down Main distant		—		
,, ...	,, ...	Up passenger distant to Normanton	1	429	Down	
,, ...	Gates	Down distant	1	488	Down	
,, ...	,, ...	Up Main distant	1	198	Up	
,, ...	Station ...	Branch up home				
,, ...	Wheldale Coll.	Down distant	1	300	Down	
Ch. Fenton ...	South ...	Down Main distant from Leeds	1	560	Down	
,, ...	North ...	Down main distant from Normanton	—	650	Down	By man acting under Signalman's instructions at South box when that box is closed
	LEEDS TO HARTLEPOOL					
Holbeck ...	Wortley Jc. ...	Up distant ...	1	350	Down	To inform Signalman at Castleton Bdg. if up or down trains pass without tail lamp
,, ...	Castleton Bdg.	Down home ...		—		
,, ...	Armley Bdge.	Up passenger distant	1	506	Up	
,, ...	Castleton Bdg.	Down distant	1	200	Down	
,, ...	,,	Up passenger distant	1	328	Up	

Arrangements for Signalling in Foggy Weather—*Continued.*

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
LEEDS TO HARTLEPOOL—*Con.*						
Headingley ...	Cardigan Rd.	Up distant ...	1	327	Up	
,, ...	Station ...	Up distant ...	1	425	Up	
Horsforth ...	Hawksw'th Qy.	Down distant		—		
,, ...	,, ...	Up distant ...	1	700	Up	
,, ...	Moseley ...	Down distant	1	315	Down	Also acts under instructions of signalman at Horsforth Station box
,, ...	Station ...	Up distant ...	1	400	Up	
Picton ...	Station ...	Up main distant to south	1	477	Up	
Yarm	Kirkleav'gton	Down distant	—	441		
,, ...	Station ...	Up distant ...	1	320	Up	
,, ...	,, ...	Down distant	1	329	Down	
Stockton ...	Hartburn Jc....	Down passenger distant from Eaglescliffe	1	363	Down	
,, ...	Primrose Hill	Down passenger distant	1	240	Up	
,, ...	Hartburn Jc....	Up passenger distants		—		
LEEDS TO HULL						
Selby	Barlby Junc.	Up main distant from York	1	400	Up	
SALTBURN TO DARLINGTON						
Eaglescliffe ...	Urlay Nook ...	Up distant ...	1	250	Up	Also assists gateman at Allans West
,,	,, ,,	Down distant	1	482	Down	
Dinsdale ...	Oak Tree Jc. ...	Up main distant	1	328	Up	
DARLINGTON TO NEWCASTLE						
Darlington ...	Springfield ...	Up main distant	1	453	Down	
Aycliffe ...	Low Beaumont Hill	Down distant		397		

Arrangements for Signalling in Foggy Weather—*Continued.*

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
STADDLETHORPE TO THORNE						
Saltmarshe ...	Station ...	Up distant ...	1	540	Up	
,, ...	,, ...	Down distant	1	297	Up	
Goole	North ...	Up distant ...		343		
,, ...	South ...	Down distant	1	334	Down	
,, ...	Station ...	Up distant ...	1	328	Up	
,, ...	,, ...	Down distant	1	206	Down	
,, ...	Dutch River	Up distant to Doncaster		—		
YORK TO MOSS						
York	Chaloner Whin	Down Doncaster distant	1	730	Up	
Naburn ...	North ...	Up distant ...		450		
,, ...	,, ...	Down distant	1	460	Down	
,, ...	South ...	Up distant ...	1	486	Up	
,, ...	,, ...	Down distant	1	250	Down	
Selby	West Junc. ...	Down Main distant	1	200	Down	
,, ...	Canal	Down main distant	1	200	Down	
Moss	Joan Croft Jc.	Up main distant	1	450	Up	

Arrangements for Signalling during Foggy Weather, &c.—*Continued.*

The following alterations must be made in the Southern Division Fog Signalling Programme.—

Page.	Station.	Box.	No. of Men.	Where stationed and for what special duty.
9 Delete—	York	Locomotive Yard	1	Down Leeds line home signals and shed lines, and Leeds line up distant worked from Holgate Bridge.
9 Insert—	York	Locomotive Yard	1	Shed line signals.
			Clayton	Down Leeds line home signals
			Clayton	Holgate Bridge up Leeds line distant.
10 Delete—	York Goods Yard	North Junction	1	Leeds, Doncaster, and independent down distant.
10 Insert—	York Goods Yard	North Junction	1	Independent down distants.
			Claytons	Leeds and Doncaster down goods line distants.
Page 10 insert "Claytons"	in third column	opposite	the following :—	
	York	Waterworks ...	Clayton	North end of station for No. 5, down main, up main, and No. 4 platform line both ways and to act under signalman's instructions.
11 Delete—	York Goods Yard	North Junction	1	Up home signals and Nos. 1 and 2 up independent signals north of box.
11 Insert—	York Goods Yard	North Junction	1	Nos. 1 and 2 up independent signals.
			Clayton	Up home signals.
11 Delete—	York Goods Yard	North Junction	1	Scarborough goods stop signals and Leeman Road distants.
11 Insert—	York Goods Yard	North Junction	1	Scarborough goods stop signals.
			Clayton	Leeman Road distants.
13 Delete—	Moorthorpe ...	Frickley Colliery South Station Junction North Junction		Delete particulars shewn for these boxes.

Arrangements for Signalling during Foggy Weather, &c.—*Continued.*

Page.	Station.	Box.	No. of Men.	Where stationed and for what special duty.
13 Insert—	Moorthorpe ...	Frickley Colliery	1	Down distant signal.
	,,	,, ,,	1	South box down distant signal and to act under signalman's instructions.
	,,	,, ,,	—	Up distant signals by man at South Box.
	,,	South	1	Frickley Colliery Up distant signals, Station Jct. down distant signals, and to act under signalman's instructions.
	,,	,, ...	—	Down distant signal by man at Frickley Colliery box.
	,,	,, ...	1	Up distant signals from Ackworth and South Kirkby Colliery.
	,,	Station Junction	1	North Junction down distant, South Kirby Colliery down distant, and to act under signalman's instructions.
	,,	,, ,,	—	Down distant signals by man at South box.
	,,	North Junction ...	1	Up distant signals.
	,,	,, ,, ...	—	Down distant signal by man at Station Junction box.
22 Delete—	Botanic Gardens	Junction ...	—	Up distant signals by man at Stepney Station Down home
22 Delete—	Stepney ...	Station	1	Down home signals and Botanic Gardens Junction up distants.
22 Insert—	Botanic Gardens	Junction...	Clayton	Up distant signal.
Insert—	Stepney ...	Station ...	1	Down home signals.
23 Correct	Wilmington ...	Junction ...	Clayton	Up distant from Southcoates by man at Southcoates down distant signal.
23 Correct	Southcoates ...	Junction ...	1	Down distant signal and Wilmington up distant signal.
24 Delete—	Beverley ...	Fleming Gate ...	1	Up distant signal and Junction down distants.
24 Insert—	Beverley ...	Fleming Gate ...	Clayton	Up distant signal by man at Junction down distant signal.
24 Correct	Beverley ...	Junction	1	Down distant signal and Fleming Gate up distant signal.
36 Amend	Norton	Station	*1	Down distant signal and East down advance.

The following alterations and additions to be made in Appendix B to the Northern and Southern Division Fog Signalling Programme :—

Page.	UP OR DOWN LINE.	Boxes named in this Column will not accept an "IS LINE CLEAR" Signal.	FROM	Until the "Train out of Section" signal for the preceding train is received, or if the signal "blocking back" has been given, not until the "obstruction removed" signal has been given and the block indicator is in the vertical position, from
		Box	**Box**	**Box**
59 Northern 62 Southern	Delete do.	"Foundry Siding" in do.	third column, 20th do.	entry.
	and in	sert "Foundry Siding"	in third column u	nder 9th entry.
Insert—				
60Northern 63 Southern	Up	Moorthorpe Stn. Jc.	North Jct. or South Kirkby Colly.	Moorthorpe South.
	Up	,, South	Station Junction	Frickley Colliery
	Down	Frickley Colliery. ...	Frickley Station	Moorthorpe South.

The following alterations and additions to be made in Appendix C to the Northern and Southern Division Fog Signalling Programme :—

Page.	UP OR DOWN LINE.	Boxes named in this Column will not accept an "IS LINE CLEAR" Signal.	FROM	Until the "Train out of Section" signal for the preceding train is received, or if the signal "Blocking back outside home signal" has been given, not until the "obstruction removed" signal has been given and the block indicator is in the vertical position, or the "Has train reached signal-box" signal has been sent to and acknowledged from
		Box	**Box**	**Box**
Delete—				
66Northern 69 Southern	Up	Fairburn	Burton Salmon ..	Fryston North.
	Up	Fryston South ...	*Fryston North ...	*Wheldale Colliery.
	Down	,, North ...	,, South ...	*Fairburn.
	Up	Hickleton South ...	Hickleton North	Bolton-on-Dearne.
	Down	,, North ..	,, South	Frickley.
	Down	Moorthorpe Stn. Jc.	Moorthorpe South	Moorthorpe North Jc.
	Down	Pontefract Jc. ...	Pontefract South	Ferrybridge.
67 Northern 70 Southern	Down	Joan Croft Jc. ...	Shaftholme Jc, ...	Moss.
Insert—				
66 Northern 69 Southern	Down	Whitwood Jc. ...	Methley, N.E. or Joint	Castleford Gates.

Sunday, 27th December.

KING EDWARD BRIDGE JUNCTION BOX, GATESHEAD.

At 3-0 p.m. the following points and signals will be brought into use, viz. :—

POINTS.

Safety points on the Up Leamside line, 29 yards north of the box.

Safety points on the Down Leamside line, 8 yards south of the box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 27th December,

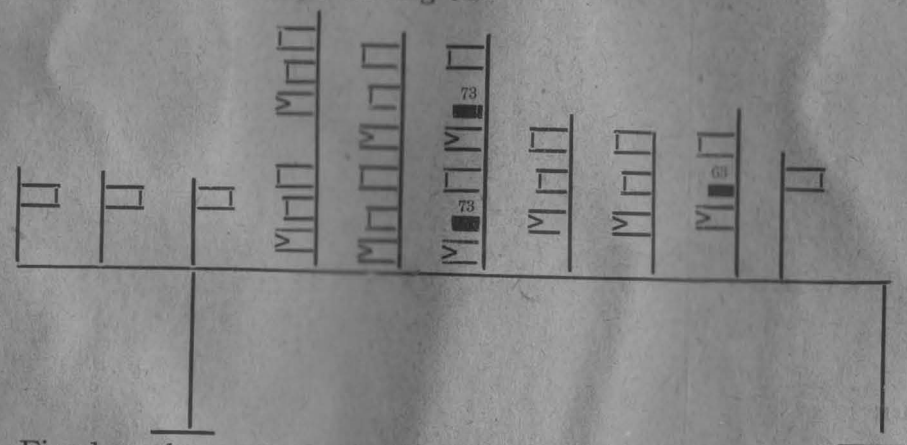
Continued

KING EDWARD BRIDGE JUNCTION BOX—*Continued*

15. Leamside Calling-on and to Dunston Starting.

Erected as shewn on the Down side of the Leamside line, about 6 yards south of the box.

73. Main Down to Leamside Calling-on (double armed).
63. Dunston to Leamside Calling-on.



Fixed as shewn to the bridge across the lines, about 125 yards south of the box.

Safety, or catch points, will be put down on the Dunston Up line, about 1,126 yards from the box.

BETWEEN HEATON SOUTH JUNCTION AND MANORS JUNCTION.

12-5 a.m. to 6-0 p.m., making connections with oil gas mains, Ouseburn Viaduct. The Up Tynemouth line between Heaton South Junction and Manors Station boxes will be blocked and traffic will be worked over the Main North Up line.

The electric current will be cut off in connection with the Up Tynemouth line between Riverside Junction and Argyle Street boxes.

Monday, 28th December.

ERIMUS SIDINGS, THORNABY.

DOWN LADEN MINERAL SIDINGS.

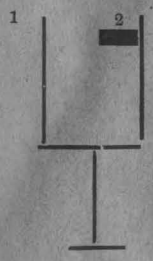
A new ground frame, worked by shunters, fixed on the hump at the entrance to the Down Laden Mineral Sidings, about 74 yards west of Thornaby Ironworks signal-box, together with the following new signals, will be brought into use.

No. 1 Down Reception Line Signal.

An overhanging bracketed signal fixed on the Up side of the Engine line, about 87 yards west of the ground frame, which will read :—From No. 1 Down Reception line.

Nos. 2 and 3 Reception line signals.

A double-bracketed signal fixed on the Down side of No. 3 Reception line, about 65 yards west of the Ground Frame which will read :—



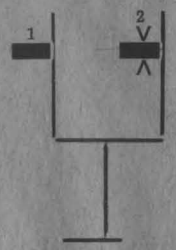
1. From No. 3 Reception line.
2. From No. 2 Reception line.

UP EMPTY MINERAL SIDINGS.

The following alterations will be made in the signalling arrangements at this place :—

Shunting Signals.

A double-bracketed signal, worked by shunters, fixed on the hump at the entrance to the Empty Mineral Sidings, between the Shunting line and the Engine line, about 84 yards east of the Shunters new cabin, which will read :—



1. From Shunting Line—To Empty Mineral Sidings.
2. At present out of use.

All other signals will remain unaltered.

Monday, 28th December,

Continued.

EAST SIGNAL-BOX, REDCAR.

The following alterations will be made in the signalling arrangements at this place :—

Down Advance Signal.—Main.

The existing signal will be dispensed with and replaced by a new one 5 feet higher, and fixed 6 yards further from the signal-box.

All other signals will remain unaltered.

Tuesday, 29th December.

DOCK HILL JUNCTION SIGNAL-BOX, MIDDLESBROUGH.

The following alterations will be made in the signalling arrangements at this place :—

Shunting Signals.

A new signal worked by the shunters and fixed at the fouling point of the Down Reception line from Dock Hill and the No. 3 Quay Sidings about 440 yards east of Dock Hill Junction signal-box, which will read :—Down Reception line.

All other signals will remain unaltered.

Wednesday, 30th December.

AISKEW LEVEL CROSSING, BEDALE.

A new gate-box situate on the Up side of the line, immediately east of the level crossing, will be brought into use together with the following signals.

The level crossing gates will now be interlocked with the signals.

Up Distant signal.

A new single-armed signal fixed on the Up side of the line, about 865 yards west of the Gate-box.

Wednesday, 30th December,

Continued.

AISKEW LEVEL CROSSING, BEDALE—*Continued.*

Up Home signal.

A new double-armed signal fixed on the Up side of the line, about 65 yards west of the Gate-box, which wlll read :—

1. Up Home.
2. Up Distant (*worked from Leeming Bar Station signal-box*).

Down Distant signal.

A new lower-notched arm fixed under the Leeming Bar Station Down Advance signal, as described in the notice for that signal-box.

The existing gate disc signal will be dispensed with.

STATION SIGNAL-BOX, LEEMING BAR.

The following alterations will be made in the signalling arrangements at this place :—

Down Advance signal.

The existing single armed signal will be dispensed with and replaced by a new double armed signal fixed about the same site, which will read :—

1. Down Advance.
2. Down Distant (*worked from Aiskew Level Crossing Gate-box*).

Up Distant signal.

The existing single armed signal will be dispensed with and replaced by the lower notched arm fixed under the Aiskew Level Crossing Gate box Up Home signal, as described in the notice for that gate box.

All other signals will remain unaltered.

Saturday, 2nd January.

STOCKTON CUT SIGNAL-BOX, THORNABY.

9-0 p.m. to 12-0 midnight, the Signalling Department will have possession of this signal-box for the purpose of putting in a new locking apparatus.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Service in Signal-boxes.

Parkgate, Roundwood and Aldwarke Main Box.—Closed from 6-0 a.m. Sunday to 6-0 a.m. Monday.

Phoenix and Holmes box, Rotherham.—Closed 6-0 a.m. Sunday to 6-0 a.m. Monday.

Kilnhurst—Thrybergh Junction Box.—Closed from 6-0 a.m. Sunday to 6-0 a.m. Monday.

Kilnhurst—Station Box.—Closed from 6-0 a.m. Sunday to 6-0 a.m. Monday.

Ferry Boat Box, Mexboro'.—This signal-box is closed until further notice, and all signal arms worked from the same have been taken away.

Hexthorpe Junction box.—Closed from 10-0 a.m. Sunday to 4-0 a.m. Monday.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. Trains to reduce speed to 15 miles per hour. Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Bridge Junction and Black Carr Junctions, Doncaster.—Sunday, December 27th, 6-0 a.m. to about 6-0 p m., laying in new junction at Potteric Carr. Engineer will have absolute possession of Up Main line and during time named Up trains will be worked over Up Fast Goods line between those points.

Absolute block working will be maintained for all trains over Up Goods Line Bridge Junction to Black Carr Junction during the time passenger trains are being worked over it.

Between Childers Drain and Decoy Nos. 1 Boxes, Doncaster.—Laying in junction, building new signal-box, fixing signals, etc., at Potteric Carr. All lines affected. **Speed of trains not to exceed 15 miles per hour.**

Frenchgate, Doncasfer.—Running signal wires on new route to "A" box Up Distants on Frenchgate Up Home bracket signal. Frenchgate Home signals and "A" box Distants will be disconnected between trains when necessary. All line affected.

Between Leeds "B" Box and Wortley South.—Cleaning and painting signal posts, etc. All lines affected.

Between Red Bank and Balby Junction, Doncaster.—Taking out dirty ballast and re-ballasting with ashes. Down Empties Yard affected. Shunters to be careful.

Clayton's fog-signalling machines have been fixed and are in use as under:—
Ardsley South.—No. 2 Up Goods Home and Spring Lane No. 2 Up Goods Distant signals. Two machines.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Marshgate and Moat Hills Boxes, Doncaster.—Repairing underbridge No. 332. Up and Down lines affected.

Between Marshgate Junction and Moat Hills Box.—Until further notice. Construction of overbridge carrying G.C., avoiding line over railway.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles, Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)— Coal subsidence. All lines affected.

Amended Notice.

Working of Trains on Goods Lines.

During foggy weather or falling snow, when trains are stopped on goods lines worked under Permissive Block Rules, the guard of the first and each succeeding train must at once go back 100 yards and place one detonator on the rail to protect his train, and then return to his brake. In the case of a light engine exploding a detonator which has been so placed, the fireman must, if the engine is stopped at the rear of a train, go back 100 yards and put a detonator on the rail. When a train is brought to a stand at an outlet signal, the driver must not start after the signal is lowered until the guard has had time to return to his van.

If the rear brake of any train stops on a goods line at a less distance than 100 yards from the points where the goods line commences or from a crossover road leading from main to goods, the guard must place a detonator on the rail inside the points, and in the latter case another on the goods line 100 yards from the brake van, providing that distance is within the home signal.

When a detonator which has been put down as described above is exploded by an engine, the driver must be prepared to stop clear of the train in front of him. Should the train for which the detonator was placed have moved forward, he must proceed cautiously so as to be able to stop at any moment.

Lancashire & Yorkshire Company's Notices.

Notices Relating to the permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at **Sharlston.** Lifting lines between platforms. Up and down.

Sharlston Station.—Raising Up and Down Platforms. Drivers of passenger trains having to stop at the station must draw clear of the work in hand Flagmen will be on the platforms during the time the repairs are in hand, who will direct drivers where to stop.

FOREIGN COMPANIES' NOTICES—*Continued*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Con.*

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. Speed of trains to be reduced to 15 miles per hour. All week.

Horbury Junction East.—December 28th, 29th, 30th and 31st. 7-30 a.m. to 5-0 p.m. each day. Overhauling point connections.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.
Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Wakefield.—Subsidence of line through colliery workings between Turner Lane Junction and River Calder Viaduct (Park Hills box). **Speed of trains to be reduced to 20 miles per hour.**

Wyke Junction.—Closed 6-0 a.m. Sunday to 5-30 a.m. Monday.

Knottingley Depot West.—Closed 6-30 p.m. to 8-0 a.m.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Wakefield, Lady Gordon Bridge.—Open from 2-0 p.m. Monday, to 2-0 p.m. Sunday, or until 6-0 p.m. if required.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Engine Whistles.—Brighouse East, Goods yard to Down North
4 and 2 crows

FOREIGN COMPANIES' NOTICES—*Continued.*

London & North Western Company's Notices.

Carlisle St. Nicholas Yard.—The sidings will be blocked between trains. All week. Relaying siding.

Midland Company's Notices.

No. 3 Goods Yard Box, Normanton.—On Monday, December 28th, from 7-30 a.m. until the work is completed (about 4-0 p.m.), the Engineer will be engaged renewing a set of three-throw points in the N.E. sidings worked from the No. 3 Box. Mr. Simmons will make the necessary arrangements.

Permanent Restrictions.

Drivers must not exceed the speeds shown below at Leeds Junction and Whitehall Junction:—

At Leeds Junction, when running to or from Whitehall Junction on the fast lines—15 miles an hour, over Leeds Junction in any other direction, 20 miles an hour.

At Whitehall Junction, when running through the junctions between the fast and slow lines on the Leeds Junction and Wortley Junction sides of Whitehall Junction Signal-box, and when running to or from Copley Hill—10 miles an hour; over Whitehall Junction in any other direction 20 miles an hour.

H. A. WATSON,
General Superintendent.

Acknowledge receipt by first means to your Superior Officer.

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3165.

General Superintendent's Office,

YORK, 31st December, 1908.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 2nd January, 1909,

TO

SATURDAY MIDNIGHT, 9th January, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast and slow lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland...	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a.)
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 258 (e) are fixed.
Rillington to Whitby.		
Between Goathland Station and Deviation Junction box—Bridge No. 28.	10 miles	Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen, and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
Between Hillam Gates and Burton Salmon	Lifting and ballasting from 15¾ mls. to 16½ mls.	Up and Down Goods	
Between Skelton Bridge and Beningbrough	Re-sleepering and re-chairing from 4½ miles to 5¼ miles.	Up	
Between Alne and Raskelf	Re-sleepering and re-chairing from 11½ miles to 13¼ miles	Down	
Between Raskelf and Bishophouse Junct.	Re-sleepering and re-chairing from 13¼ miles to 13¾ miles	Down	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Croft Spa	Relaying from 40 miles to 41¾ miles	Up and Down	
Hett Mill, Croxdale	Relaying from 60 miles, to 61 miles	Down	
Croxdale	Renewal of crossings at 62 miles ...	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Newcastle to Tynemouth via Backworth		
Monkseaton, near Redhouse Crossing	Lifting pitfall between 2¼ miles and 2½ miles	Up and Down	
	Backworth to Morpeth.		
Newsham	Relaying from 12¼ miles to 12½ mls.	Up	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7¼ miles ...	Up and Down.	
Goods Junction, Bishop Auckland	Laying in new Junction	Up and Down	
North end of Bishop Auckland Station	Renewing catch points	Up and Down Mineral lines.	
	Ferryhill to Bishop Auckland.		
Byers Green	Relaying from 3 miles to 3½ miles ...	Single	
Binchester	Relaying from 24 miles to 24½ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Consett.		
Heighington ...	Relaying from 2¼ miles to 4¼ miles...	Up	
Bishop Auckland West Junction	Relaying points and crossings ..	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Barnard Castle East Junction	Renewal and alterations of points and crossings	All lines	
	Bishop Auckland to Barnard Castle.		
Woodland Jnnction ...	Renewal of points and crossings ...	Up and Down	
	Darlington to Saltburn.		
Stockton Cut... ...	Relaying from 10½ miles to 10¾ miles	Up and Down Mineral	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16½ mls	Up	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 mls to 29½ mls.	Down	
Ormesby	Relaying from 1¾ miles to 2¼ miles	U	
	Picton Junction to Grosmont Junction.		
Commondale ...	Re-sleepering from 17¼ mls to 18¼ mls	Single.	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49¼ mls.	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality	Nature of Work.	Lines Affected.	Instructions
	Leeds to Hartlepool.		
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ½ mile	Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Milford Junction to Gascoigne Wood Junction.		
Between Hagg Lane and Hambleton	Slag Ballasting	Up and Down	
	Rillington to Whitby.		
Whitby	Relaying from 30¼ miles to 30¾ miles	Down	

SIGNALLING AND OTHER ALTERATIONS.

MOORTHORPE.

The speed restriction of 15 miles per hour when entering or leaving the Goods loop lines or Reception lines at Moorthorpe Station Junction, South and Frickley Colliery boxes shewn on page 1320 of Signalling Programme W.E. 2nd January, has been transferred to the Supplementary Appendix.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 2.

SIGNALLING AND OTHER ALTERATIONS—*Continued*

GREENSFIELD JUNCTION BOX, GATESHEAD.

Until further notice, owing to alterations to Junction the connections between the Team Valley lines and the Redheugh Branch will be worked as a single line.

The single line working will be controlled by the signalman at the Greensfield Junction box and the signals have been interlocked in such a manner that they cannot be taken off for trains proceeding in opposite directions at the same time. No train must enter the single line until the Home signal is lowered.

THORNABY STATION.

Alterations to Up and Down Main Lines at Thornaby Station. Drivers to keep a good look out for hand signals.

STOCKTON CUT SIGNAL-BOX, THORNABY.

The following alterations have been made in the signalling arrangements at this place :—

Up Advance signal.

This signal has been removed to a new site about 490 yards west of the signal-box.

Up Inner Home signal—Mineral.

This signal has been removed to a new site 6 yards further from the signal-box.

For further notice of work at this place see page 9.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

UPGANG VIADUCT, BETWEEN SANDSEND AND WEST CLIFF.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

BETWEEN SANDSEND & WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. Drivers must keep a good look out for hand signals.

For speed restriction see page 2.

SOUTH JUNCTION, STARBECK.

Until further notice, renewing the junction. Drivers to keep a good look out for hand signals.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

EAST SIGNAL-BOX, MARKET WEIGHTON.

New falling trap points connected to the signal-box have been placed in the Down Main line to Driffield, about 63 yards east of the signal-box.

SEWERBY LANE LEVEL CROSSING BETWEEN BRIDLINGTON AND FLAMBOROUGH.

Up to and including Wednesday, 6th January, the Signalling Department will be engaged erecting new gates at this Crossing. Drivers to keep a good look out for hand signals.

For further notice of work at this place see page 10.

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 3rd January.

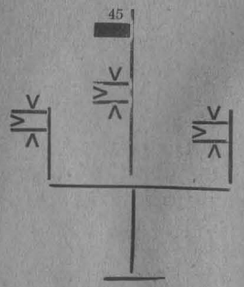
GREENSFIELD JUNCTION SIGNAL-BOX, GATESHEAD.

7-30 a.m. to about 6-0 p.m., erecting signals. Flagmen will be provided by the Engineer.

An engine with steam and hand cranes will leave Park Lane, Gateshead, at 7-15 a.m. for Greensfield Junction, and return thence about 6-0 p.m.

At about 6-0 p.m. the following signal will be brought into use, viz. :—

45. Up Home.



Erected as shewn on the Gateshead West Up Platform, about 25 yards north of the box.

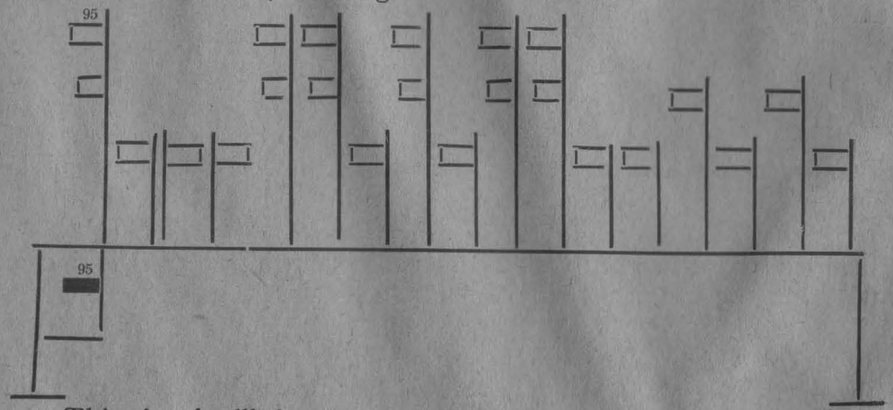
SIGNALS DISPENSED WITH.

Calling-on. Up Home.

No. 3 SIGNAL-BOX, CENTRAL, NEWCASTLE.

At 5-0 p.m. the following new signal will be brought into use viz. :—

95. No. 9 Platform, Starting.



This signal will be made a double armed one, and be fixed as shewn to the Bridge erected across Nos. 8 and 9 Platform lines, about 150 yards north of the box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 3rd January,

Continued.

No. 5 SIGNAL-BOX, CARLISLE.

7-0 a.m. to 5-0 p.m., repairing point connections. Drivers to be prepared to work to hand signals.

BETWEEN CEMETERY WEST AND BALLAST CROSSING SIGNAL-BOXES, HARTLEPOOL.

7-0 a.m. to 11-0 a.m., the Engineer will have possession of the Down line for the purpose of slewing the lines at Cemetery South and Ballast Crossing, and single line working by pilotman will be in operation on the Up line between Cemetery West Junction and Ballast Crossing South Crossover.

11-0 a.m. to 4-30 p.m., the Engineer will have possession of both Up and Down lines between the same points.

Ballast Crossing North Crossover No. 21 and signal discs No. 22 will be dispensed with on this date.

Pilotman and two flagmen will be provided by the Engineer.

Signalman at Cemetery South, Cemetery West and Ballast Crossing boxes to be on duty during the progress of the work.

STOCKTON CUT SIGNAL-BOX, THORNABY.

12-1 a.m. to about 6 0 p.m. the Signalling Department will have possession of this signal-box for the purpose of putting in a new locking apparatus.

All signals will stand at danger, and traffic will be conducted by flagmen, provided by the Engineering Department, under the signalman's instructions.

The following alterations will be made in the signalling arrangements :—

Shunting Signals.

A new ground disc signal fixed at the points on the Down Mineral line about 185 yards east of the signal-box, which will read:—Backing—Down Mineral—To Up Mineral.

A new ground disc signal fixed at the points on the Up Mineral line about 125 yards east of the signal-box, which will read :—Backing—Up Mineral—To Down Mineral.

A new ground disc signal fixed at the points on the Down Mineral line about 45 yards east of the signal-box, which will read :—Backing—Down Mineral—To Foundry Siding.

All other signals will remain unaltered.

For further notice of work at this place see page 6.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 3rd January,

Continued.

NEWSHAM AND GAINFORD SIDINGS.

Bi-monthly inspection of Annett's locks.

An engine will leave Darlington at 10-20 a.m., and will pick up Inspector and itter at North Road.

HAGG LANE, GASCOIGNE WOOD.

7-45 a.m. to 4-0 p.m., slag ballasting the Up and Down lines through the level crossing and the connections at Hagg Lane.

The Up and Down lines at Hagg Lane will be blocked between the running of ordinary traffic.

Flagmen will be provided.

Signalmen at Hagg Lane and Gascoigne Wood Junction will be required on duty during the time the work is in progress.

A ballast train will leave York at 7-0 a.m., arrive Hagg Lane 7-45 a.m., returning to York via Sherburn Junction at 4-0 p.m. Signalman at Sherburn Junction to be on duty to pass the return ballast train.

Wednesday, 6th January.

SEWERBY LANE LEVEL CROSSING BETWEEN BRIDLINGTON AND FLAMBOROUGH.

A new gate box situate on the Up side of the line and immediately north of the level crossing will be brought into use.

The level crossing gates will be worked from the gate box and will now close across both the road and railway, and will be interlocked with the signa s.

The following alterations will be made in the signalling arrangements :—

Up Distant Signal.

The existing single armed signal will be removed 160 yards further from the gate box.

Down Distant Signal.

A new single armed signal fixed on the Down side of the line about 620 yards south of the gate box.

The existing gate disc signal will be dispensed with.

FOREIGN COMPANIES' NOTICES.

Cockermouth, Keswick, and Penrith Co.'s Notices.

Threlkeld Station.—At 16½ mile post.—Sunday, 3rd January, relaying points and crossings. Down Main line. Road broken from 8-20 a.m. to 5-0 p.m.

Great Central Company's Notices.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. Trains to reduce speed to 15 miles per hour. Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Leeds Central Station.—Sunday, January 3rd, 8-0 a.m. to about 5-0 p.m., between trains. Testing and examining underground wires in connection with electric locking, all seven platform lines affected.

Between Decoy No. 2 and Black Carr Junction Boxes, Doncaster.—Sunday, 3rd January, 6-0 a.m. to about 6-0 p.m., laying in new junction and Potteric Carr. Engineer will have absolute possession of Up Goods and Up Departure lines, and during time named Up traffic will be worked over Up Fast line between those points.

Between Childers Drain and Decoy Nos. 1 Boxes, Doncaster.—Laying in junction, building new signal-box, fixing signals, etc., at Potteric Carr. All lines affected. **Speed of trains not to exceed 15 miles per hour.**

Frenchgate, Doncaster.—Running signal wires on new route to "A" box Up Distants on Frenchgate Up Home bracket signal. Frenchgate Home signals and "A" box Distants will be disconnected between trains when necessary. All line affected.

FOREIGN COMPANIES' NOTICES—*Continued*

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Between Leeds "B" Box and Wortley South.—Cleaning and painting signal posts, etc. All lines affected.

Between Red Bank and Balby Junction, Doncaster.—Taking out dirty ballast and re-ballasting with ashes. Down Empties Yard affected. Shunters to be careful.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Marshgate and Moat Hills Boxes, Doncaster.—Repairing underbridge No. 332. Up and Down lines affected.

Between Marshgate Junction and Moat Hills Box.—Until further notice. Construction of overbridge carrying G.C., avoiding line over railway.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles, Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Notices Relating to the permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at **Sharlston.** Lifting lines between platforms. Up and down.

Sharlston Station.—Raising Up and Down Platforms. Drivers of passenger trains having to stop at the station must draw clear of the work in hand. Flagmen will be on the platforms during the time the repairs are in hand, who will direct drivers where to stop.

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. Speed of trains to be reduced to 15 miles per hour. All week.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Con.*

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Wakefield.—Subsidence of line through colliery workings between Turner Lane Junction and River Calder Viaduct (Park Hills box).

Speed of trains to be reduced to 20 miles per hour.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. **Speed of trains to be reduced to 10 miles per hour.**

Methley Branch.—Subsidence of line through Colliery workings between Outsyke Junction and Glasshoughton Colliery connections **Pontefract end. Speed of trains to be reduced to 20 miles per hour.**

London & North Western Company's Notices.

Carlisle St. Nicholas Yard.—The sidings will be blocked between trains. All week. Relaying siding.

FOREIGN COMPANIES' NOTICES—*Continued.*

Midland Company's Notices.

No. 3 Goods Yard Box, Normanton.—Sunday, 3rd January, commencing at 7-0 a.m., some of the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs.

North Junction, Heeley.—Sunday, 3rd January, commencing at 6-0 a.m., some of the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs.

Sheffield.—Sunday, 3rd January, from 7-0 a.m. until the work is completed, the Engineer will, between the running of trains, have possession of Nos. 1 and 2 Platform lines in the Passenger Station, for the purpose of cleaning out eaves and gutters of platform awnings. Mr. Simmons will make the necessary arrangements and appoint a competent man to be in attendance during the time the work is being carried out.

No. 2 South Box, Sheffield.—Sunday, 3rd January, commencing at 4-30 a.m-, some of the points aud signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer.

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3170.

General Superintendent's Office,

YORK, 7th January, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 9th January, 1909,

TO

SATURDAY MIDNIGHT, 16th January, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast and slow lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland...	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a.)
Newholmebeck (between Sandsend and West Cliff)	10 miles.	Landslip. Warning boards as per Rule 258 (e) are fixed.
Rillington to Whitby.		
Between Goathland Station and Deviation Junction box—Bridge No. 28.	10 miles	Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen, and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
Normanton to Newcastle.			
Between Hillam Gates and Burton Salmon	Lifting and ballasting from 15¾ mls. to 16½ mls.	Up and Down Goods	
Between Skelton Bridge and Beningbrough	Re-sleepering and re-chairing from 4½ miles to 5¼ miles.	Up	
Between Alne and Raskelf	Re-sleepering and re-chairing from 11½ miles to 13¼ miles	Down	
Between Raskelf and Bishophouse Junct.	Re-sleepering and re-chairing from 13¼ miles to 13¾ miles	Down	
Thirsk	Relaying from 22 miles to 22¼ miles	Up and Down	
Croft Spa	Relaying from 40 miles to 41¾ miles	Up and Down	
Hett Mill, Croxdale	Relaying from 60 miles to 61 miles	Down	
Croxdale	Renewal of crossings at 62 miles ...	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Newcastle to Tynemouth via Backworth			
Monkseaton, near Redhouse Crossing	Lifting pitfall between 2¼ miles and 2½ miles	Up and Down	
Backworth to Morpeth.			
Newsham	Relaying from 12¼ miles to 12½ mls.	Up	
Sunderland to Bishop Auckland.			
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7¼ miles ...	Up and Down	
Goods Junction, Bishop Auckland	Laying in new Junction	Up and Down	
North end of Bishop Auckland Station	Renewing catch points	Up and Down Mineral lines.	
Norton Junction to Ferryhill.			
Norton East to West Junction	Re-sleepering from 9½ miles to 9¾ mls.	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
Ferryhill to Bishop Auckland.			
Byers Green	Relaying from 3 miles to 3½ miles ...	Single	
Binchester	Relaying from 24 miles to 24½ miles	Down	
Darlington to Consett.			
Heighington ...	Relaying from 2½ miles to 4¼ miles...	Up	
Bishop Auckland West Junction	Relaying points and crossings ..	All lines	
Darlington to Tebay.			
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Barnard Castle East Junction	Renewal and alterations of points and crossings	All lines	
Bishop Auckland to Barnard Castle.			
Woodland Junction ...	Renewal of points and crossings ...	Up and Down	
Darlington to Saltburn.			
Stockton Cut... ..	Relaying from 10½ miles to 11 miles	Down Passenger	
,, ,, ...	Relaying from 10¾ miles to 11 miles	Up Passenger	
Thornaby	Relaying Bowesfield Junction ..	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16½ mls	Up	
Brotton Junction to Middlesbrough (via Guisborough).			
Brotton	Relaying from 29 mls to 29½ mls.	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	
Picton Junction to Grosmont Junction.			
Commondale ...	Re-sleepering from 17¼ mls to 18¼ mls	Single.	
Saltburn to Whitby.			
Sandsend	Relaying from 48½ mls. to 49¼ mls.	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
Leeds to Hartlepool.			
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ¼ mile	Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
Leeds to Hull.			
Between Hagg Lane and Hambleton	Slag Ballasting	Up and Down	
Rillington to Whitby.			
Whitby	Relaying from 30¼ miles to 30¾ miles	Down	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 16.

GREENSFIELD JUNCTION BOX, GATESHEAD.

Until further notice, owing to alterations to Junction the connections between the Team Valley lines and the Redheugh Branch will be worked as a single line.

The single line working will be controlled by the signalman at the Greensfield Junction box and the signals have been interlocked in such a manner that they cannot be taken off for trains proceeding in opposite directions at the same time. No train must enter the single line until the Home signal is lowered.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

THORNABY STATION.

Alterations to Up and Down Main Lines at Thornaby Station. Drivers to keep a good look out for hand signals.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

UPGANG VIADUCT, BETWEEN SANDSEND AND WEST CLIFF.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

BETWEEN SANDSEND & WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. Drivers must keep a good look out for hand signals.

For speed restriction see page 16.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

EAST SIGNAL-BOX, MARKET WEIGHTON.

New falling trap points connected to the signal-box have been placed in the Down Main line to Driffield, about 63 yards east of the signal-box.

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 10th January.

WATERWORKS SIGNAL-BOX, YORK.

7-0 a.m. to about 5-0 p.m., the Down Scarborough Goods line will be blocked near Waterworks for the purpose of taking out the temporary waybeams.

No other line will be interfered with.

Flagmen will be provided.

NORTH JUNCTION SIGNAL-BOX, YORK.

6-0 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

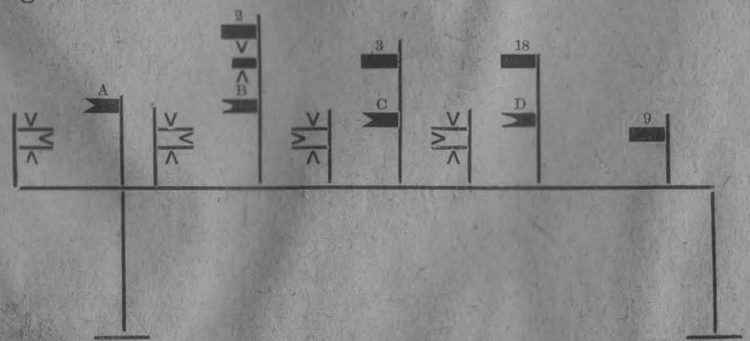
GREENSFIELD JUNCTION SIGNAL-BOX, GATESHEAD.

8-0 a.m. to about 5-0 p.m., taking down and loading up old signals, &c. Flagmen will be provided by the Engineer.

An engine with steam crane and wagons will leave Park Lane, Gateshead, at 7-30 a.m. for Greensfield, and return thence about 5-0 p.m.

At about 8-0 a.m., the following new signals will be brought into use, viz. :—

2. Main Down Home.
3. Main Down Home to Leamside.
18. Dunston Home to Leamside.
A. Team Valley to Independent Distant (*worked from Gateshead Junction*).
B. Team Valley Main Down Distant (*worked from Gateshead Junction*).
C. Team Valley to Leamside Distant (*worked from High Street*).
D. Dunston to Leamside Distant (*worked from High Street*).
9. Engine Shed to Leamside.



Erected as shewn across the lines, about 90 yards south of the box.

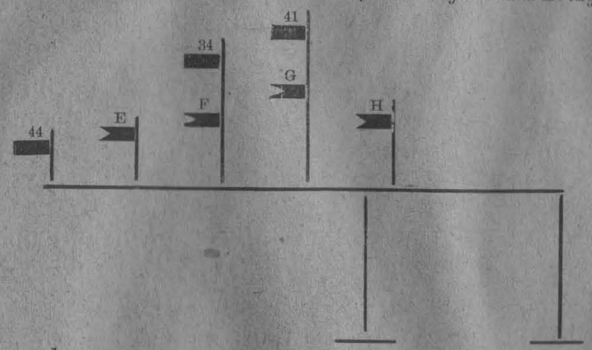
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 10th January,

Continued

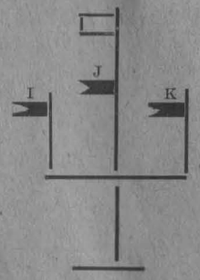
GREENSFIELD JUNCTION SIGNAL-BOX, GATESHEAD—*Con.*

44. To Engine Shed Sidings
34. Engine Shed line to Dunston.
41. Engine Shed line to Main Up.
E. To Dunston Distant (*worked from King Edward Bridge Junction*).
F. Dunston line to Main Up Distant (*worked from King Edward Bridge Junction*).
G. Leamside to Main Up Distant (*worked from King Edward Bridge Junction*).
H. Leamside to Newcastle Distant (*worked from King Edward Bridge Junction*).



Erected as shewn across the lines, about 3 yards south of the box.

I. Main Up to Dunston Distant (*worked from King Edward Bridge Junction*)
J. Main Up Distant (*worked from King Edward Bridge Junction*).
K. Main Up to Newcastle Distant (*worked from King Edward Bridge Junction*).



Erected as shewn on the Gateshead West Up platform, about 25 yards north of the box.

SIGNALS DISPENSED WITH.

To Engine Shed sidings. Engine Shed line to Dunston.
Engine Shed line to Main Up.
Main Down Home. Main Down Home to Leamside.
Up line to Leamside Backover. Dunston Home to Leamside.
Engine Shed to Leamside. To Dunston Distant (*worked from King Edward Bridge Junction*). Main Up Distant (*worked from King Edward Bridge Junction*).
Main Up to Newcastle Distant (*worked from King Edward Bridge Junction*).

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 10th January,

Continued.

ATHENÆUM ROAD BRIDGE, SUNDERLAND.

12-5 a.m. to about 1-0 p.m., fixing iron plates on bridge. Flagmen will be provided by the Engineer. Signalman to be on duty in Sunderland North box during the progress of the work.

SEATON CAREW.

9-30 a.m. to 5-50 p.m., between the running of ordinary trains, the Engineering Department will renew the facing points leading from Down line to Independent. Signalman at Seaton Carew box to be on duty during the progress of the work. Flagmen will be provided.

BOWESFIELD JUNCTION SIGNAL-BOX, THORNABY.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of alterations.

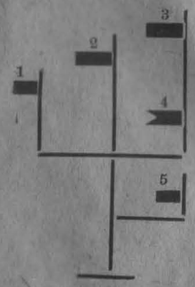
All signals will stand at danger, and traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

A new facing connection from the Down Stockton Branch line and a new falling connection from the Up Stockton Branch line to the Shunting line west of the signal-box will be brought into use, together with the following signals.

The following alterations will be made in the signalling arrangements :—

Down Home signals—Stockton Branch.

The existing double-bracketed signal will be dispensed with and replaced by a new treble-bracketed signal fixed on the Up side of the line, about 165 yards west of the signal-box, which will read :—



1. From Down Stockton Branch—To Shunting line.
2. Down Home—Stockton Branch—To Mineral.
3. Down Home—Stockton Branch—To Main.
4. Down Distant—Stockton Branch—To Main (*worked from Tees Bridge signal-box*).
5. Backing—Up Stockton Branch—To Shunting line.

Sunday, 10th January,

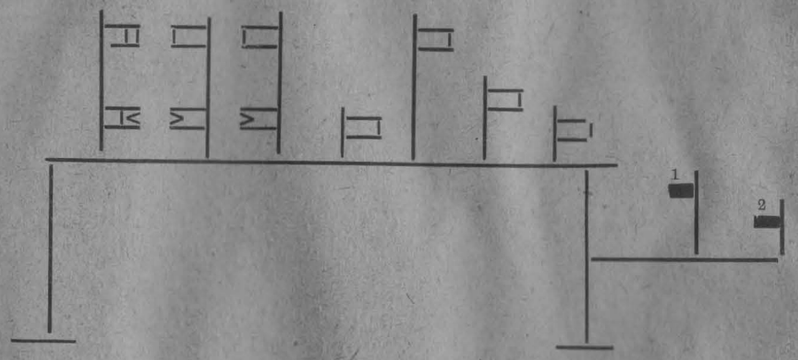
Continued.

BOWESFIELD JUNCTION SIGNAL-BOX, THORNABY—*Con.*

Shunting Signals.

The existing small semaphore signal fixed on the Down side of the Shunting line and reading—"Calling Back—Shunting line," will be moved about 60 yards nearer to the signal-box.

Two new arms on a bracket fixed to the Main post of the signal bridge spanning the lines, about 60 yards west of the signal-box, which will read :—



1. From Shunting line—To Up Stockton Branch.
2. To Shunting line.

All other signals will remain unaltered.

JUNCTION SIGNAL-BOX, SALTBURN.

9-0 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of fixing additional levers.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

INSPECTION OF KETTLENESS AND SANDSEND TUNNELS.

In connection with the above, a special will leave West Cliff for Kettleness at 9-30 a.m., returning about 12-0 noon. Signalmen to be on duty to pass special in both directions at Bog Hall, Prospect Hill and West Cliff, and at Kettleness during the time the inspection is in progress.

Sunday, 10th January,

Continued.

BLACK BULL CROSSING SIGNAL-BOX, PICKERING.

6-0 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of renewing gate connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. Trains to reduce speed to 15 miles per hour Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Frenchgate, Doncaster.—Fixing clearance bars. The lockbar to facing points, Up Main to Up S.Y. Goods will be disconnected between trains when necessary. Up Fast, Up Platform and Up S.Y. Goods lines affected.

Between Childers Drain and Decoy Nos. 1 Boxes, Doncaster.—Laying in junction, building new signal-box, fixing signals, etc., at Potteric Carr. All lines affected. **Speed of trains not to exceed 15 miles per hour.**

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Marshgate Junction and Moat Hills Box.—Until further notice. Construction of overbridge carrying G.C., avoiding line over railway.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles, Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Featherstone Station.—Sunday, 10th January, 8-0 a.m. to 5-0 p.m., overhauling connections. The level crossing gates and some of the points and signals will be disconnected.

Low Moor No. 2 West.—January 11th to 16th, 7-30 a.m. to 5-0 p.m. each day. Renewing connections. Some of the points and signals will be disconnected.

Wakefield East.—January 11th to 16th, 7-30 a.m. to 5-0 p.m. each day. Renewing connections. Some of the points and signals will be disconnected.

Notices Relating to the permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Sharlston. Lifting lines between platforms. Up and down.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Con.*

Sharlston Station.—Raising Up and Down Platforms. Drivers of passenger trains having to stop at the station must draw clear of the work in hand. Flagmen will be on the platforms during the time the repairs are in hand, who will direct drivers where to stop.

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. Speed of trains to be reduced to 15 miles per hour. All week.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Fogsignalling Machines.

Fogsignalling machines have been provided to work in connection with the following signals :—

Horbury, West.—Up North Starting.

Horbury, Healey Mills.—Up North Distant.

Halifax, Beacon Hill Tunnel.—Until further notice. Construction of Manholes. Up and Down lines. Speed of trains to be reduced to **15 miles per hour** and Drivers to whistle on entering the tunnel in both directions.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Wakefield.—Subsidence of line through colliery workings between Turner Lane Junction and River Calder Viaduct (Park Hills box).

Speed of trains to be reduced to 20 miles per hour.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued*

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Outsyke Junction and Glassboughton Colliery connections Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Midland Company's Notices.

No. 4 Goods Yard Box, Normanton.—Sunday, 10th January, commencing at 7-0 a.m., some of the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs.

Sheffield.—Sunday, 10rh January, from 7-0 a.m. until the work is completed, the Engineer will, between the running of trains, have possession of Nos. 1 and 2 Platform lines in the Passenger Station, for the purpose of cleaning out eaves and gutters of platform awnings. Mr. Simmons will make the necessary arrangements and appoint a competent man to be in attendance during the time the work is being carried out.

H. A. WATSON,

General Superintendent

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3210.

General Superintendent's Office,

YORK, 28th January, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 30th January, 1909,

TO

SATURDAY MIDNIGHT, 6th February, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 258 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
Rillington to Whitby.		
Between Goathland Station and Deviation Junction box—Bridge No. 28.	10 miles	Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
Between Monk Fryston and Hillam Gates	Lifting and ballasting from 15¼ miles to 15¾ miles	Up and Down Main	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Croft Spa	Relaying from 40 miles to 41¾ miles	Up and Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Newcastle to Tynemouth (via Backworth.)		
Monkseaton, near Redhouse Crossing	Lifting pitfall between 2¼ miles and 2½ miles	Up and Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles	Up and Down	
Goods Junction, Bishop Auckland	Laying in new Junction	Up and Down	
North end of Bishop Auckland Station	Renewing catch points	Up and Down Mineral lines.	
	Norton Junction to Ferryhill.		
Norton East to West Junction	Re-sleepering from 9½ mls. to 9¾ mls.	Up	
	Ferryhill to Bishop Auckland.		
Binchester	Relaying from 24 miles to 24½ miles	Down	
	Bishop Auckland to Barnard Castle.		
Woodland Junction ...	Renewal of points and crossings ..	Up and Down	
Woodlands	Re-sleepering from 14¾ miles to 15½ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
	Wear Valley Junction to Wearhead.		
West of Stanhope ...	Renewal of rails from 27½ miles to 29¼ miles.	Single	
	Darlington to Saltburn.		
Stockton Cut... ...	Relaying from 10½ miles to 11 miles	Down Passenger	
,, ,, ...	Relaying from 10¾ miles to 11 miles	Up Passenger	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16½ mls	Up	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49½ mls.	Single	
	Leeds to Hartlepool.		
Pannal Loop, between Harrogate & Pannal	Relaying from 0 mile to ½ mile ...	Up and Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ½ mile	Down	
Cerebos Salt Works, Greatham	Renewal of crossover road	Up and Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between Hagg Lane and Hambleton	Slag Ballasting	Up and Down	
	York to Scarborough.		
Between York and Haxby	Relaying from 1¾ miles to 4¼ miles	Up	
	York to Beverley.		
Market Weighton ..	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¼ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Re-sleepering from 4¼ mls. to 7 mls	Down	
Beverley	,, ,, 6¼ mls. to 7¼ mls.	Up	
,, ...	,, ,, 8¼ mls. to 9¼ mls.	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 72.

GREENSFIELD JUNCTION, GATESHEAD.

From 12-1 a.m., Monday, 1st February, till 11-59 p.m., Saturday, 6th February, altering lines, &c. The points and signals in connection with the lines between Greensfield and High Street junctions will be partially disconnected, signals will stand at danger and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

For further notice of work at this place, see pages 77 and 78.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

UPGANG VIADUCT, BETWEEN SANDSEND AND WEST CLIFF.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post Drivers must keep a good look out for hand signals.

For speed restriction see page 72.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

COAL SIDINGS WEST SIGNAL-BOX, HULL.

The following signals have been dispensed with at this place :—

Up Outer Home—Main.
From Up Siding—To Up Main.

All other signals remain unaltered.

For further notice of work at this place, see page 86.

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

EAST SIGNAL-BOX, MARKET WEIGHTON.

New falling trap points connected to the signal-box have been placed in the Down Main line to Driffield, about 63 yards east of the signal-box.

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st January.

BETWEEN BOLTON-ON-DEARNE AND FRICKLEY (S. & K. Joint) Hickleton North and South Boxes.

Commencing at 6 0 a.m., some of the points and signals will be disconnected from these signal-boxes, and the locking will be removed for cleaning and repairs. The signal-boxes will be open.

BETWEEN JOAN CROFT JUNCTION SIGNAL-BOX, MOSS, AND APPLEHURST JUNCTION.

6-0 a.m. to about 5 0 p.m., the interlocking at Joan Croft Junction will be disconnected for the purpose of alterations.

All signals will stand at danger, and traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

7-0 a.m. to 5-0 p.m., the Engineering Department will have possession of the Applehurst Branch Up and Down lines, for the purpose of putting in additional cross-over roads and safety points.

The existing through shunt between the Up and Down Branch lines will be disconnected and will now be worked by ground levers, and new trap points on the Up Branch line will be brought into use. The Branch lines will in future be treated as sidings.

SIGNALS DISPENSED WITH.

Up Advance signal—Branch. **Down Distant signal—Branch.**

All other signals will remain unaltered.

A ballast train conveying workmen will leave Holgate Bridge at 6-0 a.m., arrive Joan Croft Junction 7-0 a.m., returning to York on completion of the work at 5-0 p.m.

The engine will run to Doncaster for water at noon.

A class "P" engine must be in the P. Way Yard, York, at 5-45 a.m.

NORTH SIGNAL-BOX, CHURCH FENTON.

7-30 a.m. to about 5-0 p.m., between the running of ordinary traffic, squaring facing points and putting in new stud and stock bolts.

Flagmen will be provided.

GREENSFIELD JUNCTION, GATESHEAD.

12-5 a.m. to about 11-59 p.m., altering lines and taking down signals. The lines between Greensfield and High Street Junctions will be closed. Goods trains between Park Lane and Heaton will travel via High Level Bridge, and the engines will get around their trains at the Central Station.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st January,

Continued.

GREENSFIELD JUNCTION, GATESHEAD—*Continued.*

Light engines between Greensfield Engine Sheds and Central Station to be run via King Edward Bridge.

Flagmen will be provided by the Engineer.

A Gateshead engine and guard with steam crane will assist in the work.

At about 11-59 p.m., the following new points and signals will be brought into use, viz. :—

POINTS.

New safety points on the "To Tanfield line," about 10 yards east of the box.

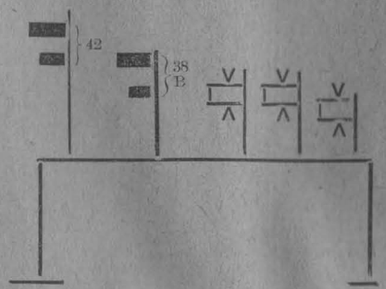
New facing points, Leamside line to Engine shed, about 95 yards east of the box.

New points, Engine shed to Leamside line, about 95 yards east of the box.

The Tanfield line crossover will be removed about 50 yards further west.

SIGNALS.

42. Calling on and Home from Leamside.
38b. Calling on and Leamside to Engine Shed Home.



Erected as shewn across the lines, about 95 yards east of the box.

38a. To Engine Shed Starting.

Erected on the Down side of the Tanfield line, about 10 yards east of the box.

SIGNALS DISPENSED WITH.

Engine Shed Line to Leamside. Engine Shed Line to Depot. From Coal Depot. Tanfield Down to Up Backover. Leamside to Tanfield. Leamside to Engine Shed Line.

For further notice of work at this place, see page 75.

OUSEBURN SIGNAL-BOX, MANORS.

7-0 a.m. to about 5-0 p.m., renewing signal wires. All signals will be disconnected and stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. A signalman to be on duty during the progress of the work.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st January,

Continued.

MANORS NORTH TO JESMOND STATION.

6-0 a.m. to 1-0 p.m., testing low tension cables. The electric current will be switched off between Argyle Street box, Manors Junction box, Pandon Dene sub-station, and South Gosforth East Junction box as traffic will permit..

HOLYWELL SIDING, NEAR BACKWORTH.

8-0 a.m. to 5-0 p.m., examination of electric cables under lines near Holywell Siding. Flagmen will be provided by the Engineer.

NORWOOD JUNCTION SIGNAL-BOX, DUNSTON.

7-0 a.m. to 5-0 p.m., cleaning locking. Signalman to be on duty during the progress of the work.

No. 4a SIGNAL-BOX, CARLISLE.

7-0 a.m. to 5-0 p.m., repairing point connections. Drivers to be prepared to work to hand signals.

BOTTOM BOX, TYNE DOCK.

7-0 a.m. to about 5-0 p.m., altering connections. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. A signalman to be on duty during the progress of the work.

At about 5-0 p.m., the new sidings on the Down side of the Bede Down, with 3 new slips, connecting same with the Bede Main lines, by points 140, 166, and 181 yards north of the box, with the following new signals, will be brought into use, viz : —

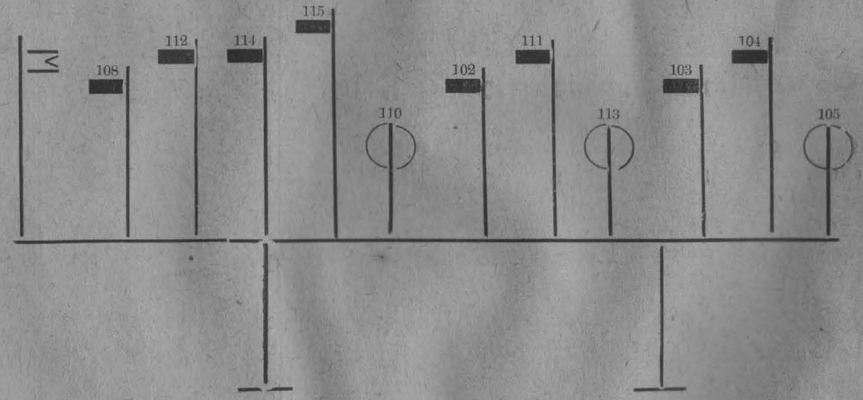
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st January,

Continued.

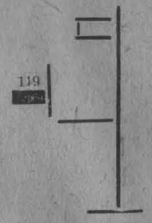
BOTTOM BOX, TYNE DOCK—*Continued.*

108. Bede Up to Sidings Backover.
112. Bede Up to Down Backover.
114. Main Down to New Sidings.
115. Main Down Home.
110. Main Down to Bede Up Shunting Disc.
102. Main Up to New Sidings.
111. Main Up to Bede Down Backover.
113. Main Up to Bede Up Shunting Disc.
103. West Main Up to New Sidings.
104. West Main Up to Bede Down Backover.
105. West Main Up to Bede Up Shunting Disc.



Erected as shewn across the Bede and Main lines, about 48 yards north of the box.

119. Bede Down to New Sidings.



Bracketed as shewn to the Bede Down Home post.

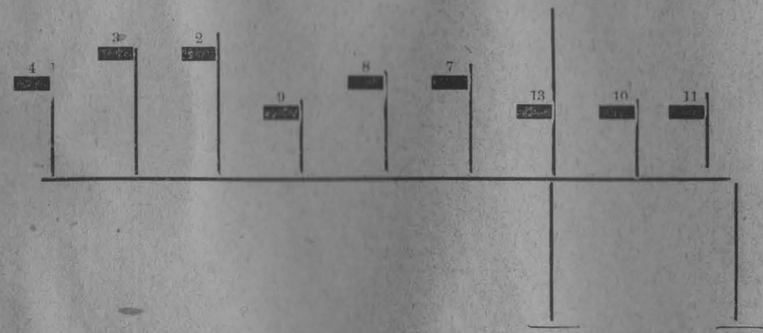
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st January,

Continued.

BOTTOM BOX, TYNE DOCK—*Continued.*

4. Bede to West Main Up.
3. Bede to Main Up.
2. Bede Up Home.
9. Bede Down to West Main Up Backover.
8. Bede Down to Main Up Backover.
7. Bede Down to Up Backover.
13. New Sidings to West Main Up.
10. New Sidings to Bede Main Up.
11. New Sidings to Main Up.



Erected as shewn on the Down side of the Bede lines, about 191 yards north of the box.

SIGNALS DISPENSED WITH.

Main Up to West Main Up. Up Home.
Down to West Main Up Backover. Down to Up Backover.
Bede to West Main Up. Bede to Main Up.
Bede Up Home. Bede Down to West Main Up Backover.
Bede Down to Main Up. Main Down to Bede Main Down.
Down Home. Main Down to Bede Main Up Shunting.
Main Up to Bede Down Backover.
Main Up to Down Backover. West Main Up to Bede Down.
West Main Up to Main Down.
West Main Up to Bede Up Shunting.
West Main Up to Main Down. From No. 5 Siding.

POINTS DISPENSED WITH.

No. 5 Siding. Slip No. 2. Main Up to Down.
Slip No. 1. Bede Up to Main Up.

Sunday, 31st January,

Continued.

SHILDON.

6-30 a.m. to 4-0 p.m., lifting Spout Lane Bridge. Engineer will have possession of siding lines under the bridge during the time named, and of the Down passenger line after passing of the 8-40 a.m. ex Darlington. Flagmen will be provided.

In connection with this work, a special will leave Old Coach Shops Yard, Hopetown, at 6-0 a.m., returning about 6-0 p.m. Signalmen at Hopetown Junction and Heighington, to be on duty to pass special in both directions, and at Shildon Junction during the time the work is in progress.

STATION SIGNAL-BOX, GREAT AYTON.

12-1 a.m. to about 6-0 p.m. the Signalling Department will have possession of this signal-box for the purpose of putting in a new locking apparatus.

All signals will stand at danger, and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

Signalman to be on duty.

The Main line will be diverted from a point immediately north of the signal-box to about 210 yards south of the signal box, and the Mineral line will be continued on and enter the Main line about 155 yards south of the signal-box. A new line from the Mines running into the Mineral line about 100 yards south of the signal-box, and a new Down facing connection from the Main to the Mineral line about 150 yards north of the signal-box will be brought into use.

In connection with the above work, a special train (empty) will leave Middlesbrough for Thornaby at 6-0 a.m., and will leave Thornaby (with workmen) for Great Ayton at 6-30 a.m., returning empty to Middlesbrough immediately on arrival. The special will leave Middlesbrough (empty) for Great Ayton at 4-30 p.m., returning from Great Ayton to Thornaby (with workmen) about 5-0 p.m.

Signalmen at Thornaby East, Middlesbrough West, Sussex Street Crossing, Middlesbrough East, Guisborough Junction, Cargo Fleet Road Crossing, North Ormesby Crossing, Nunthorpe Station and Nunthorpe Junction to be on duty to pass special in both directions.

The following will be the new signalling arrangements :—

Up Distant signal—Main.

A single armed signal fixed on the Up side of the line about 1128 yards south of the signal-box.

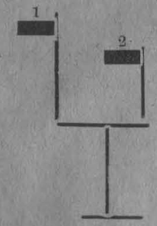
Sunday, 31st January.

Continued.

STATION SIGNAL-BOX, GREAT AYTON—*Continued.*

Up Outer Home signals—Main.

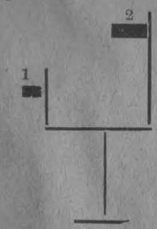
A double bracketed signal fixed on the Up side of the line about 170 yards south of the signal box, which will read :—



1. Up Outer Home—Main.
2. Up Outer Home—Main—To Mineral.

Up Inner Home signals—Main.

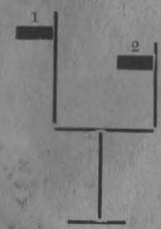
A double-bracketed signal fixed on the Up side of the line about 10 yards south of the signal-box, which will read :—



1. From Main—To Goods Yard.
2. Up Inner Home—Main.

Up Starting signals—Main.

A double bracketed signal fixed on the Up side of the line at the end of the platform about 200 yards north of the signal-box, which will read :—



1. Up Starting—Main.
2. Up Starting—Main—To Mineral.

Up Advance signal—Mineral.

A single armed signal fixed on the Down side of the line, about 205 yards north of the signal-box.

Sunday, 31st January,

Continued.

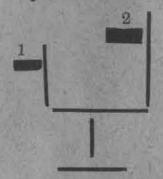
STATION SIGNAL-BOX, GREAT AYTON—*Continued.*

Down Distant signal—Main.

A single armed signal fixed on the Down side of the line, about 1181 yards north of the signal-box.

Down Home signals—Main.

A double bracketed signal fixed on the Up side of the line, about 260 yards north of the signal-box, which will read :—



1. Down Home—Main—To Mineral.
2. Down Home—Main.

Down Starting signal—Main.

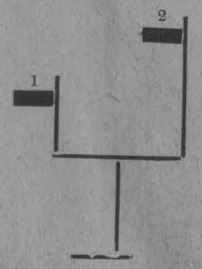
A single armed signal fixed on the Up side of the line at the end of the platform, about 95 yards north of the signal-box.

Down Advance signal—Main.

A single armed signal fixed on the Up side of the line, about 90 yards south of the signal-box.

Down Outer Home signals—Mineral.

A double bracketed signal fixed on the Up side of the line, about 275 yards north of the signal-box, which will read :—



1. Down Outer Home—Mineral.
2. Down Outer Home—Mineral—To Main.

Down Inner Home signal—Mineral.

A single armed signal fixed on the Down side of the line, about 150 yards north of the signal-box.

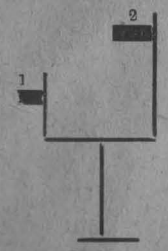
Sunday, 31st January,

Continued.

STATION SIGNAL-BOX, GREAT AYTON—*Continued.*

Down Starting signals—Mineral.

A double bracketed signal fixed on the Down side of the line, about 85 yards south of the signal-box, which will read :—



1. Down Starting—Mineral—To Mines siding.
2. Down Starting—Mineral—To Main.

Shunting Signals.

A small semaphore signal fixed at the fouling point of the Mines siding and the Mineral line, about 145 yards south of the signal-box, which will read :—From Mines siding—To Mineral.

A small semaphore signal fixed at the siding points, about 55 yards north of the signal-box, which will read :—From Goods Yard—To Main.

A small semaphore signal fixed at the Down siding points, about 55 yards north of the signal-box, which will read :—To and From Down siding.

A ground disc signal fixed between the Main and Mineral lines, about 80 yards north of the signal-box, which will read : - From Mineral—To Main.

UPGANG VIADUCT, BETWEEN SANDSEND AND WEST CLIFF.

5-0 a.m. to 5-0 p.m. the line will be in the possession of the Engineer for the purpose of repairs Flagmen will be provided,

In connection with this work a special will leave Old Coach Shops Yard, Hopetown, at 2-0 a.m., returning about 5-0 p.m. Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle, Staithes, Hinderwell and Kettleness, to be on duty to pass special in both directions, and at West Cliff during the time the work is in progress.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st January,

Continued.

COAL SIDINGS WEST SIGNAL-BOX, HULL.

6 0 a.m. to about 6 0 p.m., the interlocking will be disconnected for the purpose of alterations

All signals will stand at danger. and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

For further notice of work at this place, see page 76.

SCULCOATES STATION.

9-45 a m. to 4-0 p.m., the Engineer will have possession of Up and Down lines for the purpose of erecting a footbridge.

As the level crossing will be partially occupied during the progress of the work, the signalman at Sculcoates must remain on duty until such time as the crossing is cleared.

Bridgemen at Sculcoates Swing Bridge to be on duty until the engine returns to Dairycoates.

The Engineer will provide flagmen.

An engine will leave Dairycoates Shed at 9-0 a.m., proceed to Chalk Lane attach van there, and run to Sculcoates. It will assist in the tipping of the girders immediately after the passing of the 8-57 a.m. passenger train ex Withernsea, and will return to Dairycoates Shed and Chalk Lane at about noon.

Signalmen at Hessle Road Junction, Anlaby Road, Victoria Crossing, Botanic Cardens, Stepney and Sculcoates, and gatemen at Hessle Road, Chalk Lane, St. George's Road, Botanic Cardens and Stepney to be on duty to pass the train in both directions

Monday, 1st February.

STATION SIGNAL-BOX, COSWICK.

At 10-0 a m., the following new signal will be brought into use, viz. :—

24. Up Distant.

Erected on the Up side of the line, about 1,072 yards north o the box.

SIGNALS DISPENSED WITH.

Up Independent Distant. Up Distant.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 1st February,

Continued.

WEST WYLAM JUNCTION SIGNAL-BOX, WYLAM.

At 10-0 a.m., the following signals will be dispensed with :—

Newburn to Down Independent Distant.
Down Independent Distant.

Wednesday, 3rd February.

GOODS JUNCTION & NORTH JUNCTION SIGNAL-BOXES, BISHOP AUCKLAND.

8-30 a.m. to 12 0 midnight, transferring connections from the two existing boxes to a new one at the North Junction.

All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalmen by flagmen provided by the Engineer.

Thursday, 4th February.

GOODS JUNCTION & NORTH JUNCTION SIGNAL-BOXES, BISHOP AUCKLAND.

12-1 a.m. to 12-0 midnight, transferring connections from the two existing boxes to a new one at the North Junction.

All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalmen by flagmen provided by the Engineer.

Friday, 5th February.

GOODS JUNCTION & NORTH JUNCTION SIGNAL-BOXES, BISHOP AUCKLAND.

12-1 a.m. to 12-0 midnight, transferring connections from the two existing boxes to a new one at the North Junction.

All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalmen by flagmen provided by the Engineer.

Saturday, 6th February.

GOODS JUNCTION & NORTH JUNCTION SIGNAL-BOXES, BISHOP AUCKLAND.

12-1 a.m. to 12-0 midnight, transferring connections from the two existing boxes to a new one at the North Junction.

All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalmen by flagmen provided by the Engineer.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Dinnington Colliery Junction Sidings.—All week. The work of laying in a new connection and sidings will be in hand on the Up and Down roads at Dinnington Colliery Junction sidings, mileage 2-3, between the hours of 6-0 a.m. and 6-0 p.m. Flagmen will be out as required.

Speed restrictions, South Yorkshire Joint Line—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Sheffield No. 3 Box.—Sunday, January 31st, from 7-0 a.m. to 5-0 p.m., or until the work is completed, the points and signals will be disconnected for the purpose of cleaning and repairing locking.

Sheffield.—Sunday, January 31st, removal of asphalte over subway. Down Main and Middle siding will be absolutely blocked from 3-0 a.m. to 6-0 p.m. or until the work is completed, and during this time all Down Passenger trains through the station will be worked over the new down loop.

Fogsignalling Machines.

The following machines have been fixed and are ready for bringing into use:—

Place.	Signal.	No. of Machines.
Kirk Sandall	Down Distant	1
Barnby Dun	Up Distant	1
Tinsley Station Box	Up Inner Distant signals	1
Greasboro' Road	Up Starting signal Rotherham Road Up Distant	1

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. Trains to reduce speed to 15 miles per hour. Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Rossington and Shakespeare Box, Doncaster.—Sunday, January 31st, 6-0 a.m. to about 6-0 p.m., laying in new Junction at Loversall Carr. Engineer will have absolute possession of Down Main line, and during the time named all Down trains will be worked over Up Main line between Rossington and Black Carr Junction. All Up trains for the Main line south of Black Carr Junction will be worked over Up Fast Goods line between Shakespeare Box and Rossington. Absolute block working will be maintained for all trains over Up Fast Goods line, Carr Box, to Rossington during time passenger trains are being worked over it.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Leeds High Level.—Sunday, January 31st, 7-0 a.m. to about 5-30 p m. Between trains, L. & N.W. Co. rebuilding parapet wall of arch No. 23 between Leeds "A" and "B" boxes. A crane will work on L. & N.W. Goods line and the jib will foul G.N. Up Main line when swinging.

Ardsley Tunnel.—Sunday, January 31st, 6-0 a.m. to about 6-0 p.m., between trains. Weighing and examining rails and trolleying out old ballast on Up and Down lines. Speed of trains not to exceed 15 miles per hour.

Bentley Colliery Signal-box (north of Arksey).—This box will be open from 9 0 a.m. to 5-30 p.m. each week-day.

It will be closed from 5-30 p.m. on Saturdays to 9-0 a.m. on Mondays.

Between Childers Drain and Decoy Nos. 1 Boxes, Doncaster.—Laying in junction, building new signal-box, fixing signals, etc., at Potteric Carr. All lines affected. **Speed of trains not to exceed 15 miles per hour.**

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

While the cylinders for the foundations of the stancheons next the Main lines are being sunk, these cylinders will sometimes be 8 inches within the usual construction gauge. Drivers and guards to be careful.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Marshgate Junction and Moat Hills Box.—Until further notice. Construction of overbridge carrying G.C., avoiding line over railway.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Beacon Hill Tunnel, Halifax.—Sunday, 31st January, 7-0 a.m. to 6-0 p m. Laying out and removing materials, Up and Down. Flagmen will be out.

Halifax.—Sunday, 31st January, 6-0 a.m. to 6-0 p.m.. Examining tunnels. Up and Down. Flagmen will be out. Holmfield box to be open from 7-0 a.m. to 9-0 a.m.

Knottingley and Knottingley Depot (Austwick's Underbridge).—Sunday, 31st January, 6-30 a.m. to about 5-30 p.m. Renewing bed-stones, Down line. The Down line will be blocked and traffic worked over the Up line between Knottingley "B" box and Knottingley Depot East box. The Down Goole traffic to be worked over the Down Doncaster line between Knottingley "A" and "B" boxes.

Thornhill No. 1.—Monday and Tuesday, 1st and 2nd February, 7-0 a.m. to 5-0 p.m. Cleaning and overhauling locking. The locking will be disarranged as required.

Thornhill No. 2.—Wednesday and Thursday, 3rd and 4th February, 7-0 a.m. to 5-0 p.m. Cleaning and overhauling locking. The locking will be disarranged as required.

Thornhill No. 3.—Friday, 5th February, 7-0 a m. to 5-0 p.m, Cleaning and overhauling locking. The locking will be disarranged as repuired.

Wakefield, between Oakenshaw Junction and Calder Bridge Junction.—Relaying Up line.

Notices Relating to the permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Bowling Tunnel.—Relaying.—Up line.
Northorpe and Mirfield.—Relaying.—Up line.
Mirfield.—Relaying.—Down South line.
Wakefield, between Oakenshaw and Crofton Junctions, 48¾ to 49 mile posts.—Relaying.—Down line.
Goole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Sharlston Station.—Raising Up and Down Platforms. Drivers of passenger trains having to stop at the station must draw clear of the work in hand. Flagmen will be on the platforms during the time the repairs are in hand, who will direct drivers where to stop

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. Speed of trains to be reduced to 15 miles per hour. All week

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Fogsignalling Machines.

Fogsignalling machines have been provided to work in connection with the following signals :—

Horbury, West.—Up North Starting.

Horbury, Healey Mills.—Up North Distant.

Halifax, Beacon Hill Tunnel.—Until further notice. Construction of Manholes. Up and Down lines. Speed of trains to be reduced to **15 miles per hour** and Drivers to whistle on entering the tunnel in both directions.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Wakefield.—Subsidence of line through colliery workings between Turner Lane Junction and River Calder Viaduct (Park Hills box).

Speed of trains to be reduced to 20 miles per hour.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

London & North Western Company's Notices.

Leeds Central, 42¼ and 42½ mile posts.—Sunday, 31st January, from 7-0 a.m. to 5-30 p.m. Re-building Parapet Wall Bridge, 57/23. L. and N.W. Goods line entrance and exit to Goods Yard, between "B" box and Goods Yard, will be absolutely blocked, except for ballast trains. G.N. Up Main line will be blocked between trains from 7-0 a.m. to 5-30 p.m. Crane will be working.

Farnley and Wortley and Leeds Canal Junction, 41 and 42¾ mile posts.—Sunday, 31st January, from 7-0 a.m. to 5-0 p.m. Loading refuse. Both lines will be blocked between trains.

Midland Company's Notices.

Between Holbeck and Leeds.—Sunday, 31st January, from 7-0 a.m., until about 11 0 a.m., the Engineer will have possession of the Down Slow line, and, from about 11-0 a.m. until the work is completed, possession of the Up Slow line between Wortley Junction and Whitehall Junction, for Engineering purposes at Bridges Nos. 14 and 16. During the operation, single line working will be adopted on the Up and Down Slow lines, alternately, as required, between Wortley Junction and Whitehall Junction. Mr. Hawkins will make the necessary arrangements, and appoint a Pilotman.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

No. 2 Goods Yard Box, Normanton.—Sunday, 31st January, commencing at 7-0 a.m., some of the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs.

Heeley.—Drivers must not exceed a speed of 15 miles an hour on the Down Fast line over Bridge No. 49 at Heeley.

Until further notice the Engineer will be engaged carrying out work at Bridge No. 49 at Heeley.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer.

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3230.

General Superintendent's Office,

YORK, 11th February, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 13th February, 1909,

TO

SATURDAY MIDNIGHT, 20th February, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 258 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
Rillington to Whitby.		
Between Goathland Station and Deviation Junction box—Bridge No. 28.	10 miles	Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
Between Monk Fryston and Hillam Gates	Lifting and ballasting from 15¼ miles to 15¾ miles	Up and Down Main	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Croft Spa	Relaying from 40 miles to 41¾ miles	Up and Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Newcastle, via Leamside.		
Sherburn Colliery Stn.	Alterations and additions to lines, 63¾ miles to 64 miles	Up and Down	
	Newcastle to Tynemouth (via Backworth.)		
Monkseaton, near Redhouse Crossing	Lifting pitfall between 2¼ miles and 2½ miles	Up and Down	
	Pelaw to Sunderland.		
Between East Boldon and Monkwearmouth	Relaying from 7½ miles to 8 miles	Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles .	Up and Down	
Goods Junction, Bishop Auckland	Laying in new Junction	Up and Down	
North end of Bishop Auckland Station	Renewing catch points	Up and Down Mineral lines.	
	Norton Junction to Ferryhill.		
Norton East to West Junction	Re-sleepering from 9½ mls. to 9¾ mls.	Up	
	Ferryhill to Bishop Auckland.		
Binchester	Relaying from 24 miles to 24½ miles	Down	
	Bishop Auckland to Barnard Castle.		
Woodland Junction ...	Renewal of points and crossings ..	Up and Down	
Woodlands	Re-sleepering from 14¾ miles to 15½ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ..	Single	
Between Kirkby Stephen & Smardale	Re-sleepering from 39 miles to 39¾ miles	Single	
	Wear Valley Junction to Wearhead.		
West of Stanhope ...	Renewal of rails from 27½ miles to 29¼ miles	Single	
	Darlington to Saltburn.		
Stockton Cut... ...	Relaying from 10½ miles to 11 miles	Down Passenger	
,, ,, ...	Relaying from 10¾ miles to 11 miles	Up Passenger	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16½ mls	Up	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49½ mls.	Single	
	Leeds to Hartlepool.		
Pannal Loop, between Harrogate & Pannal	Relaying from 0 mile to ½ mile ...	Up and Down	
Topcliffe	Relaying 34 miles to 35 miles ..	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ½ mile	Down	
Cerebos Salt Works, Greatham	Renewal of crossover road	Up and Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between Hagg Lane and Hambleton	Slag Ballasting	Up and Down	
	York to Scarborough.		
Between York and Haxby	Relaying from 1¾ miles to 4¼ miles	Up	
	York to Beverley.		
Market Weighton ..	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¼ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Re-sleepering from 4¼ mls. to 7 mls	Down	
Beverley	,, ,, 6¼ mls. to 7¼ mls.	Up	
,, ...	,, ,, 8¾ mls. to 9¼ mls.	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 126.

HETT MILL SIGNAL-BOX, CROXDALE.

1-21 a.m., Sunday, 13th February, to about 3-0 p.m., Monday, 22nd February, renewing level crossing gates. The Distant signals will be disconnected and stand at danger and the level crossing will be protected by groundmen provided by the Engineer.

BENTON QUARRY SIGNAL-BOX, FOREST HALL.

From 8-0 a.m., Monday, 15th February, to about 3-0 p.m., Friday, 19th February, raising point connections. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

STATION SIGNAL-BOX, COX GREEN.

12-1 a.m., Sunday, 13th February, to about 3-0 p.m., Monday, 22nd February, renewing posts and connections of level crossing gates. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

NORTH ORMESBY SIGNAL-BOX, MIDDLESBROUGH.

Until further notice the level crossing gates will be disconnected and worked by hand.

Drivers to keep a good look out for hand signals.

For further notice of work at this place, see page 133.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

UPGANG VIADUCT, BETWEEN SANDSEND AND WEST CLIFF.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

For further notice of work at this place, see page 134.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. Drivers must keep a good look out for hand signals.

For speed restriction see page 126.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	LEEDS TO HULL.			Yds.		
Eastrington ...	Station ...	Up distant ...	1	296	Up	
,, ...	,, ...	Down Distant	1	408	Down	
,, ...	Caville Bridge	Up Distant ...	1	407	Up	
Staddlethorpe...	Junction ...	Down to Fast Line Distant	1	400	Down	
,, ...	Oxmardike ...	Slow line Up Main Distant				
,, ...	,, ...	Fast line Up Main Distant	1	415	Up	
Brough ...	East	Slow line Down Main Distant				When West box is closed by man attending West Down Distants.
,, ...	,, ...	Fast line Down Main Distant	1	836	Down	

Sunday, 14th February.

BETWEEN DONCASTER AND CHALONER WHIN JUNCTION, YORK.

8-0 a.m. to 5-0 p.m. the Engineer will have possession of the Up and Down Main lines between the running of ordinary passenger trains for the purpose of taking the deflection of certain bridges between Doncaster and York.

The following freight trains will be diverted and run via Church Fenton, Knottingley, &c. :—

11-15 a.m., 1-20 p.m. and 3-30 p.m. from York.

8-25 a.m., 9-12 a.m. and 9-25 a.m. from Doncaster.

In the event of the 6-30 a.m. goods Doncaster to York, or the 5-30 a.m. goods York to Doncaster running late, and being unable to pass Balne by 8-0 a.m., they must also run via Church Fenton and Knottingley as well as any special goods. Ferrybridge Junction Box to be open to pass diverted trains.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 14th February,

Continued.

JUNCTION SIGNAL-BOX, MANORS.

7-0 a.m. to about 5-0 p.m., painting signal-box. Flagmen will be provided by the Engineer. Drivers to keep a sharp look out for hand signals.

BETWEEN HEATON SOUTH JUNCTION AND MANORS JUNCTION.

7-30 a.m. to 5-0 p.m., renewing No. 12 feeder cable in connection with the Up Main North line.

The Up Main North line between the above-named points will be blocked and traffic worked over the Up Tynemouth line. The Down Main North line will be closed against electric train traffic only which will be worked over the Down Tynemouth line.

The electric current will be switched off between Argyle Street and Riverside Junction boxes in connection with the Up and Down Main North lines.

No. 4 SIGNAL-BOX, CARLISLE,

7-0 a.m. to 5-0 p.m., repairing point connections. Drivers to be prepared to work to hand signals.

FORD WORKS SIGNAL-BOX, HYLTON.

8-0 a.m. to 5-0 p.m., cleaning and repairing interlocking. Signalman to be on duty during the progress of the work. A flagman will be provided by the Engineer.

HENDON JUNCTION SIGNAL-BOX, SOUTH DOCK.

7-0 a.m. to 5-0 p.m.. cleaning and repairing interlocking. A signalman to be on duty during the progress of the work.

LONDONDERRY JUNCTION SIGNAL-BOX, SOUTH DOCK.

7-0 a.m. to 5-0 p.m., cleaning and repairing interlocking. A signalman to be on duty during the progress of the work.

OLD RIVER JUNCTION SIGNAL-BOX, THORNABY.

8-30 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of removing point connections, etc.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 14th February,

Continued.

CUISBOROUGH JUNCTION SIGNAL-BOX, MIDDLESBROUGH.

6-0 a.m. to about 5-30 p.m., the interlocking will be disconnected for the purpose of cleaning, etc.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

NORTH ORMESBY SIGNAL-BOX, MIDDLESBROUGH.

12-1 a.m. to about 6-0 p.m., the Signalling Department will have possession of this signal-box for the purpose of putting in a new locking apparatus.

All signals will stand at danger and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

The level crossing gates will be disconnected and worked by hand until further notice. Drivers to keep a good look out for hand signals.

The following alterations will be made in the signalling arrangements.

Shunting Signals.

A new ground disc signal fixed on the Down side of the Down Main line, about 25 yards east of the signal-box, which will read :—Backing—Down Main—To Down Siding.

A new ground disc signal fixed at the points on the Down Main line, about 120 yards west of the signal-box, which will read :—Backing—Down Main—To Up Main.

A new ground disc signal fixed at the points on the Up Main line, about 170 yards west of the signal-box, which will read :—Backing—Up Main—To Down Main.

A new ground disc signal fixed at the points on the Down Main line, about 155 yards west of the signal-box, which will read :—Backing—Down Main—To Down Siding.

A new ground disc signal fixed at the points on the Up Main line, about 215 yards west of the signal-box, which will read :—Backing—Up Main—To Up Sidings.

All other signals will remain unaltered.

For further notice of work at this place, see page 130.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 14th February,

Continued.

SOUTH BANK.

8-0 a.m. to 5-0 p.m., the Slag line and Down Independent between Tees Tilery and Eston West signal-boxes will be in possession of Engineer. Flagmen will be provided.

UPGANG VIADUCT, BETWEEN SANDSEND AND WEST CLIFF.

5-0 a.m. to 5-0 p.m., repairs to viaduct. The line will be in possession of Engineer. Flagmen will be provided.

In connection with the work, a special will leave Old Coach Shops Yard, Hopetown, at 2-0 a.m., returning about 5-0 p.m. Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle, Staithes, Hinderwell and Kettleness to be on duty to pass special in both directions, and at West Cliff during the time the work is in progress.

The engine should be out at 1-30 a.m. to marshal special, and will be required at the Viaduct after arrival until about 8-30 a.m. when it can run to Whitby to turn, returning to Viaduct where it will be required for the remainder of the day.

For further notice of work at this place, see page 130.

WISTOW JUNCTION SIGNAL-BOX, SELBY.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instruct ons.

Signalman to be on duty during the time the work is in progress.

CAWOOD AND WISTOW BRANCH.

9-0 a.m. to 4 0 p.m., the Engineering Department will have possession of the Cawood and Wistow Branch for the purpose of lifting girders and renewing decking under the viaduct over Selby Dam, at 0 mile 1149 yards. Flagmen will be provided.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 14th February,

Continued.

BETWEEN HAGG LANE SIGNAL-BOX, GASCOIGNE WOOD AND HAMBLETON.

7-30 a.m. to about 4-30 p.m, between the running of ordinary traffic, renewing waybeams in Up and Down lines at No. 1 bridge, also loading up dirty ballast through Hambleton Station.

Flagmen will be provided.

Signalmen at Hagg Lane and Hambleton to be on duty during the time the work is in progress.

A ballast train will leave York at 6-30 a.m., via Sherburn, arriving Hagg Lane 7-30 a.m., returning to York via Sherburn at 4-30 p.m.

A class "P" engine to be in York P. Way Yard at 6-20 a.m.

COAL SIDINGS WEST SIGNAL-BOX, HULL.

The following alterations will be made in the signalling arrangements at this place :—

Up Distant signal—Main.

The existing signal will be dispensed with and replaced by the new lower notched arm fixed on the Coal Sidings East signal-box Up Starting signal, as described in the notice for that signal-box.

Up Distant signal—Main Goods.

The existing signal will be dispensed with.

All other signals will remain unaltered.

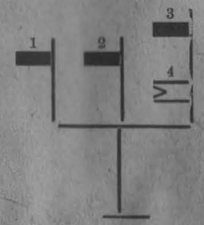
COAL SIDINGS EAST SIGNAL-BOX, HULL.

6-0 a.m. to about 6-0 p.m., a new facing connection from the Up Main to the Up Siding and the new Outward Goods Siding, about 100 yards west of the signal-box, will be brought into use.

The following alterations will be made in the signalling arrangements :—

Up Starting signal—Main.

A new treble bracketed signal fixed between the Up Siding and the Outward Goods Siding, about 85 yards west of the signal-box, which will read :—



1. From Up Main—To Outward Goods Siding.
2. From Up Main—To Up Siding.
3. Up Starting—Main.
4. Up Distant—Main (*worked from Coal Sidings West signal-box*).

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

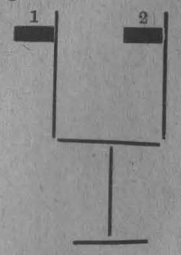
Sunday, 14th February,

Continued.

COAL SIDINGS EAST SIGNAL-BOX, HULL—*Continued.*

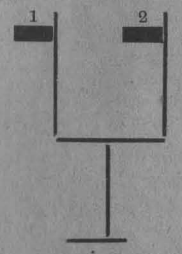
Shunting Signals.

A new small double bracketed signal fixed between the Up Siding and the Outward Goods Siding, about 100 yards west of the signal-box, which will read :—



1. From Up Siding—To Outward Goods Siding.
2. Up Siding.

A new small double bracketed signal fixed between the Up Siding and the Outward Goods Siding, about 200 yards west of the signal-box, which will read :—



1. From Up Siding—To Down Main or Dock.
2. From Outward Goods Siding—To Down Main or Dock.

A small semaphore signal fixed on the Up side of the Outward Goods Siding, about 130 yards west of the signal-box, which will read :—Shunting Signal—Outward Goods Siding.

The small semaphore signal at present reading from Fish Sidings will now read :—From Fish or Outward Goods Sidings.

All other signals will remain unaltered.

Monday, 15th February.

STATION SIGNAL-BOX, CASTLEFORD.

The points of the through shunt leading from the Cutsyke Branch Up line into the Siding which are at present connected to the signal-box, will be disconnected and worked by a spring lever so as to act as a trap.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 15th February,

Continued.

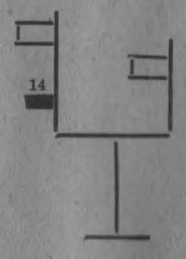
STATION SIGNAL-BOX, MANORS NORTH.

At 10·0 a.m., the following new signals will be brought into use, viz. :—

19. **Up to Down Main Backover.**

Erected on the north end of No. 2 platform.

14 **Dock Platforms or Sidings to Down Main Calling-on.**



Fixed as shewn to the "Dock platforms or sidings to Down Main" post.

SIGNAL DISPENSED WITH.

Up to Down Main Backover.

COWEN'S CROSSING SIGNAL-BOX, BLAYDON.

From 7-0 a.m. to 12-0 midnight, connecting new sidings points, etc., to signal-box. The crossover and the controlling lock to Ground Frame will be disconnected. Flagmen will be provided by the Engineer.

Tuesday, 16th February.

COWEN'S CROSSING SIGNAL-BOX, BLAYDON.

12-1 a.m. to about 4-0 p.m., connecting new sidings points, etc., to signal-box. The crossover and the controlling lock to Ground Frame will be disconnected. Flagmen will be provided by the Engineer.

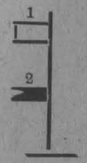
Wednesday, 17th February.

STATION SIGNAL-BOX, HAVERTON HILL.

The following alterations will be made in the signalling arrangements at this place :—

Down Distant signal.

The existing single armed signal will be dispensed with and replaced by a double armed signal fixed on the same side of the line, 100 yards further from the signal-box, which will read :—



1. Down Advance—Main (*worked from Belasis Lane signal-box.*)
2. Down Distant—Main.

All other signals will remain unaltered.

BELASIS LANE SIGNAL-BOX, HAVERTON HILL.

The following alterations will be made in the signalling arrangements at this place :—

Down Advance signal—Main.

The existing signal will be dispensed with, and replaced by an upper arm on the post carrying the Haverton Hill Station signal-box Down Distant signal, 140 yards further from the signal-box, as described in the notice for that signal-box.

All other signals will remain unaltered.

KELDSPRING LEVEL CROSSING, BETWEEN FANGFOSS AND POCKLINGTON.

A new ground frame situate on the Down side of the line, and immediately east of the level crossing, will be brought into use, and the gates will be interlocked with the signals.

The following alterations will be made in the signalling arrangements :—

Up Distant signal.

A new single armed signal fixed on the Up side of the line, about 600 yards east of the level crossing.

Down Distant signal.

A new single armed signal fixed on the Down side of the line, about 600 yards west of the level crossing.

The existing gate disc signal will be dispensed with.

All other signals will remain unaltered.

Wednesday, 17th February,

Continued.

YAPHAM LEVEL CROSSING, BETWEEN FANGFOSS AND POCKLINGTON.

A new ground frame situate on the Down side of the line and immediately east of the level crossing will be brought into use, and the gates will be interlocked with the signals.

The following alterations will be made in the signalling arrangements : —

Up Distant signal.

A new single armed signal fixed on the Up side of the line, about 600 yards east of the level crossing.

Down Distant signal.

A new single armed signal fixed on the Down side of the line, about 600 yards west of the level crossing.

The existing gate disc signal will be dispensed with.

All other signals will remain unaltered.

STATION SIGNAL-BOX, BARTON-LE-STREET.

9-0 a.m. to about 3-30 p.m., the interlocking will be disconnected for the purpose of renewing point connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signal Porter to be on duty during the time the work is in progress.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal ; and engine drivers must act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Sheffield.—Saturday and Sunday, 13th and 14th February, renewal of asphalte over subway. Up Main and Middle Siding will be absolutely blocked from 11-0 p.m. Saturday, 13th February, to 6-0 p.m. Sunday, 14th February, or until the work is completed, and during this time all Up Passenger trains through the station must be worked over the Up loop and all Up Goods trains must be worked over the Up Goods line.

Sheffield.—Sunday, 14th February, 3-0 a.m. to 6-0 p.m, renewal of asphalte over subway.

Ballast Train Working.—On Sunday, 14th February, Carbrook South (Broughton Lane) box will be open from 7-0 a.m. to 5-0 p.m. in connection with the above.

Attercliffe and Tinsley.—Until further notice, relaying 1 to 2¼ mileage, Up line. **Trains to reduce speed to 10 miles per hour.**

Rotherham and Parkgate and Aldwarke.—Until further notice, setting back rails, 5½ and 6½ mileage, Up and Down line, from 7-0 a.m. to 5-0 p.m. daily.

Wath and Mexborough.—Until further notice, setting back rails, 15 and 15½ mileage, Up and Down line, from 7-0 a.m. to 5-0 p.m. daily.

Doncaster and Conisborough.—Until further notice, setting back rails, 20¼ to 19 mileage, Down line, from 7-0 a.m. to 5-0 p.m. daily.

Fogsignalling Machines.

The following machines have been fixed and are ready for bringing into use :—

Place.	Signal.	No. of Machines.
Kirk Sandall	Down Distant	1
Barnby Dun	Up Distant	1
Tinsley Station Box	Up Inner Distant signals	1
Greasboro' Road	Up Starting signal Rotherham Road Up Distant	1

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. Trains to reduce speed to 15 miles per hour. Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Leeds "B" Box.—Sunday, 14th February, 7-0 a.m. to about 5-0 p.m., painting levers of locking frame.

Leeds High Level.—Sunday, 14th February, 7-0 a.m. to about 5-30 p.m. Between trains, L. & N.W. Co. rebuilding parapet wall of arch No. 23 between Leeds "A" and "B" boxes. A crane will work on L. & N.W. Goods lines and the jib will foul G.N. Up Main line when swinging.

Bentley Colliery Signal-box (north of Arksey).—This box will be open from 9 0 a.m. to 5-30 p.m. each week-day.

It will be closed from 5-30 p.m. on Saturdays to 9-0 a.m. on Mondays.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge. No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Between Childers Drain and Decoy Nos. 1 Boxes, Doncaster.—Laying in junction, building new signal-box, fixing signals, etc., at Potteric Carr. All lines affected. **Speed of trains not to exceed 15 miles per hour.**

Marshgate Level Crossing, Doncaster. Construction of new overbridge by Doncaster Corporation. All lines affected.

While the cylinders for the foundations of the stancheons next the Main lines are being sunk, these cylinders will sometimes be 8 inches within the usual construction gauge. Drivers and guards to be careful.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Marshgate Junction and Moat Hills Box.—Until further notice. Construction of overbridge carrying G.C., avoiding line over railway.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Knottingley and Knottingley Depot. Austwick's underbridge.—Sunday, 14th February, 6-30 a.m. to about 5-30 p.m., renewing bedstones. Down line. The Down line will be blocked and traffic worked over the Up line between Knottingley "B" box and Knottingley Depot, East box. The Down Goole traffic to be worked over the Down Doncaster line between Knottingley "A" and "B" boxes.

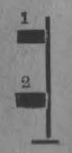
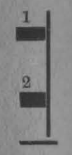
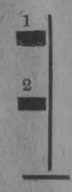
Wyke Tunnel—Sunday, 14th February, 6-0 a.m. to 6-0 p.m., repairing ring dam in shaft Flagmen will be out.

Mirfield.—Sunday, 14th February, 7-0 a.m. to 6-0 p.m., relaying points and crossings. Up and Down South lines. The Up and Down South lines will be blocked and traffic worked over the Up and Down North lines between Mirfield No. 4 box and L. & N. W. Junction, Thornhill. Flagmen will be out.

Wakefield East.—Sunday, 14th February and during the week, 7-0 a.m. to 5-0 p.m. each day, renewing point connections. Some of the signals will be disconnected as required.

Wakefield, Oakenshaw Junction.—Monday, 15th February, 7-0 a.m. to 5-0 p.m., cleaning and over-hauling locking. The locking will be disarranged as required,

Glasshoughton Colliery Siding, Castleford.—Monday, 15th February, 7-0 a.m. to 5-0 p.m., the following additional signals will be brought into use :—

Form of Signal.	Situate.	Yards from signal-box	Description.
	Outside sidings ...	220	1 Sidings to neck 2 Sidings to down main
	Between through siding & sidings	220	1 Through siding to neck 2 Through siding to down main
	Between neck and down main	295	1 Neck to through siding 2 Neck to sidings

The following signals will come away :—

Two-arm siding signal, sidings to neck and down main.

One-arm dwarf, neck to sidings.

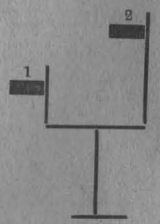
Wakefield, Whitham's Siding.—Tuesday and Wednesday, 16th and 17th February, 7-0 a.m. to 5-0 p.m. each day, cleaning and over-hauling locking. The locking will be disarranged as required.

Horbury Junction South.—Wednesday, 17th February, 7-0 a.m. to 5-0 p.m., the Up Home signal will be renewed by a new and similar signal fixed about the same position.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Low Moor No. 5.—Thursday, 18th February, 7-0 a.m. to 5-30 p.m., the Bracket signal carrying the Up Main and Up Loop Homes from Low Moor, will be re-arranged and when complete the signal will read thns :—



1. Up Loop Home from Low Moor.
2. Up Main Home from Low Moor.

Wakefield, between Oakenshaw Junction and Calder Bridge Junction.—Re-laying Up line.

Notices Relating to the permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Mirfield.—Relaying.—Down South line.

Wakefield, between Oakenshaw and Crofton Junctions, 48¾ to 49 mile posts.—Relaying.—Down line.

Coole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Sharlston Station.—Raising Up and Down Platforms. Drivers of passenger trains having to stop at the station must draw clear of the work in hand. Flagmen will be on the platforms during the time the repairs are in hand, who will direct drivers where to stop.

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. Speed of trains to be reduced to 15 miles per hour. All week

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Fogsignalling Machines.

Fogsignalling machines have been provided to work in connection with the following signals :—

Horbury, East.—Up Distants from Branch for Horbury West.

Horbury, West.—Up North Starting.

Horbury, Healey Mills.—Up North Distant.

Halifax, Beacon Hill Tunnel.—Until further notice. Construction of Manholes. Up and Down lines. Speed of trains to be reduced to **15 miles per hour** and Drivers to whistle on entering the tunnel in both directions.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Wakefield.—Subsidence of line through colliery workings between Turner Lane Junction and River Calder Viaduct (Park Hills box).

Speed of trains to be reduced to 20 miles per hour.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

London & North Western Company's Notices.

Leeds Central, 42¼ and 42½ mile posts.—Sunday, 14th February, from 7-0 a.m. to 5-30 p.m. Re-building Parapet Wall Bridge, 57/23. L. and N.W. Goods line entrance and exit to Goods Yard between "B" box and Goods Yard will be absolutely blocked, except for ballast trains. G.N. Up Main line will be blocked between trains from 7-0 a.m. to 5-30 p.m. Crane will be working.

Special Opening of Signal boxes.—Sunday, 14th February, Leeds Viaduct—6-0 a m. to 5-30 p.m.

Midland Company's Notices.

Altofts Junction, Normanton.—Sunday, 14th February, commencing at 7-0 a.m., some of the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs.

Brightside Junction.—Sunday, 14th February, commencing at 9 0 a.m., the two armed bracket home signal for the Up passenger line will be superseded by a single-armed signal.

The Distant signal applicable to to trains and engines approaching on the Down Goods line and going forward on that line will be removed and dispensed with, and the Distant signal applicable to trains and engines approaching on the Down Goods line and going on to the Down Passenger line will apply to all trains and engines approaching on the Down Goods line, but will only be lowered for trains and engines going forward on that line, and not for trains and engines going on to the Down Passenger line.

Between Heeley and Millhouses and Ecclesall.—Sunday, 14th February, from 6 0 a.m. until the work is completed, the Engineer will have possession of the Up and Down Fast lines between Heeley Carriage Sidings and Millhouses and Ecclesall, for the purpose of re-constructing bridge No. 45. During the time the work is being carried out, all trains will run on the Up and Down Slow lines between Heeley Carriage Sidings and Dore and Totley Station Junction Mr. Simmons will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

Until further notice, Drivers must not exceed a speed of 15 miles an hour on the Up and Down Fast lines over Bridge No. 45, between Heeley Carriage Sidings and Millhouses and Ecclesall.

Until further notice, the Engineer will be engaged re-constructing Bridge No. 45 between Heeley Carriage Sidings and Millhouses and Ecclesall.

Leeds Junction.—Monday, 8th February, commencing at 10-0 a.m. An additional ground disc signal alongside the Down fast line to Whitehall Junction, between the existing setting back signal and the junction, to give permission for trains and engines to set back from the Down fast line into the turntable and carriage sidings, will be brought into use. An alteration will be made in the interlocking.

Heeley.—Drivers must not exceed a speed of 15 miles an hour on the Down Fast line over Bridge No. 49 at Heeley.

Until further notice the Engineer will be engaged carrying out work at Bridge No. 49 at Heeley.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer.

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3260.

General Superintendent's Office,

YORK, 25th February, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 27th February, 1909,

TO

SATURDAY MIDNIGHT, 6th March, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Ferryhill to Newcastle, via Leamside.		
Park Lane Junction, Gateshead ..	15 miles	Taking out foundations for Coulthards Lane Bridge. Warning boards as per Rule 253 e) are fixed as follows :— One 547 yards west of bridge for Up line. One 880 yards east of bridge for Down line.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Croft Spa	Relaying from 40 miles to 41¾ miles	Up and Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Newcastle, via Leamside.		
Sherburn Colliery Stn.	Alterations and additions to lines, 63¾ miles to 64 miles	Up and Down	
Between Washington and Usworth	Relaying from 72½ miles to 73¼ miles	Down	
	Newcastle to Berwick.		
Annitsford	Relaying from 7½ miles to 7¾ miles	Down	
Christon Bank. ...	Relaying from 41¾ miles to 42½ miles	Down	
Scremerston ...	Relaying from 63 miles to 64 miles	Up	
	Newcastle to Tynemouth (via Backworth.)		
Monkseaton, near Redhouse Crossing	Lifting pitfall between 2¼ miles and 2½ miles	Up and Down	
	Alnwick to Coldstream.		
Between Alnwick and Edlingham	Relaying from 29 miles to 32 miles	Single	
	Pelaw to Sunderland.		
Between East Boldon and Monkwearmouth	Relaying from 7½ miles to 8 miles .	Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Brancepeth	Resleepering from 7½ to 8¼ miles ...	Up	
"	Resleepering from 8¼ to 8¾ miles ...	Down	
	Stockton to Ferryhill.		
Stillington Station Platform	Relaying from 13¼ miles to 13½ miles	Up and Down	
	Bishop Auckland to Barnard Castle.		
Woodlands	Re-sleepering from 14¾ miles to 15½ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ..	Single	
Between Kirkby Stephen & Smardale	Re-sleepering from 39 miles to 39¾ miles	Single	
	Wear Valley Junction to Wearhead.		
West of Stanhope ...	Renewal of rails from 27½ miles to 29¼ miles	Single	
	Darlington to Saltburn.		
Stockton Cut... ...	Relaying from 10½ miles to 11 miles	Down Passenger	
,, ,, ...	Relaying from 10¾ miles to 11 miles	Up Passenger	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16½ mls	Up	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49½ mls.	Single	
	Leeds to Hartlepool.		
Pannal Loop, between Harrogate & Pannal	Relaying from 0 mile to ¼ mile ...	Up and Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ½ mile	Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between Hagg Lane and Thorpe Gates...	Slag Ballasting	Up and Down	
	York to Scarborough.		
Between York and Haxby	Relaying from 1¾ miles to 4¼ miles	Up	
Between Strensall and Flaxton	Relaying from 6¾ miles to 8¾ miles	Down	
	York to Beverley.		
Market Weighton ..	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Re-sleepering from 4¼ mls. to 7 mls	Down	
Beverley	,, ,, 6¼ mls. to 7¼ mls.	Up	
, ...	,, ,, 8¾ mls. to 9¼ mls.	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	

SIGNALLING AND OTHER ALTERATIONS.

JOAN CROFT JUNCTION SIGNAL-BOX, MOSS.

The following alterations have been made in the signalling arrangements at this place :—

The existing through shunt between the Up and Down Branch lines has been re-connected and is now worked from the signal-box.

Up Advance signal—Branch.

This signal has been refixed 85 yards nearer the signal-box, and will now be worked therefrom.

All other signals will remain unaltered.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 172.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

YORK STATION—SOUTH END.

Commencing at 7-0 a.m., on Sunday, 28th February, and until further notice, the Engineering Department will have possession of Nos. 1 and 2 Platform lines and No. 2 Middle line, for the purpose of re-construction.

For further notice of work at this place see page 178.

NORTH ORMESBY SIGNAL-BOX, MIDDLESBROUGH.

Until further notice the level crossing gates will be disconnected and worked by hand.

Drivers to keep a good look out for hand signals.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

UPGANG VIADUCT, BETWEEN SANDSEND AND WEST CLIFF.

Drivers to keep a good look out for men working on the Viaduct Flagmen will be provided.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post Drivers must keep a good look out for hand signals.

For speed restriction see page 172.

BETWEEN GOATHLAND STATION AND DEVIATION JUNCTION BOXES, BRIDGE No. 28.

The speed restriction of 10 miles per hour at this place shewn on page 150 of Signalling Programme, week-ending 27th February, has been withdrawn.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

Sunday, 28th February.

NORTH SIGNAL-BOX, CHURCH FENTON.

7-30 a.m. to about 5-0 p.m., between the running of ordinary traffic, squaring facing points and putting in new stud and stock bolts.

Flagmen will be provided.

BETWEEN CHALONER WHIN JUNCTION AND LEEMAN ROAD SIGNAL-BOXES, YORK.

8 0 a.m. to about 2-0 p.m , the Engineer will be engaged, between the running of ordinary trains, taking the deflection of certain bridges between the above-named points.

SOUTH POINTS SIGNAL-BOX, YORK.

8-30 a.m. to about 6-0 p.m., the Signalling Department will be engaged erecting a signal bridge spanning the lines, about 50 yards south of the signal-box, and for this purpose will have possession of the Up and Down Leeds lines from about 8-30 a.m. to about 10-0 a.m. and the Up and Down Doncaster lines from about 10-0 a.m. to about 12-15 p.m.

All signals will stand at danger, and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

Signalman to be on duty.

Sunday, 28th February,

Continued.

HOLGATE BRIDGE SIGNAL-BOX, YORK.

7-0 a.m. to about 6-0 p.m. the Signalling Department will be engaged erecting a signal bridge spanning the lines, about 135 yards south of the signal-box, and for this purpose will have possession of the Up and Down Independents, and also possession of the intervening lines as required and to suit traffic working.

7-0 a.m. to 8-15 a.m. the Signalling Department will have possession of the Up Doncaster line.

All signals will stand at danger, and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

LOCOMOTIVE YARD SIGNAL-BOX, YORK.

6-0 a.m. to 5-0 p.m., the Signalling Department will be engaged disconnecting points leading to Nos. 1 and 2 platforms.

All signals will stand at danger and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

At 7-0 a.m., the Engineering Department will take possession of and retain until further notice Nos. 1 and 2 Platform lines and No. 2 Middle line for the purpose of re-construction.

All signals reading in to and out of Nos. 1 and 2 Platform lines will be dispensed with.

The trap points and disc signal in the No. 2 Middle line will be removed about 55 yards further south.

All other signals will remain unaltered.

A ballast train will leave the York P. Way Yard at 6-30 a.m., and work between the P. Way Yard and York Station as required during the day.

For further notice of work at this place, see page 176.

WATERWORKS SIGNAL-BOX, YORK.

7-0 a.m. to 5-0 p.m., putting a new girder over Leeman Road Subway near Waterworks box.

No. 4 platform line between Nos. 112 and 114 points will be blocked and in possession of the Engineering Department between the times named.

The Up Main line at this box will be blocked between the working of ordinary traffic.

Flagmen will be provided.

A ballast train conveying steam crane will leave York P. Way Yard at 6-40 a.m., and work between the P. Way Yard and Waterworks box as required during the day.

Sunday, 28th February,

Continued.

THIRSK.

6-0 a.m. to 6-0 p.m., renewal of South Junction. The Engineer will have possession of Down Main line, Down Independent, and Up line to Leeds, at Thirsk South Junction, between the above hours. All Main line trains between Thirsk Green Lane and Thirsk Middle will be run on the Up Main line, which will be worked as a single line by pilotman and all trains between Topcliffe and Thirsk Middle will be run on the Down line which will be worked as a single line by pilotman.

Signalman at Otterington Station box to be on duty during the time the work is in progress.

Pilotmen, flagmen, and men to wedge points which become facing will be provided by Engineering Department.

In connection with this work a workmen's special will leave Darlington for Thirsk at 5-15 a.m., returing about 6-0 p.m.

NORTH JUNCTION, DARLINGTON.

6-30 a.m. to 4-0 p.m., renewal of Nos. 33 and 88 points on the Down Through Main line.

The Engineer will have possession of the Down Through Main line from South Junction to North Junction, and of the Down Main line from North Junction to Parkgate Junction. All Down traffic will be worked through the station on the Down platform line from South Junction to North Junction and on the Down Independent from North Junction to Parkgate Junction. The working of Up trains will not be interfered with.

Flagmen and men to wedge points which become facing will be provided by Engineering Department.

BETWEEN THINFORD JUNCTION, FERRYHILL, AND BROWNEY COLLIERY, CROXDALE.

6-0 a.m. to 5-0 p.m., the Engineer will be engaged collecting materials and ballasting the lines between the above-named boxes.

The signalmen at Hett Mill and Croxdale to be on duty during the progress of the work.

ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST RUN VIA LEAMSIDE AND SHINCLIFFE.

A special will leave Ferryhill at 6-0 a.m., running as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 28th February,

Continued.

BETWEEN JESMOND STATION & WEST JESMOND STATION BOXES.

12-5 a.m. to 8-0 a.m., re-ballasting Down line. The electric current will be switched off between Pandon Dene Sub-station and South Gosforth East Junction box. Signalmen at West Jesmond Station and South Gosforth Junction boxes to be on duty during the progress of the work.

An engine will leave Heaton Junction at 11-0 p.m. on Saturday, the 27th February, and travel via Benton Loop.

No. 4 SIGNAL-BOX, CARLISLE.

7-0 a.m. to 5-0 p.m., repairing point connections. Drivers to be prepared to work to hand signals.

SHIELD ROW STATION.

6-30 a.m. to about 6-0 p.m., between trains, erecting foot. bridge. Signalman to be on duty during the progress of the work. Flagmen will be provided by the Engineer.

An engine, with steam crane and wagons, will leave Park Lane, Gateshead, at 6-0 a.m. for Shield Row, and return thence about 6-0 p.m.

CHURCH STREET SIGNAL-BOX, WEST HARTLEPOOL.

6-0 a.m. to 6-0 p.m., repairing point connections. A flagman will be provided by the Engineer. Signalman to be on duty during the progress of the work.

UPGANG VIADUCT BETWEEN SANDSEND AND WEST CLIFF.

5-0 a.m. to 5-0 p.m., the line will be in possession of Engineer for the purpose of repairs to viaduct. Flagmen will be provided.

In connection with the work, a special, with steam cranes, etc., will leave Old Coach Shops Yard, Hopetown, at 2-0 a.m., returning about 5-0 p.m. Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbro' West and East, Whitehouse, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle, Staithes, Hinderwell and Kettleness to be on duty to pass special in both directions and at West Cliff during the time the work is in progress.

The engine should be out at 1-30 a.m. to marshal special, and will be required at the viaduct after arrival, until about 8-30 a.m., when it can run to Whitby to turn, returning to viaduct, where it will be required for the remainder of the day.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 28th February,

Continued.

STATION SIGNAL-BOX, FILEY.

5-0 a.m. to about 5-0 p.m. the interlocking will be disconnected for the purpose of renewing the bed timbers.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

WALTON STREET LEVEL CROSSING, HULL.

12-1 a.m. to about 6-0 p.m., the Signalling Department will be engaged renewing the gate posts at this crossing. All signals will stand at danger and traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty.

CASTLETON BRIDGE SIGNAL-BOX, HOLBECK.

6-0 a.m. to about 4-30 p.m. the interlocking will be disconnected for the purpose of renewing bed timbers.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

CANAL SIGNAL-BOX, LEEDS.

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of renewing facing point connections, etc.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Monday, 1st March.

OVERTON LEVEL CROSSING, BENINGBROUGH.

The following alteration will be made in the signalling arrangements at this place :—

Down Home signal.

A new single armed signal fixed on the Down side of the line, about 3 yards north of the gate box.

The existing gate disc signal will be dispensed with.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 1st March,

Continued.

WORKHOUSE SIDING GROUND FRAME, LOW FELL.

7-0 a.m. to 3-0 p.m., altering connections. The Down Home and from sidings signal will be disconnected and stand at danger, and traffic will be conducted by flagmen provided by the Engineer.

At about 3-0 p.m. the following new and altered connections will be brought into use, viz. :—

POINTS.

Crossover about 257 yards south of the frame.

SIGNALS.

3. Down Home.

Erected on the Down side of the line, about 284 yards south of the frame.

14. Down to Up Backover.

Erected on the Down side of the line, about 224 yards south of the frame.

5. Up to Down Backover.

Erected on the Up side of the line, about 284 yards south of the frame.

4. From Mineral Sidings.

Erected on the Down side of the line, about 100 yards south of the frame.

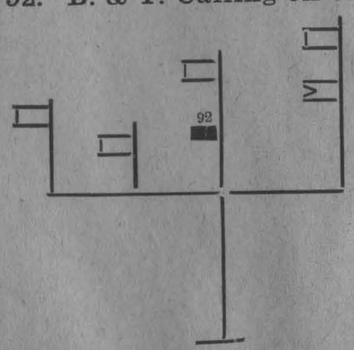
SIGNALS DISPENSED WITH—

Down Home. **From Mineral Sidings.**

STATION SIGNAL-BOX, MORPETH.

At 3-0 p.m. the following additional signal will be brought into use, viz. :—

92. B. & T. Calling-on to B. & T. Dock Platform.



Fixed as shewn to bracket erected on B. & T. lines opposite box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 1st March,

Continued.

NORTH SIGNAL-BOX, ALNWICK.

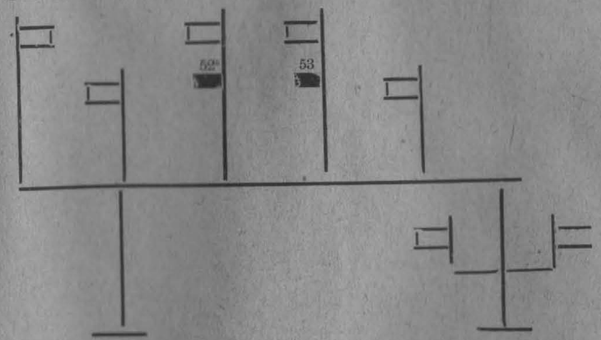
At 8-0 a.m. the Down advanced starting signal will be dispensed with.

STATION SIGNAL-BOX, BLYTH.

At 3-0 p.m. the following additional signals will be brought into use, viz. :—

52. Calling-on to No. 1 Platform.

53. Calling-on to No. 2 Platform.



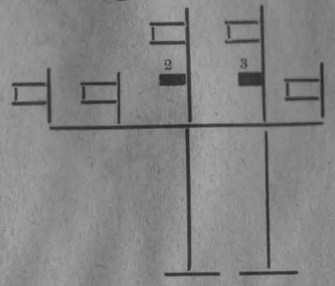
Fixed as shewn to the bridge across the lines, about 27 yards west of the box.

STATION SIGNAL-BOX, NEWBIGGIN.

At 5-0 p.m. the following new signals will be brought into use, viz. :—

2. Calling-on to Main Platform.

3. Calling-on to Excursion Platform.



Fixed as shewn to the bridge erected across the lines, about 10 yards west of the box.

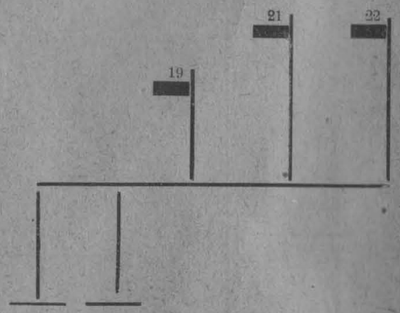
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 1st March,

Continued.

STATION SIGNAL-BOX, NEWBIGGIN—*continued.*

19. **From Turntable Siding.**
21. **From Excursion Platform Starting.**
22. **From Main Platform Starting.**



Erected as shewn on the Up side of the Turntable siding, about 70 yards east of the box.

SIGNALS DISPENSED WITH—

Starting from Excursion Platform.
Starting from Main Platform. **From Turntable Siding.**

MALINGS SIDING SIGNAL-BOX, ST. PETERS.

At 10-0 a.m. the following additional signal will be brought into use, viz. :—

4. **Down to Up Backover.**

Erected on the Down side of the line, about 212 yards south-east of the box.

STATION SIGNAL-BOX, GREENHEAD.

From 8-0 a.m. to 12-0 midnight, raising connections and timbers. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

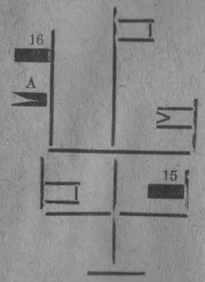
Monday, 1st March,

Continued.

ANNFIELD PLAIN CROSSING BOX, ANNFIELD PLAIN.

At 10-0 a.m. the following new signals will be brought into use, viz. :—

16. **Down Starting.**
A. **Down Distant** (*worked from Annfield Plain Junction box*).
15. **To Independent.**



Erected as shewn on the Up side of the line, about 20 yards east of the box.

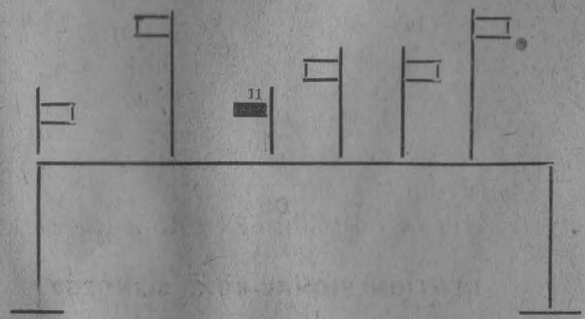
SIGNAL DISPENSED WITH—

Down Distant (*worked from Annfield Plain Junction box*).

JUNCTION SIGNAL- BOX, ANNFIELD PLAIN.

At 10-0 a.m. the following new signal will be brought into use, viz. :—

11. **Main Up to Independent.**



Fixed as shewn to bridge erected across the lines opposite the box.

STATION SIGNAL-BOX, EASINGTON.

From 10-0 a.m. the Down Home signal at Easington Colliery box will be controlled and worked as Down Advanced Starting by Easington Station box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Tuesday, 2nd March.

NORTH SIGNAL-BOX, NABURN.

8-0 a.m. to about 3-0 p.m., the Signalling Department will be engaged renewing the arm and connections of the Up Distant signal.

A flagman will be provided by the Signalling Department to act for this signal during the time it is out of use.

STATION SIGNAL-BOX, GREENHEAD.

12-1 a.m. to 12-0 midnight, raising connections and timbers. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

Wednesday, 3rd March.

STATION SIGNAL-BOX, GREENHEAD.

12-1 a.m. to about 4-0 p.m., raising connections and timbers. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

STATION SIGNAL-BOX, STOKESLEY.

8-30 a.m. to about 2-30 p.m. the interlocking will be disconnected for the purpose of renewing bed timbers.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

STATION SIGNAL-BOX, SLINGSBY.

9-0 a.m. to about 4-0 p.m. the interlocking will be disconnected for the purpose of renewing apparatus timbers.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and engine drivers must act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Attercliffe Station and Carbrook North (Broughton Lane) Boxes.—Relaying 1 to 2¼ mileage. Sunday, 28th February, from 6-0 a.m. to 5-0 p.m., the Up line between the above-named points will be blocked and during this time all traffic will be worked over the Down line in charge of pilotman.

Attercliffe Station, Carbrook North and South boxes will be open.

Tinsley East Junction Box, Temporary Siding Connection for Contractors.—The following alterations will come into operation on Monday, 1st March.

A temporary connection has been laid in across both main lines, 88 yards east of the signal-box, giving connection between temporary Contractor's sidings on the Up and Down sides of the main line.

Both sidings will be trapped against the main line at the fouling with the same.

A disc signal fixed at the outlet from the temporary siding on the Up side of the main line will control trains from the above siding to the temporary siding on the Down side of the main line.

A disc signal fixed at the outlet from the temporary siding on the Down side of the Main line will control trains from the above siding to the temporary siding on the Up side of the main line.

The four arm bracket signal erected by the side of the Down main line, 53 yards east of the signal-box, and carrying the Down Home signals, and also Tinsley Station and West Junction Distant signals will be removed and refixed about 100 yards east of the signal-box.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Attercliffe and Tinsley.—Until further notice, relaying 1 to 2¼ mileage, Up line. **Trains to reduce speed to 10 miles per hour.**

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. Trains to reduce speed to 15 miles per hour. Warning boards fixed in accordance with Rule 253 (e).

Fogsignalling Machines.

The following machines have been fixed and are ready for bringing into use :—

Place.	Signal.	No. of Machines.
Kirk Sandall	Down Distant	1
Barnby Dun	Up Distant	1
Tinsley Station Box	Up Inner Distant signals	1
Greasboro' Road	Up Starting signal Rotherham Road Up Distant	1

Great Northern Company's Notices.

South End of Up Goods Yard, Decoy, Doncaster.—Sunday, 28th February, 6-0 a.m. to about 6-0 p.m., renewing crossing work. Engineer will have absolute possession of the Gathering Road.

Leeds Central Station.—Sunday, 28th February, 7-0 a.m. to about 5-30 p.m., between trains. Cleaning and oiling electric fouling bars, also removing sand, etc., off insulated tracks. All seven platform lines affected.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Bentley Colliery Signal-box (north of Arksey).—This box will be open from 9-0 a.m. to 5-30 p.m. each week-day.

It will be closed from 5-30 p.m. on Saturdays to 9-0 a.m. on Mondays.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

While the cylinders for the foundations of the stancheons next the Main lines are being sunk, these cylinders will sometimes be 8 inches within the usual construction gauge. Drivers and guards to be careful.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Marshgate Junction and Moat Hills Box.—Until further notice. Construction of overbridge carrying G.C., avoiding line over railway.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Beacon Hill Tunnel, Halifax.—Sunday, 28th February, 9-0 a.m. to 6-0 p.m. Up and Down. Fixing boards to roof in wet places. Flagmen will be out.

Mirfield.—Sunday, 28th February, 7-0 a.m. to 6-0 p.m. Relaying points and crossings. The Up and Down south lines will be blocked and traffic worked over the Up and Down north lines between Mirfield No. 4 box and L. & N.W. Junction, Thornhill. Flagmen will be out.

Horbury Junction and Thornhill.—Sunday, 28th February, 9-0 a.m. to 5-0 p.m., between trains, weighing rails. All lines. Flagmen will be out.

Knottingley and Knottingley Depot. Austwick's underbridge.—Sunday, 28th February, 6-30 a.m. to about 5-30 p.m., renewing bedstones. Up line. The Up line will be blocked and traffic worked over the Down line between Knottingley "B" box and Knottingley Depot, East box.

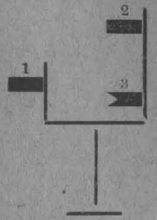
Wakefield Exchange Sidings.—Monday, 1st March, and during the week, 7-0 a.m. to 5-0 p.m. each day, overhauling point connections. Some of the points will be disconnected as required.

Wakefield Goods.—Monday, 1st March and during the week, 7-0 a.m. to 5-0 p.m. each day, overhauling point connections. Some of the points will be disconnected as required.

Halifax, Holdsworth Bridge.—Monday, 1st March, 7-0 a.m. to 5-0 p.m., cleaning and overhauling locking. The locking will be disarranged as required.

Park Colliery Sidings, Heckmondwike.—Monday, 1st March, 7-0 a.m. to 5-0 p.m., the Park Colliery Sidings signal-box will be brought into use as required. The following new signals will be brought into use :—

UP SIGNALS.



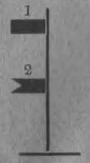
1 Up home to Thornhill for Heckmondwike Junction box (already in use)
2 Up home to Mirfield for Heckmondwike Junction box (already in use)
3 Up outer distant (new arm)

1 Up starting to Mirfield for Heckmondwike Junction box (already in use)
2 Up inner distant (new arm)

Up home

1 Up starting
2 Up distant for Mirfield Coal Company's Siding

DOWN SIGNALS.

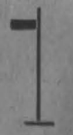


1 Down starting
2 Inner distant for Heckmondwike Junction Box

1 Down home
2 Down outer distant for Heckmondwike Junction Box (At present in use as Down distant for Heckmondwike Junction Box)

Down distant

Siding to down main



Siding to up main

Halifax, Dryclough Junction.—Tuesday, 2nd March, 7-0 a.m. to 5-0 p.m., cleaning and overhauling locking. The locking will be disarranged as required.

Ravensthorpe Station.—Tuesday, 2nd March, 8-30 a.m. to 5-0 p.m., The Up and Down inner home signals will be out of use during repairs to fittings.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Wakefield, between Oakenshaw Junction and Calder Bridge Junction.—Relaying Up line.

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Notices Relating to the permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Coole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line and Down South lines.

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Gross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Wakefield.—Subsidence of line through colliery workings between Turner Lane Junction and River Calder Viaduct (Park Hills box).

Speed of trains to be reduced to 20 miles per hour.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Fogsignalling Machines.

Fogsignalling machines have been provided to work in connection with the following signals :—

Horbury, East.—Up Distants from Branch for Horbury West.

Horbury, West.—Up North Starting.

Horbury, Healey Mills.—Up North Distant

London & North Western Company's Notices.

Between Clifton and Lowther and Penrith, 49¼ and 50¼ mile posts.—On Monday, Tuesday, Wednesday, Thursday and Friday, 1st, 2nd, 3rd, 4th and 5th March, relaying Trains over Down line not to exceed a speed of 15 miles per hour.

Midland Company's Notices.

Wath Road Junction and Swinton Junction.—Sunday, 28th February, commencing at 7 0 a.m., the Swinton Junction Down fast and Down slow home signals, and the Distant signals on the same posts worked from Wath Road Junction, will be disconnected for alterations to fittings

Between Heeley and Millhouses and Ecclesall.—Until further notice, Drivers must not exceed a speed of 15 miles an hour on the Up and Down Fast lines over Bridge No. 45, between Heeley Carriage Sidings and Millhouses and Ecclesall.

Until further notice, the Engineer will be engaged re-constructing Bridge No. 45 between Heeley Carriage Sidings and Millhouses and Ecclesall.

Heeley.—Drivers must not exceed a speed of 15 miles an hour on the Down Fast line over Bridge No. 49 at Heeley.

Until further notice the Engineer will be engaged carrying out work at Bridge No. 49 at Heeley.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer.

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3330

General Superintendent's Office,

YORK, 25th March, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 27th March, 1909,

TO

SATURDAY MIDNIGHT, 3rd April, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Ferryhill to Newcastle, via Leamside.		
Park Lane Junction, Gateshead ..	15 miles	Taking out foundations for Coulthards Lane Bridge. Warning boards as per Rule 253 (e) are fixed as follows :— One 547 yards west of bridge for Up line. One 880 yards east of bridge for Down line.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn. 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.
Burton Salmon to Dearne Junction.		
Between Ferrybridge Junction and Brotherton Quarry boxes Willow Garth Bridge No. 10, at 1 mile, 1,395 yards	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :— One 960 yards north of bridge at north end of Brotherton tunnel, applicable to Up line. One 880 yards south of bridge, at north end of Ferrybridge Station, applicable to Down line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Waterworks boxes)	Alterations at York Station	All lines	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Aycliffe	Laying in new crossover, about 265 yards south of the signal-box	Down Main to Relief Sidng.	
Browney Colliery, Croxdale	Relaying from 2¼ miles to 3¼ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Low Fell	Relaying from 77¼ miles to 77¾ miles	Up Fast line.	
	Ferryhill to Newcastle, via Leamside.		
Between Washington and Usworth	Relaying from 72½ miles to 73¼ miles	Down	
	Newcastle to Berwick.		
Plessey	Relaying from 11¼ miles to 11½ miles	Down	
Pegswood	Relaying from 18½ miles to 19 miles	Up	
Christon Bank, ...	Relaying from 41¾ miles to 42½ miles	Down	
Scremerston ...	Relaying from 63 miles to 64 miles	Up	
	Alnwick to Coldstream.		
Between Alnwick and Edlingham	Relaying from 29 miles to 32 miles	Single	
	Newcastle to Carlisle.		
Scotswood Station ...	Slewing from 2¼ miles to 2¾ miles and rebuilding platform wall	Down	
Between Haydon Bdge and Fourstones ...	Relaying from 25¼ miles to 25½ miles Relaying from 26 miles to 26¼ miles	Up Down	
Between Gilsland and Low Row	Relaying from 44¾ miles to 45½ miles	Down	
	Pelaw to Sunderland.		
Monkwearmouth ...	Relaying from 7¼ miles to 7½ miles	Up	
Between East Boldon and Monkwearmouth	Relaying from 7½ miles to 8 miles	Down	
	Sunderland to West Hartlepool.		
Wellfield Junction Curve	Relaying from 13 miles to 13¼ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Brancepeth	Resleepering from 7½ to 8¼ miles ...	Up	
„	Resleepering from 8¼ to 8¾ miles ...	Down	
	South Dock to Seaham.		
Ryhope Dene ...	Relaying between 86 and 86½ miles	Down	
	West Hartlepool to Ferryhill.		
Castle Eden Station ...	Relaying from 7 miles to 7¼ miles...	Up	
Castle Eden Junction Curve	Re-sleepering from 7½ miles to 8 miles	Up	
	Stockton to Ferryhill.		
Stillington Station Platform	Relaying from 13¼ miles to 13½ miles	Up and Down	
	Bishop Auckland to Barnard Castle.		
Woodlands	Re-sleepering from 14¾ miles to 15½ miles	Down	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ..	Single	
Cellerens, between Kirkby Stephen and Barras	Relaying from 36 miles to 37 miles	Up	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Stockton Cut	Relaying from 10½ miles to 11 miles	Down Passenger	
„ „	Relaying from 10¾ miles to 11 miles	Up Passenger	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16¼ mls	Up	
„ „	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29¼ miles	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49½ mls.	Single	
West Cliff	Relaying from 20½ miles to 20¾ miles	Up and Down	
	Leeds to Hartlepool.		
Pannal Loop, between Harrogate & Pannal	Relaying from 0 mile to ½ mile ...	Up and Down	
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	Commencing 1st April
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ½ mile	Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ..	All lines	
	Leeds to Hull.		
Between Hagg Lane and Thorpe Gates...	Slag Ballasting	Up and Down	
	Church Fenton to Harrogate.		
Between Dragon Junction and Harrogate	Relaying from 18½ miles to 19 miles	Up	Commencing 1st April
	York to Scarborough.		
Between Strensall and Flaxton	Relaying from 6¾ miles to 8¾ miles	Down	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
„ „ ...	„ „ 24 „ 25 „	Up	
Kipling Cotes ...	„ „ 26¾ „ 28¾ „	Up	
	Hull to Seamer.		
Cottingham	Re-sleepering from 4¼ mls. to 7 mls	Down	
Beverley	„ „ 6¾ mls. to 7¼ mls.	Up	
„	„ „ 8¾ mls. to 9¼ mls.	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 274.

YORK STATION—SOUTH END.

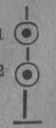
Until further notice, the Engineering Department will have possession of Nos. 1 and 2 Platform lines and No. 2 Middle line, for the purpose of re-construction.

WATERWORKS SIGNAL-BOX, YORK.

The following alterations have been made in the signalling arrangements :—

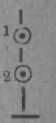
Shunting Signals.

The present ground disc signal reading—Backing—Up Main to Down Main, Shunting Line, Down Scarborongh Line, or No. 4 Platform line has been dispensed with, and replaced by two disc signals fixed one above the other on the same site, which will read :—



1. Backing—Up Main—To Down Main or Shunting line.
2. Backing—Up Main—To Down Scarborough line, or No. 4 Platform.

Two new ground disc signals fixed one above the other at the points on the Down Scarborough line opposite the signal-box have been brought into use, and will read :—



1. Backing—Down Scarborough line—To No. 4 Platform.
2. Backing—Down Scarborough line—To Up Main.

All other signals will remain unaltered.

STATION SIGNAL-BOX, ROWLANDS GILL.

12-1 a.m., Sunday, 28th March, to 11-59 p.m., Saturday, 3rd April, raising signal-box.

All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

UPGANG VIADUCT, BETWEEN SANDSEND AND WEST CLIFF.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. **Drivers must keep a good look out for hand signals.**

For speed restriction see page 274.

EAST SIGNAL-BOX, LEEDS.

Until further notice the Signalling Department will be engaged renewing point connections as opportunity occurs until completion of the work.

In connection with this work, some of the signals may be left at danger, and it will be necessary, therefore, for drivers to keep a good look out and be prepared to receive instructions from ground flagmen.

A good look out must also be kept for men working on the ground.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

Sunday, 28th March.

MOORTHORPE (S. & K. JOINT.)

From 8-0 a.m. until the work is completed, about 12-0 noon, the Midland Company's Engineer will, between the running of trains, have possession of the Up and Down Main lines, alternately, as required, at Moorthorpe, for the purpose of fixing water columns. The Moorthorpe Station Junction, Moorthorpe South, and Frickley Colliery Sidings signal-boxes to be open.

NORTH SIGNAL-BOX, CHURCH FENTON.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, squaring facings points and putting in new stud and stock bolts.

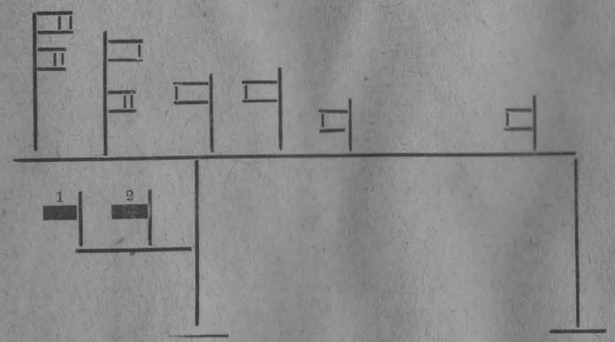
Flagmen will be provided.

LOCOMOTIVE YARD SIGNAL-BOX, YORK.

Nos. 5 and 14 platforms will be made available for trains departing from the south ends, and for this purpose the following new signals will be brought into use :—

Up Starting Signals—No. 5 Platform.

Two new arms fixed on the signal bridge carrying the platform signal-box Down home signals and spanning Nos. 6, 7, and 14 platform lines, which will read :—



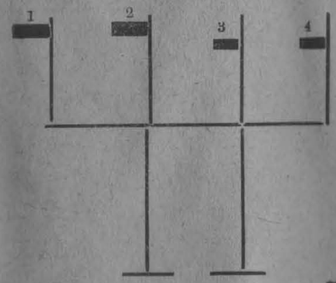
1. Up Starting—Platform No. 5—To Doncaster Main.
2. Up Starting—Platform No. 5—To Leeds Main

Sunday, 28th March,

Continued.

Up Starting Signals—No. 14 Platform.

A quadruple bracketed signal fixed near the south end of No. 14 platform, about 170 yards north of the signal-box, which will read :—



1. Up Starting—No. 14 Platform—To Doncaster Main.
2. Up Starting—No. 14 Platform—To Leeds Main.
3. No. 14 Platform—To Engine Shed.
4. No. 14 Platform—To Siding.

Shunting Signals.

The existing ground disc signal fixed at the end of No. 5 Platform which reads :—Backing—From No. 5 Platform—To Doncaster Main, Leeds Main, or Engine Shed will be altered to read :—Backing—From No. 5 Platform—To Engine Shed.

SIGNALS DISPENSED WITH.

Backing—From No. 14 Platform—To Doncaster Main, Leeds Main or Engine Shed.

Backing—From No. 14 Platform—To Siding.

All other signals will remain unaltered.

YORK STATION.

6-0 a.m. to about 4-0 p.m., between the running of ordinary traffic, renewing crossing at north end of York Station.

These crossings will affect No. 4 Platform line and Scarborough Up Main. Flagmen will be provided.

BETWEEN YORK AND DARLINGTON.

8-30 a.m. to 2-15 p.m. the Engineer will have possession of the Up and Down Main lines between the running of trains, for the purpose of taking the deflection of certain bridges between York and Darlington.

During the afternoon the deflection of bridges Nos. 95, 96, 97, 98, 102 and 104, Darlington, will be taken.

Sunday, 28th March,

Continued.

THIRSK.

6-0 a.m. to 6-0 p.m., renewal of Junction facing points and Independent facing points at South Junction, also half shunt at north end of Up Platform. The Engineer will have possession of Up Main line between South Junction and North Junction boxes between the above hours. All Main line trains between North Junction and South Junction will be run on the Down line, which will be worked as a single line by pilotman and all trains between Topcliffe and Thirsk South Junction will be run on the Down line which will be worked as a single line by pilotman.

GOODS TRAFFIC TO AND FROM LEEDS NOT REQUIRING TO CALL AT THIRSK WILL BE DIVERTED VIA SINDERBY AND NEWBY WISKE.

Signalmen to be on duty at Northallerton Low Junction, South Junction, Boroughbridge Gates, Cordio, Pickhill, Newby Wiske and gateman at Romanby Gates to pass diverted trains.

Signalmen at Thirsk North Junction and Otterington Station to be on duty during the progress of the work.

Pilotmen, flagmen and men to wedge points which become facing and engine for use of pilotmen will be provided by Engineering Department.

In connection with this work, a workmen's special will leave Darlington for Thirsk at 5-0 a.m., returning about 6-0 p.m.

DURHAM STATION.

5-30 a.m. to about 6-0 p.m., between trains, raising girders on subway on Up platform and Up through lines. The Up through line will be dealt with first. Flagmen will be provided by the Engineer.

Signalmen to be on duty at Durham North and South boxes during the progress of the work.

An engine with steam cranes and wagons will leave Park Lane, Gateshead, at 4-0 a.m., for Durham, via Team Valley, returning thence by the same route about 6-0 p.m.

Sunday, 28th March,

Continued.

No. 1 SIGNAL-BOX, CENTRAL STATION, NEWCASTLE.

6-0 a.m. to 5-0 p.m., renewal of points and crossings on the Goods lines. The goods lines will be closed and all goods trains will pass through the station platform lines Nos. 8, 9, or 10.

Flagmen will be provided by the Engineer.

BETWEEN HEATON SOUTH JUNCTION AND WEST JESMOND STATION BOXES.

12-5 a.m. to about 6-0 a.m., loading dirty ballast and old materials.

The electric current will be switched off between Pandon Dene sub-station, West Jesmond Station box, and Heaton South Junction box as traffic permits.

An engine with wagons will leave Heaton Junction at 11-0 p.m. on Saturday, 27th March, and travel via Benton Loop line.

Jesmond and West Jesmond Station boxes to be open during the progress of the work.

NORWOOD JUNCTION SIGNAL-BOX, DUNSTON.

7-0 a.m. to 5-0 p.m., cleaning interlocking. Signalman to be on duty during the progress of the work.

No. 5 SIGNAL-BOX, CARLISLE.

7-0 a.m. to 5-30 p.m., repairing point connections. Drivers to be prepared to work to hand signals.

BETWEEN WESTWOOD COLLIERY JUNCTION AND EBCHESTER STATION BOXES.

8-0 a.m. to about 7-0 p.m., lifting pitfalls. The line will be in possession of the Engineer after the passing of the 8-18 a.m. passenger train from Blackhill till the completion of the work. Flagmen will be provided by the Engineer. Signalmen to be on duty at Westwood Colliery Junction and Ebchester Station boxes during the progress of the work.

An engine with wagons will leave Park Lane, Gateshead at 6-30 a.m. for Westwood Colliery Junction, returning thence about 7-0 p.m.

Swalwell Station, Lintz Green Station, and Hamsterley Junction boxes to be open to pass the special in both directions.

Sunday, 28th March,

Continued.

SOUTH JUNCTION SIGNAL-BOX, WASHINGTON.

7-0 a.m. to 5-0 p.m., renewing overhead signal wires. All signals will be disconnected and stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. A signalman to be on duty during the progress of the work.

ESTON WEST SIGNAL-BOX, SOUTH BANK.

8-30 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of alterations.

The line from the Cleveland Steel Works will now run into the line to the Cleveland Steel Works, and the points will be connected to the signal-box.

All signals will stand at danger, and traffic will be conducted by flagmen provided by the Signalling Department under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

LACKENBY JUNCTION SIGNAL-BOX, GRANGETOWN.

9-45 a.m. to 5-0 p.m., erection of staging under Bridge over railway at Lackenby Iron Works, half mile east of Grangetown Station. The Engineer will have possession of both Main lines and Slag line after passing of 8-40 a.m. train ex Darlington and 9-15 a.m. ex Saltburn until work is completed. Flagmen will be provided.

STAITHES VIADUCT.
UPGANG VIADUCT BETWEEN SANDSEND AND WEST CLIFF.

5-0 a.m. to 5-0 p.m. the line will be in possession of Engineer for the purpose of removal of staging from Upgang Viaduct and re-erection at Staithes Viaduct. Flagmen will be provided.

In connection with this work, a special with two steam cranes, wagons, etc., will leave Old Coach Shops Yard, Hopetown, at 2-0 a.m. for Upgang Viaduct

Engine to be out at 1-30 a.m. to marshal special.

Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle, Staithes, Hinderwell, Kettleness, and West Cliff to be on duty to pass special in both directions.

On arrival at Upgang Viaduct, the engine will run to Whitby to turn and return to viaduct. The special will leave Upgang Viaduct for Staithes about 10-30 a.m.

Signalmen at West Cliff to be on duty until 10-30 a.m., and at Kettleness and Hinderwell to pass special to Staithes, and at Staithes from this time until completion of the work.

At 4-30 p.m. the engine will run from Staithes to West Cliff to change men. Signalmen at Kettleness, Hinderwell and West Cliff to be on duty to pass the engine in each direction.

The special will leave Staithes for Darlington at 5-0 p.m.

Sunday, 28th March,

Continued.

BETWEEN HARROGATE SOUTH AND CRIMPLE JUNCTION.

7-0 a.m. to about 5-0 p.m., cleaning up dirty ballast.

Flagmen will be provided.

Signalmen at Harrogate south and Crimple Junction to be on duty during the time the work is in progress.

A ballast train will leave Starbeck at 6-30 a.m. for Harrogate, returning to Starbeck on completion of the work about 5-0 p.m

Signalmen at Stonefall, Starbeck South, Dragon Junction and Harrogate North to be on duty to pass the special in both directions.

EAST SIGNAL-BOX, LEEDS.

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of renewing facing point connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

WEST SIGNAL-BOX, LEEDS.

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of repairs to facing point connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

NORTH SIGNAL-BOX, DRIFFIELD.

This signal-box was dispensed with on Friday, 26th March, and the block instruments transferred to a new signal-box situate on the Up side of the line 140 yards further east.

The points and signals are disconnected, and will remain so until Monday, 29th March, when they will be connected to the new box.

All signals will stand at danger and traffic will be conducted by flagmen provided by the Engineering Department under the signalman's instructions.

5-30 a.m. to about 5-30 p.m., alterations at Signal-box.

Signalmen at Wansford Road, Depots and North Boxes, Driffield, to be on duty during the time the work is in progress.

In connection with the above, an engine and train of ashes will leave Hessle Road Junction (Hull) for Paragon Station at about 5-30 a.m., and, after taking up workmen at the latter place, will leave for Driffield at 6-0 a.m. The engine, etc, will be utilized as required during the day, and, on completion of the work, probably about 4-30 p.m. will return from Driffield to Hull (Paragon Station), and thence to Hessle Road Junction; the engine afterwards going into Dairycoates Shed.

Sunday, 28th March,

Continued.

NORTH SIGNAL-BOX, DRIFFIELD—*Continued.*

Signalmen at Hessle Road Junction, Anlaby Road Junction, Park Street, Paragon Yard, Walton Street, Cottingham North, Beverley Park, Fleming Gates, Beverley Station, Cherry Tree, Beverley Junction, Arram, Lockington, Hutton Cranswick and Driffield Junction, and gatemen and gatewomen at Chalk Lane, St. George's Road, Anlaby Road, Snuff Mill Lane, Thwaite Gates, England Springs, Chantry Lane, Grove Hill Crossing, Cherry Tree, Arram Green, Scorborough, Beswick, Kilnwick, Watton, Hutton Crossing, Driffield Junction Crossing, Station Gates, Depots Crossing, Wansford Road and Meadow Lane to be on duty to pass the special in both directions.

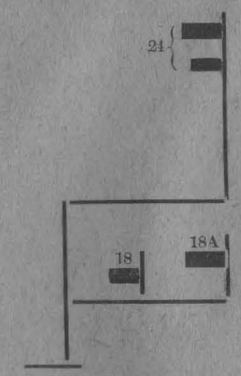
For further notice of work at this place see pages 288, 289 and 290.

Monday, 29th March.

STATION BOX, AYCLIFFE.

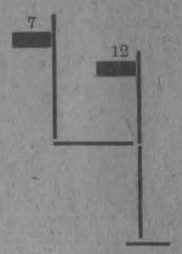
At 10-0 a.m., a new crossover between the main Down and Relief siding, about 314 yards south of the box, with the following new signals will be brought into use, viz. :—

24. Calling-on and Down Home.
18. Relief Siding Down signal.
18a. Relief Siding to Main Down signal No. 2.



Erected as shewn on the Down side of the Relief siding, about 320 yards south of the box.

7. Main Down to Relief Siding Backover No. 2.
12. Relief Siding Up signal.



Erected as shewn on the Down side of the Relief siding, about 244 yards south of the box.

SIGNALS DISPENSED WITH—

Calling-on and Down Home.

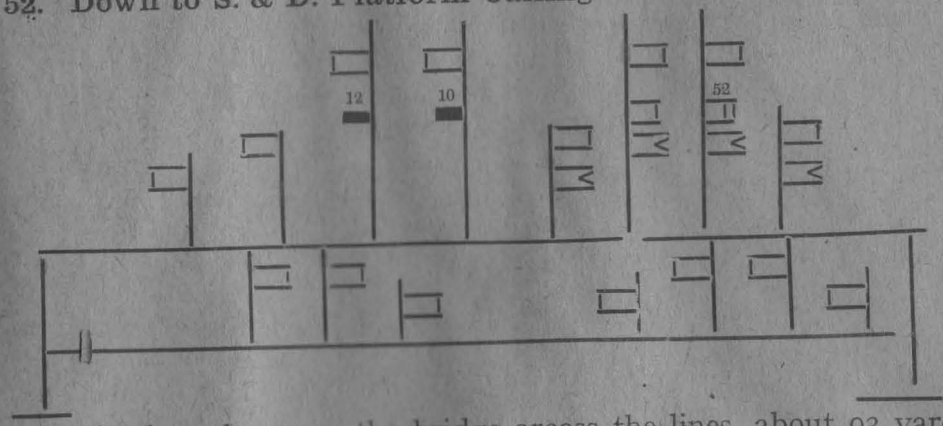
Monday, 29th March,

Continued.

EAST SIGNAL-BOX, BISHOP AUCKLAND.

At 10-0 a.m., the following additional signals will be brought into use, viz. :—

12. To Darlington Calling-on.
10. To Barnard Castle Calling-on.
52. Down to S. & D. Platform Calling-on.

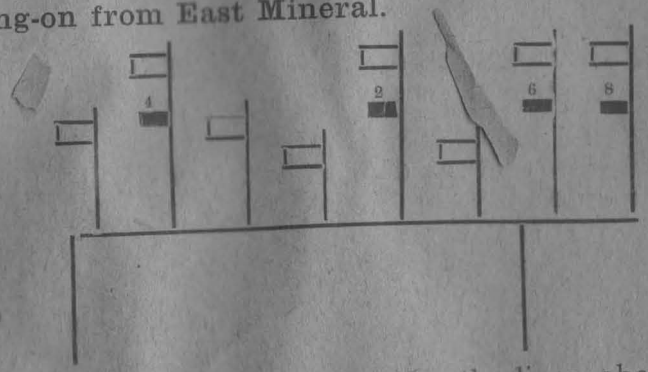


Fixed as shewn on the bridge arcoss the lines, about 93 yards east of the box.

NORTH SIGNAL-BOX, BISHOP AUCKLAND.

At 10-0 a.m., the following additional signals will be brought into use, viz. :—

4. Calling-on from Crook Mineral.
2. Calling-on from Crook Passenger.
6. Calling-on from East Passenger.
8. Calling-on from East Mineral.



Fixed as shewn to the bridge across the lines, about 199 yards south-west of the box.

Monday, 29th March.

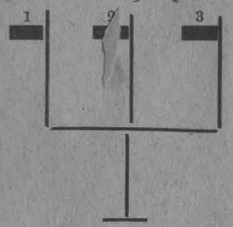
Continued.

ERIMUS SIDINGS, NEWPORT.
DOWN LADEN MINERAL SIDINGS.

The following alterations will be made in the signalling arrangements at this place :—

Down Inner Home signals—Nos. 1, 2 and 3 Reception Lines.

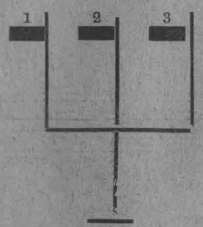
The existing signals will be dispensed with, and replaced by a treble-bracketed signal fixed on the Down side of No. 3 reception line, about 90 yards west of the ground frame, which will read :—



1. Down Inner Home—No. 3 Reception line.
2. Down Inner Home—No. 2 Reception line.
3. Down Inner Home—No. 1 Reception line.

Down Outer Home signals—Nos. 1, 2 and 3 Reception Lines.

A new treble-bracketed signal fixed between No. 2 and 3 reception lines, about 340 yards west of the ground frame, which will read :—



1. Down Outer Home—No. 3 Reception line.
2. Down Outer Home—No. 2 Reception line.
3. Down Outer Home—No. 1 Reception line.

NORTH SIGNAL-BOX, DRIFFIELD.

12-1 a.m. to about 6-0 p.m., bringing into use new interlocking apparatus in new signal-box.

All signals will stand at danger, and traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty.

The existing connection between the Up siding and Down main together with the slip forming a through shunt between the Up and Down main lines has been dispensed with.

Monday, 29th March.

Continued.

NORTH SIGNAL-BOX, DRIFFIELD—*Continued.*

A new facing connection from the Up main to the Up siding about 30 yards west of the signal-box, and a new through shunt between the main lines immediately east of the signal-box will be brought into use.

The following alterations will be made in the signalling arrangements :—

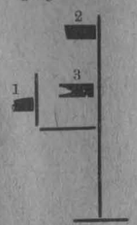
Up Home signal.

The existing signal will be dispensed with and replaced by a new double armed signal fixed on the Up side of the line about 75 yards east of the signal-box, which will read :—

1. Up Home.
2. Up Distant (*Worked from Wansford Crossing signal-box*).

Up Starting signal.

A new double bracketed signal fixed on the Up side of the line about 5 yards west of the signal-box, which will read :—



1. From Up Main—To Up Siding.
2. Up Starting—Main.
3. Up Auxiliary Distant—Main (*Worked from Wansford Crossing signal-box.*)

Down Outer Home signal.

The existing Down Home signal will now become the Down outer Home signal.

Down Inner Home signal.

A new single armed signal fixed on the Down side of the line, about 20 yards west of the signal-box.

Down Starting signal.

A new single armed signal fixed on the Down side of the line, about 515 yards east of the signal-box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 29th March,

Continued.

NORTH SIGNAL-BOX, DRIFFIELD—*Continued.*

Shunting Signals.

A new ground disc signal fixed at the points on the Down siding, about 240 yards west of the signal-box, which will read :—From Down Siding—To Down Main.

A new ground disc signal fixed at the points on the Down main, about 190 yards west of the signal-box, which will read :—Backing—Down Main—To Down Siding.

A new ground disc signal fixed between the main lines, about 85 yards west of the signal-box, which will read :—Backing—Up Main—To Down Main.

A new small semaphore signal fixed at the points on the Up siding, about 85 yards west of the signal-box, which will read :—From Up Siding—To Down Main.

A new ground disc signal fixed at the points on the Down main, about 60 yards east of the signal-box, which will read :—Backing—From Down Main—To Up Main.

All other signals will remain unaltered.

WANSFORD CROSSING SIGNAL-BOX, DRIFFIELD.

The following alterations will be made in the signalling arrangements at this place :—

Up Distant signal.

The existing distant signal will be dispensed with and replaced by the lower notched arm fixed on the Driffield North signal-box Up Home signal as described in the notice for that signal-box.

Up Auxiliary Distant signal.

The lower notched arm fixed on the Driffield North signal-box Up Starting signal as described in the notice for that signal-box.

All other signals will remain unaltered.

MEADOW LANE LEVEL CROSSING, DRIFFIELD.

The gates at this level crossing, situate immediately west of Driffield North new signal-box, will be locked from the new signal-box, and protected by the signals worked from that box.

The existing gate disc signal will be dispensed with

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Tuesday, 30th March.

EAST SIGNAL-BOX, WILMINGTON.

The following alterations will be made in the signalling arrangements at this place.

A new temporary siding connected with the Up Main line and worked from a ground frame situate on the Up side of the line about 165 yards east of the signal-box will be brought into use.

The ground frame will be released by an Annett's key kept in in the signal-box.

Saturday, 3rd April.

LEEMAN ROAD SIGNAL-BOX, YORK.

8-0 p.m. to midnight, the Signalling Department will be engaged renewing the locking frame in this signal-box.

All signals will stand at danger, and flagmen will be provided to conduct the traffic under the signalman's instructions.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal ; and engine drivers must act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse ($5\frac{1}{2}$ miles to 6 miles), Maltby ($7\frac{1}{4}$ miles to $7\frac{3}{4}$ miles), and Kirk Sandal ($19\frac{1}{4}$ miles to $20\frac{1}{4}$ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Sheffield.—12-0 midnight, Saturday, 27th March, to 6-0 p.m., Sunday, 28th March, repairing asphalte over Sub-way. Middle Siding will be absolutely blocked.

Sheffield.—Sunday, 28th March, 3-0 a.m. to 6-0 p.m., repairing asphalte over Subway. Up and Down lines.

Stainforth and Thorne Junction.—March 29th to April 3rd, 6-0 a.m. to 5-30 p.m. daily, setting back rails 6 and 8 mileage. Up and Down.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Wath and Mexborough.—Relaying Mexborough West Junction, 14¾ and 15 mileage. **Trains to reduce speed to 10 miles per hour.** Up and Down lines.

Attercliffe and Tinsley.—Until further notice, relaying 1 to 2¼ mileage, Up line. **Trains to reduce speed to 10 miles per hour.** Warning boards are provided in accordance with rule 253 (e).

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings. 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Fogsignalling Machines.

The following machines have been fixed and are ready for bringing into use :—

Place.	Signal.	No. of Machines.
Kirk Sandall	Down Distant	1
Barnby Dun	Up Distant	1
Tinsley Station Box	Up Inner Distant signals	1
Greasboro' Road	Up Starting signal Rotherham Road Up Distant	1

Great Northern Company's Notices.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Between Sand Bank and Bridge Junction, Doncaster.—Sunday, 28th March, 6-0 a.m. to about 6-0 p.m., repairing arch and piers of Balby Bridge. Up and Down fast lines affected. Scaffolding fixed over lines and ladders in use.

Leeds, Central Station.—Sunday, 28th March, 7-0 a.m. to about 5-30 p.m., between trains. Regulating fouling bars, etc. All seven platform lines affected at south end.

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected.

Frenchgate, Doncaster.—Until further notice, fixing clearance bars in Up Fast, Up Slow and Up Goods lines. All lines affected.

Bentley Colliery Signal-box (north of Arksey).—This box will be open from 9-0 a.m. to 5-30 p.m. each week-day.

It will be closed from 5-30 p.m. on Saturdays to 9-0 a.m. on Mondays.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

While the cylinders for the foundations of the stancheons next the Main lines are being sunk, these cylinders will sometimes be 8 inches within the usual construction gauge. Drivers and guards to be careful.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

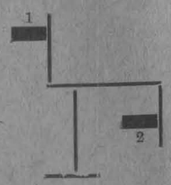
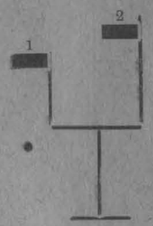
Halifax Passenger Station.—Sunday, 28th March. 6-0 a.m. to 6-0 p.m., renewing longitudinal timbers over the Subway. No. 6 road will be block?d.

Wakefield (Calder Bridge).—Sunday, 28th March, 7-0 a.m. to about 5-0 p.m., relaying lead out of Fearnley's Loop and lead across to engine shed. The Up line will be blocked and traffic worked over the Down line between Crofton Junction and Whitham's Siding, Wakefield, from 6-0 a.m. to about noon, and between Crofton Junction and Calder Bridge from noon to 5-0 p.m. Engines to and from the shed will be worked through the connection to the Down Main lines.

Wakefield Goods Yard.—Monday, 29th March, and during the week, 7-0 a.m. to 5-30 p.m. each day, overhauling point connections. Some of the points will be disconnected as required.

Wakefield Exchange Sidings.—Monday, 29th March, and during the week, 7-0 a.m. to 5-30 p.m. each day, overhauling point connections. Some of the points will be disconnected as required.

Halifax West.—Monday, 29th March, 7-0 a.m. to 5-30 p.m., the Up Home Bracket signal for Nos. 1 and 2 roads will be replaced by two new bracket signals, thus :—

Form of Signal.	Situate.	Yards from signal-box	Description.
	Between Nos. 1 and 2 roads	80	1 Up outer home from No. 1 road 2 Up outer home from No. 2 road
	Between Nos. 1 and 2 roads	50	1 Up inner home from No. 1 road 2 Up inner home from No. 2 road

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Halifax East.—Monday, 29th March, 7-0 a.m. to 5-30 p.m., the two Siding signals from Refuge Sidings and Coal Shoots to Coal Yard, which are controlled from Halifax Goods Yard Box, will be replaced by new and similar signals fixed 7 yards nearer the Goods Yard.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Beverley Siding Box.—Open 6-0 a.m. Monday to 7-45 a.m. Sunday.

Wakefield, between Oakenshaw Junction and Calder Bridge Junction.—Relaying Up line.

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Notices Relating to the permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Goole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line and Down South lines.

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Wakefield.—Subsidence of line through colliery workings between Turner Lane Junction and River Calder Viaduct (Park Hills box).

Speed of trains to be reduced to 20 miles per hour.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Fogsignalling Machines.

Fogsignalling machines have been provided to work in connection with the following signals :—

Horbury, East.—Up Distants from Branch for Horbury West.

Horbury, West.—Up North Starting.

Horbury, Healey Mills.—Up North Distant

London & North Western Company's Notices.

Copley Hill.—Monday, March 29th, loading spent ballast and discharging ashes.—Nos. 4, 5, 6, 7 and 8 Sidings will be blocked between trains from 6-0 a.m. to 5-30 p.m.

Midland Company's Notices.

BETWEEN ARMLEY AND LEEDS.

Sunday, 28th March, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Down Main line at Wortley Junction, for the purpose of laying in points and crossings, and from 1-0 p.m. until about 5-0 p.m., possession of the Down Slow line between Whitehall Junction and Wortley Junction, for the purpose of laying out a telegraph cable. From 6-0 a.m. until 1-0 p.m., single line working will be adopted on the Up Main, Up Fast, and Up Slow lines between Armley Bridge Sidings and Whitehall Junction and between Wortley Junction, N.E., and Wortley Junction, Midland, and from 1-0 p.m. until the work is completed, on the Up Main, Up Fast, and Up Slow lines between Armley Bridge Sidings and Whitehall Junction and between Wortley Junction, N.E., and Wortley Junction, Midland, and on the Up Main line between Whitehall Junction and Engine Shed Junction. Mr. Hawkins will make the necessary arrangements and appoint a Pilotman.

Wortley Junction.—On the same day, commencing at 6-0 a.m., the following alterations will be made :—

The crossover road between the Up and Down Main lines at Wortley Junction will be removed and dispensed with.

The two down sidings between Wortley Junction and Armley Bridge Sidings, the use of which was discontinued on Sunday, 14th March, will be again brought into use to enable trains conveying Gas Works traffic to be dealt with.

Some of the locking will be removed for alterations.

Crimesthorpe Junction No. 1 Box.—Monday, March 29th, commencing at 9-0 a.m., the Distant signal fixed near Upwell Street Junction, applicable to trains approaching on the Up Local line and going on to the Wicker Goods Station Branch, and the signal regulating the running of trains from the Up sidings into the Sheffield District Attercliffe Goods Yard, will be removed and dispensed with ; and the signal applicable to trains and engines leaving the sidings and going towards Mill Race Junction on the Up Local line will be used to regulate the running of trains from the sidings up to the two-armed bracket directing signal at the junction of the lines leading to and from the Sheffield District Attercliffe Goods Yard with the Up Local line.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Between Queen's Road, Sheffield, and Heeley North Junction.—April 1st to 8th., relaying 32 chains. Up Fast line.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer.

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

" 3335.

General Superintendent's Office,

YORK, 1st April, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 3rd April, 1909,

TO

SATURDAY MIDNIGHT, 10th April, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Ferryhill to Newcastle, via Leamside.		
Park Lane Junction, Gateshead ..	15 miles	Taking out foundations for Coulthards Lane Bridge. Warning boards as per Rule 253 (e) are fixed as follows :— One 547 yards west of bridge for Up line. One 880 yards east of bridge for Down line.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.
Burton Salmon to Dearne Junction.		
Between Ferrybridge Junction and Brotherton Quarry boxes Willow Garth Bridge No. 10, at 1 mile, 1,395 yards	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :— One 960 yards north of bridge at north end of Brotherton tunnel, applicable to Up line. One 880 yards south of bridge, at north end of Ferrybridge Station, applicable to Down line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Waterworks boxes)	Alterations at York Station	All lines	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Aycliffe	Laying in new crossover, about 265 yards south of the signal-box	Down Main to Relief Sidng.	
Browney Colliery, Croxdale	Relaying from 2¼ miles to 3¼ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Low Fell	Relaying from 77¼ miles to 77¾ miles	Up Fast line.	
	Ferryhill to Newcastle, via Leamside.		
Between Washington and Usworth	Relaying from 72½ miles to 73¼ miles	Down	
	Newcastle to Berwick.		
Plessey	Relaying from 11¼ miles to 11½ miles	Down	
Between Stannington and Morpeth	Relaying from 14½ miles to 15¼ mls.	Down	
Pegswood	Relaying from 18½ miles to 19 miles	Up	
Christon Bank, ...	Relaying from 41¾ miles to 42½ miles	Down	
Scremerston ...	Relaying from 63 miles to 64 miles	Up	
	Alnwick to Coldstream.		
Between Alnwick and Edlingham	Relaying from 29 miles to 32 miles	Single	
	Newcastle to Carlisle.		
Scotswood Station ...	Slewing from 2¼ miles to 2¾ miles and rebuilding platform wall	Down	
Haydon Bridge.....	Relaying from 27¾ miles to 28¼ miles	Up	
Between Gilsland and Low Row	Relaying from 44¾ miles to 45½ miles	Down	
	Scotswood to North Wylam.		
Between North Wylam and Heddon on-the-Wall	Relaying from 4½ miles to 5¾ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Pelaw to Sunderland.		
Monkwearmouth ...	Relaying from 7¼ miles to 7½ miles	Up	
Between East Boldon and Monkwearmouth	Relaying from 7½ miles to 8 miles ..	Down	
Sunderland North Tunnel	Renewing points and crossings ...	Up and Down	
	Sunderland to West Hartlepool.		
Wellfield Junction Curve	Relaying from 13 miles to 13¼ miles	Down	
	Sunderland to Castle Eden.		
Sunderland Station South End	Renewing points and crossings ...	Up and Down	
Sunderland South Tunnel	Relaying from 8½ miles to 8¾ miles	Up and Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
Brancepeth	Resleepering from 7½ to 8¼ miles ...	Up	
,, ...	Resleepering from 8¼ to 8¾ miles ...	Down	
	South Dock to Seaham.		
Ryhope Dene ...	Relaying between 86 and 86½ miles	Down	
	West Hartlepool to Ferryhill.		
Castle Eden Station ...	Relaying from 7 miles to 7¼ miles...	Up	
Castle Eden Junction Curve	Re-sleepering from 7½ miles to 8 miles	Up	
	Stockton to Ferryhill.		
Stillington Station Platform	Relaying from 13¼ miles to 13½ miles	Up and Down	
	Bishop Auckland to Barnard Castle.		
Woodlands	Re-sleepering from 14¾ miles to 15½ miles	Down	
Cockfield	Re-sleepering from 16½ mls. to 17 mls.	Down	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ..	Single	
Cellerens, between Kirkby Stephen and Barras	Relaying from 36 miles to 37 miles	Up	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Stockton Cut	Relaying from 10½ miles to 11 miles	Down Passenger	
,, ,, ...	Relaying from 10¾ miles to 11 miles	Up Passenger	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16½ mls	Up	
,, ,, ...	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49½ mls.	Single	
West Cliff	Relaying from 20½ miles to 20¾ miles	Up and Down	
	Leeds to Hartlepool.		
Pannal Loop, between Harrogate & Pannal	Relaying from 0 mile to ½ mile ...	Up and Down	
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	Commencing 1st April
Topcliffe	Relaying 34 miles to 35 miles ..	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ½ mile	Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ..	All lines	
	Leeds to Hull.		
Between Hagg Lane and Thorpe Gates...	Slag Ballasting	Up and Down	
	Church Fenton to Harrogate.		
Between Dragon Junction and Harrogate	Relaying from 18½ miles to 19 miles	Up	Commencing 1st April
	York to Scarborough.		
Between Strensall and Flaxton	Relaying from 6¾ miles to 8¾ miles	Down	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Re-sleepering from 4¼ mls. to 7 mls	Down	
Beverley	,, ,, 6¼ mls. to 7¼ mls.	Up	
, ...	,, ,, 8¾ mls. to 9¼ mls.	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 300.

YORK STATION—SOUTH END.

Until 6-0 p.m. Sunday, 4th April, the Engineering Department will have possession of Nos. 1 and 2 Platform lines and No. 2 Middle line, for the purpose of re-construction.

From 6-0 a.m., Sunday, 4th April, until further notice, Platform line No. 3 will be thrown out of use, together with all signals in and out of same for the purpose of reconstructing platform.

For further notice of work at this place see pages 305-6.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post Drivers must keep a good look out for hand signals.

For speed restriction see page 300.

EAST SIGNAL-BOX, LEEDS.

Until further notice the Signalling Department will be engaged renewing point connections as opportunity occurs until completion of the work.

In connection with this work, some of the signals may be left at danger, and it will be necessary, therefore, for drivers to keep a good look out and be prepared to receive instructions from ground flagmen.

A good look out must also be kept for men working on the ground.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

Sunday, 4th April.

BARLBY JUNCTION SIGNAL-BOX, SELBY.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, changing worn crossings, Down Hull line.

Flagmen will be provided.

LOCOMOTIVE YARD SIGNAL-BOX, YORK.

6-0 a.m. to 6-0 p.m. the locking will be disconnected for the purpose of alterations. All signals will stand at danger and flagmen will be provided to conduct the traffic, under the signalman's instructions.

From 6-0 a.m. until further notice Platform line No. 3 will be thrown out of use together with all signals in and out of the same for the purpose of reconstructing platform.

At 6-0 p.m. the lengthened Platform lines Nos. 1 and 2 will be brought into use for the departure of trains only, new connections with the Independent and the Up Doncaster Main being brought into use for this purpose.

No. 2 Middle Line has been dispensed with.

The existing Engineer's connection will be taken about 70 yards further south.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 4th April,

Continued.

LOCOMOTIVE YARD SIGNAL-BOX, YORK—*Continued.*

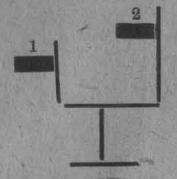
The through shunt between the sidings opposite the signal-box together with the disc signal working therewith will be dispensed with.

A ballast train will leave the Permanent Way Yard at 5-30 a.m. and work to and from the P. Way Yard as required during the day.

The following alterations will be made in the signalling arrangements :—

Up Starting signals—No. 1 Platform.

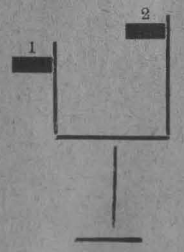
A new double bracketed signal fixed on Platform No. 1, about 120 yards north of the signal-box, which will read :—



1. Up Starting—Platform No. 1—To Independent.
2. Up Starting—Platform No. 1—To Doncaster Main.

Up Starting signal—No. 2 Platform.

A new double bracketed signal fixed at the end of Nos. 1 and 2 Platforms, about 100 yards north of the signal-box, which will read :—



1. Up Starting—Platform No. 2—To Independent.
2. Up Starting—Platform No. 2—To Doncaster Main,

Shunting Signals.

A new ground disc signal fixed at the trap points in the Engineer's Siding, about 70 yards north of the signal-box, which will read :—From Engineer's Siding—To Up Independent or Up Doncaster Main.

SIGNAL DISPENSED WITH—

Up Home signal—Independent.

For further notice of work at this place see page 304.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 4th April,

Continued.

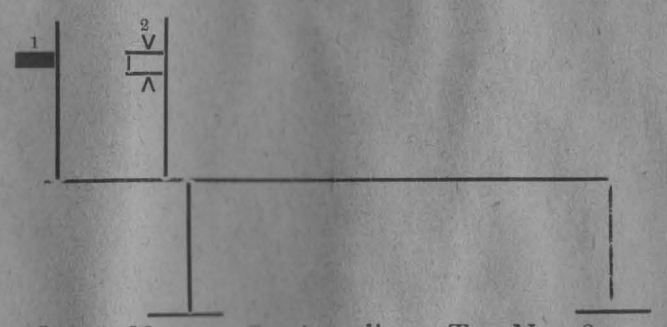
LEEMAN ROAD SIGNAL-BOX, YORK.

12-1 a.m. to 12 0 midnight the Signalling Department will be engaged renewing the locking frame at this signal-box. All signals will stand at danger and flagmen will be provided to conduct the traffic under the signalman's instructions.

The following alterations will be made in the signalling arrangements.

Up Outer Home signals—Station Line.

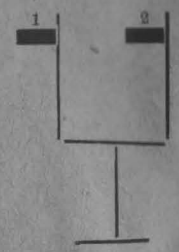
A new signal bridge spanning the Goods lines and Engine lines 155 yards north of the signal-box. which will read :—



1. Up Outer Home—Station line—To No. 8 or 9 Platform Lines.
2. Up Outer Home—Station line—To No. 8 or 14 Platform Lines (*At present out of use*).

Up Inner Home signals—Station Line.

A new double bracketed signal fixed between the Up Station line and the Down Main, about 12 yards south of the signal-box, which will read :—



1. Up Inner Home—Station line—To No. 9 Platform line.
2. Up Inner Home—Station line—To No. 8 Platform line.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

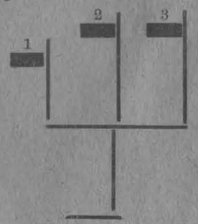
Sunday, 4th April,

Continued.

LEEMAN ROAD SIGNAL-BOX, YORK—*Continued.*

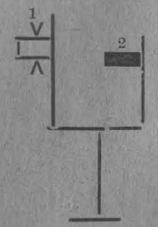
Shunting Signals.

The existing ground disc signals for Backing—from Down Station line—To Nos. 8 and 9 Platform lines will be dispensed with and replaced by a new treble bracketed signal fixed between the Down Station line and Sidings about 90 yards north of the signal-box, which will read :—



1. Backing—Down Station line—To No. 9 Platform line.
2. Backing—Down Station line—To No. 8 Platform line.
3. Backing—Down Station line—To No. 14 Platform line.

The existing ground disc signal reading Backing—No. 14 Platform line—To Shunting line, will be dispensed with, and replaced by a new double bracketed signal fixed about the same site, which will read :—



1. Up Starting—No. 14 Platform line (*at present out of use*).
2. Backing—No. 14 Platform line—To Shunting line.

SIGNALS DISPENSED WITH.

Up Home—Station Line—To No. 9 Platform Line.
Up Home—Station Line—To No. 8 Platform Line.
Shunting—Up Station Line—To Nos. 8 or 9 Platform Lines.

All other signals will remain unaltered.

CLIFTON SIGNAL-BOX, YORK.

The following alterations will be made in the signalling arrangements :—

Down Outer Home signal—Station Line.

The existing signal will be dispensed with and replaced by a new single armed signal fixed about 10 yards nearer the signal-box.

All other siguals will remain unaltered.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 4th April,

Continued.

BETWEEN SESSAY STATION & GREEN LANE SIGNAL-BOX, THIRSK.

7-30 a.m. to about 6-0 p.m., the Telegraph Department will be engaged overhauling the motors on the Automatic signals between the above named points. Traffic will not be interfered with. Drivers to keep a sharp look out for any hand signals.

BETWEEN ERYHOLME AND CROFT STATION.

7-0 a.m. to 6-0 p.m., the Engineer will be engaged loading material between the above mentioned times. Traffic will not be interfered with.

Signalmen at Eryholme, Dalton Bank and Croft Station to be on duty during the progress of the work

CROXDALE.

6-0 a.m. to 5-0 p.m. the Engineer will be engaged renewing the junction at the station and ballasting the Up line south thereof. Signalman to be on duty during the progress of the work.

ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST RUN VIA LEAMSIDE AND SHINCLIFFE.

A special with train of ballast will leave Ferryhill at 6-0 a.m. and work as required.

No. 1 BOX, CENTRAL STATION, NEWCASTLE.

6-0 a.m. to 5-0 p.m., re-sleepering points Nos. 4 and 5 platforms, and Up and Down South Main lines near No. 1 box. The work will be carried out between trains.

SCOTSWOOD BRIDGE JUNCTION, BLAYDON.

6-0 a.m. to about 7-0 p.m., alterations to crossover road on Consett Branch.

The Engineer will have possession of both lines after the passing of the 8-18 a.m. passenger train ex Blackhill till the completion of the work.

Flagmen will be provided by the Engineer.

Sunday, 4th April,

Continued.

COWEN'S CROSSING SIGNAL-BOX, BLAYDON.

6-0 a.m. to about 6-0 p.m., erecting signals and altering connections. Signalman to be on duty during the progress of the work. Flagmen will be provided by the Engineer.

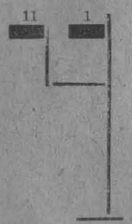
An engine with hand crane and wagons will leave Park Lane, Gateshead, at 6-0 a.m. for Cowen's crossing, and return thence about 4-0 p.m.

At about 4-0 p.m. the following new signals will be brought into use, viz. :—

4. Up Starting.
34. Intermediate Up Distant (*worked from Blaydon West box*).

Erected as shewn on the Up side of the line, about 6 yards west of the box.

11. Brick Works to Cowen's Siding or Quay Siding.
10. Brick Works to Quay.



Erected as shewn on the east side of Brick Works line, about 25 yards south of the box.

No. 5 SIGNAL-BOX, CARLISLE.

7-0 a.m. to 5-30 p.m., repairing point connections. Drivers to be prepared to work to hand signals.

STATION SIGNAL-BOX, ROWLANDS GILL.

From 12-1 a.m. to 12-0 midnight, raising signal-box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

Sunday, 4th April,

Continued.

RELLY MILL JUNCTION SIGNAL-BOX, DURHAM, & BAXTER WOOD No. 1 BOX, ALDIN GRANGE.

From 12-5 a.m. the following signals in Baxter Wood No. 1 will be worked from Relly Mill Junction box, whilst Baxter Wood No. 1 box is closed, viz. :—

Up Home in Baxter Wood No. 1 will be worked from Relly Mill Junction box as "Outer Home from Consett."

Up Intermediate Distant and Up Distant in Baxter Wood No. 1 will be worked from Relly Mill Junction box as "Outer Distants from Consett."

FAWCETT STREET JUNCTION BOX, SUNDERLAND.

6-0 a.m. to 5-0 p.m., renewal of water pipes and facing points. Signalman to be on duty during the progress of the work. Flagmen will be provided by the Engineer.

JUNCTION SIGNAL-BOX, PENSHAW.

1-0 p.m. to 6-0 p.m., cleaning interlocking. A signalman to be on duty during the progress of the work.

STATION SIGNAL-BOX, PENSHAW.

6-0 a.m. to 12-0 noon, cleaning interlocking. A signalman to be on duty during the progress of the work.

DAWDON CROSSING SIGNAL-BOX, SEAHAM COLLIERY.

6-0 a.m. to 5-0 p.m., cleaning and repairing interlocking. A signalman to be on duty during the progress of the work.

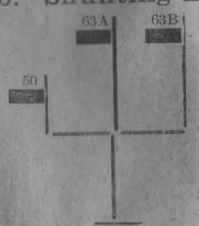
CLIFF HOUSE SOUTH JUNCTION SIGNAL-BOX, WEST HARTLEPOOL.

12-5 a.m. to 5-0 p.m., altering interlocking and connecting up signals. All signals will stand at danger and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

A signalman to be on duty during the progress of the work.

At about 4-0 p.m. the following new signals will be brought into use, viz. :—

50. From Extension Sidings.
63a. Shunting Line Up signal.
63b. Shunting Line to Up Goods.



Erected as shewn on the Up side of the extension loop line, about 90 yards east of the box.

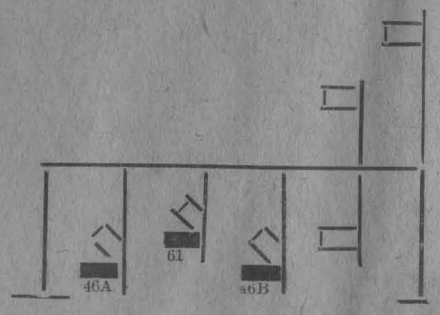
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 4th April,

Continued.

CLIFF HOUSE SOUTH JUNCTION SIGNAL-BOX, WEST HARTLEPOOL—*con.*

46a. Goods Siding to Shunting Neck.
61. Goods Siding to Main Up.
46b. Up Goods to Shunting Neck.

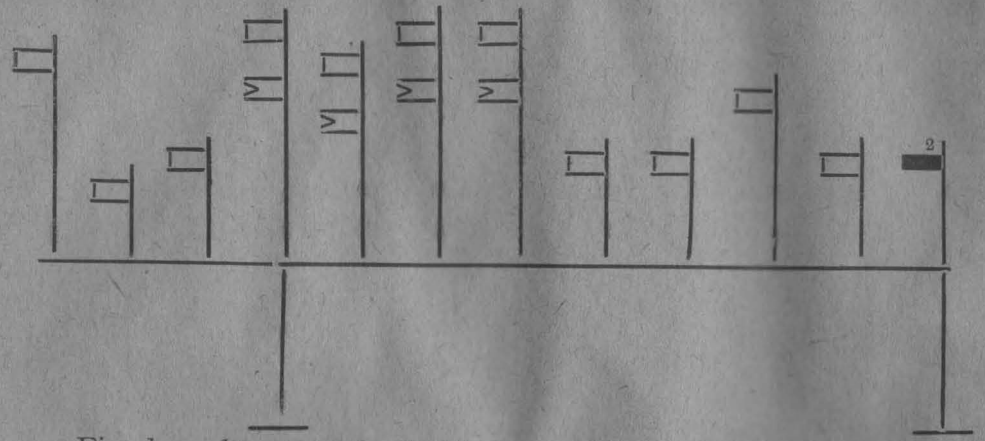


Fixed as shewn to the Bridge across the Goods lines, about 66 yards south of the box.

24. From Shunting Neck Disc.

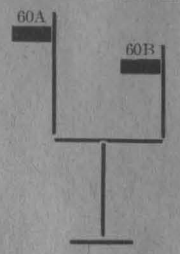
Erected between the shunting neck and siding, about 160 yards south of the box.

22. Main Up to Up Goods Backover.



Fixed as shewn to the Bridge across the lines, about 350 yards south of the box.

60a. From Branch.
60b. From Longhill Siding.



Erected as shewn on the Up side of the siding, about 150 yards west of the box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 4th April,

Continued.

CLIFF HOUSE SOUTH JUNCTION SIGNAL-BOX, WEST HARTLEPOOL—*con.*

At the same time the "From Shunting Neck Points" will be connected to the box and worked from it in future.

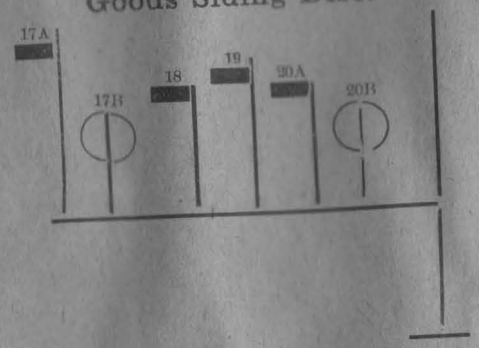
SIGNALS DISPENSED WITH—

From Longhill Siding.
Goods Siding to Up Goods signal No. 1.
From East Siding.
Goods Siding to Main Up.

BEACH ROAD CROSSING SIGNAL-BOX, WEST HARTLEPOOL.

At 4-0 p.m., the following new signals will be brought into use, viz.:—

17a. Down Passenger to Down Mineral, or Arrival Sidings, and Outward Goods Siding.
17b. Down Passenger to Inward Mineral Siding Disc.
18. Independent to Down Mineral.
19. Independent to Arrival Sidings or Outward Goods Siding.
20a. Independent to Inward Mineral Siding.
20b. Independent to Outward Mineral Sidings, or Outward Goods Siding Disc.



Erected as shewn on the Up side of the line, about 114 yards south of the box.

SIGNALS DISPENSED WITH—

Down Passenger to Down Mineral.
Down Passenger to Inward Mineral, Outward Goods, or Arrival Siding.
Independent to Inward Mineral, Outward Goods, Arrival Sidings, or Down Mineral.
Independents to Nos. 1 or 2 Mineral Sidings.

Sunday, 4th April,

Continued.

NEWTON CAP JUNCTION SIGNAL-BOX, HUNWICK.

7-0 a.m. to 6-0 p.m., between the running of ordinary trains, the Engineer will be engaged rebuilding the spandrel wall of the under bridge north of the above-named place. Flagmen will be provided.

NORTH JUNCTION SIGNAL-BOX, EAGLESCLIFFE.

7-30 a.m. to about 6-0 p.m. the interlocking will be disconnected for the purpose of repairs to facing points, etc. All Down line signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

BETWEEN PICTON AND TRENHOLME BAR.

6-0 a.m. to 5-0 p.m., the line will be in possession of the Engineer for the purpose of renewal of waybeams on bridge at 1 mile 227 yards.

Signalmen at Picton and Trenholme Bar to be on duty during the progress of the work. Flagmen will be provided.

In connection with this work a special consisting of hand crane, wagons, workmen's carriage, etc., will leave Northallerton Low Yard at 5-0 a.m., returning about 5-0 p.m. Signalmen at Northallerton Low Junction, Northallerton Low Gates, Brompton, Long Lane, Welbury and Rounton to be on duty to pass special in both directions.

The engine will not be required from 8-0 a.m. to 11-0 a.m., and from 1-0 p.m. to 4-0 p.m.

INSPECTION OF KETTLENESS AND SANDSEND TUNNELS.

In connection with the above a special will leave West Cliff for Kettleness at 9-30 a.m., returning about 12-0 noon. Signalmen at Bog Hall, Prospect Hill, West Cliff and Kettleness to be on duty to pass special in both directions, and at Kettleness during the time the inspection is in progress.

PARAGON STATION YARD, HULL.

5-0 a.m. to 5-0 p.m. the Engineer will have possession of Nos. 4 and 5 platforms and D. and E. lines between Park Street and Paragon Yard boxes for the purpose of relaying drains.

Signalmen at Park Street and Paragon Yard boxes to be on duty during the time the work is in progress.

Sunday, 4th April,

Continued.

CANAL SIGNAL-BOX, LEEDS.

The London and North Western Railway Company will fix switch diamond crossings at Leeds Canal Junction.

The B. and E. roads will be blocked and in possession of the Engineering Department from 7-0 a.m. until the work is completed.

All incoming trains to be worked over the A. road, and all outgoing trains to be worked over the F. line.

No. 1 Platform line and No. 1 Siding must be kept clear of traffic during the time the work is in progress. Flagmen will be provided.

Monday, 5th April.

LEEMAN ROAD SIGNAL-BOX, YORK.

12-1 a.m. to about 3-0 a.m. the Signalling Department will be engaged renewing the locking frame at this signal-box. All signals will stand at danger and flagmen will be provided to conduct the traffic under the signalman's instructions.

STATION SIGNAL-BOX, FOREST HALL.

7-0 a.m. to 12-0 midnight, renewing crossing gates. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

HOLYWELL SIDING SIGNAL-BOX, BACKWORTH.

At 4-0 p.m., the "From Siding signal" will be removed to the opposite side of the Cart road.

STATION SIGNAL-BOX, ROWLANDS GILL.

From 12-1 a.m. to 12-0 midnight, raising signal-box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 5th April,

Continued.

SPOIL BANK, HARTON BRANCH, EAST BOLDON.

At 10-0 a.m. a new temporary ground frame, erected on the Up side of the line, about 417 yards south of the White Lee ground frame, will be brought into use, and from which the following connections will be worked.

POINTS.

Between the Siding and Main Up close to the frame.

SIGNALS.

Will be the Up Home and Up Distant at White Lee, and which will be controlled by the new temporary frame.

THROCKLEY SIGNAL-BOX, NEWBURN.

At 10-0 a.m. the following new signal will be brought into use, viz. :—

Up Distant.

Erected on the Down side of the line, about 700 yards west of the box.

SIGNAL DISPENSED WITH—

Up Distant.

CEMETERY SOUTH JUNCTION SIGNAL-BOX, HARTLEPOOL.

At 4-0 p.m., the crossover between the Up and Down independents east of the box, will be dispensed with, along with the following signals, viz ::—

6. **From Down Independent Shunting.**
7. **Down Independent to West Hartlepool or Sunderland.**
11. **Main Up to Down Independent Backover.**

At the same time the Down independent safety points, about 110 yards east of the box, will again be brought into use.

Tuesday, 6th April.

STATION SIGNAL-BOX, FOREST HALL.

12-1 a.m. to 12-0 midnight, renewing crossing gates. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

COWEN'S CROSSING SIGNAL-BOX, BLAYDON.

At 3-0 p.m. the connections between Cowen's Siding and Quay Sidings and Main Up and Quay Sidings will be removed about 45 yards further west, and at the same time the following new signals will be brought into use, viz. :—

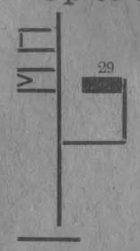
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Tuesday, 6th April,

Continued.

COWEN'S CROSSING SIGNAL-BOX, BLAYDON—*continued.*

29. **Up to Down Backover, No. 1.**

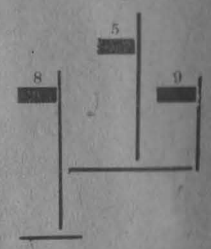


Fixed as shewn to the Down Starting post.

34. **Up Distant** (*worked from Blaydon West box*).

Fixed as shewn to the Up Home post at Cowen's Crossing.

8. **Quay Siding Up signal.**
5. **Quay Siding to Main Up.**
9. **Quay Siding to Cowen's Siding.**



Erected as shewn on the Up side of the Quay Siding, about 147 yards west of the box.

SIGNALS DISPENSED WITH—

Up to Down Backover No. 1. Up Starting. Quay Siding Up. Quay Siding to Main Up. Quay Siding to Cowen's Siding. Up Distant (*worked from Blaydon West*).

STATION SIGNAL-BOX, ROWLANDS GILL.

From 12-1 a.m. to 12-0 midnight, raising signal-box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Wednesday, 7th April.

STATION SIGNAL-BOX, FOREST HALL.

12-1 a.m. to 12-0 midnight, renewing crossing gates. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

STATION SIGNAL-BOX, ROWLANDS GILL.

From 12-1 a.m. to 12-0 midnight, raising signal-box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

Thursday, 8th April.

STATION SIGNAL-BOX, FOREST HALL.

12-1 a.m. to about 4-0 p.m., renewing crossing gates. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

STATION SIGNAL-BOX, ROWLANDS GILL.

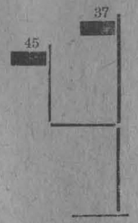
12-1 a.m. to about 4-0 p.m., raising signal-box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

At about 4 0 p.m., all points and signals will be reconnected to the signal-box, and ordinary working resumed.

STELLA GILL FLATTS SIGNAL-BOX, TYNE DOCK TO ANNFIELD PLAIN LINE.

At 8-0 a.m., the following new signals will be brought into use :—

45. From New Busty Full Roads, signal No. 2.
37. From New Full Standage Sidings.



Erected as shewn between the new full standage sidings and the new Busty full lines about 190 yards west of the box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Good Friday, 9th April.

No. 1 JUNCTION—NORTH OF FERRYHILL STATION.

6-0 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineering Department will be engaged clearing refuse ballast out of all lines and re-ballasting same.

An engine will be employed. Flagmen will be provided.

No. 1 BOX, CENTRAL STATION, NEWCASTLE.

6-0 a m. to 5-0 p.m., alterations to Goods lines. Nos. 2 and 3 Goods lines will be closed during the progress of the work

BETWEEN CONSETT NORTH & BLACKHILL SOUTH BOXES.

8-15 a.m. to 7-30 p.m., loading loose rock at Blackhill Cutting. Consett North and Blackhill South boxes to be open from 8-0 a.m. to 3-0 p.m. and again from 7-0 p.m. till the completion of the work, also Blackhill North and Shotley Bridge Station boxes from 3-0 p.m. till the completion of the work.

An engine with wagons will leave Consett Junction at 8-0 a.m. for Blackhill, returning thence at 7-30 p.m.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal ; and engine drivers must act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Wath and Mexborough.—Until further notice. 6-0 a.m. to 5-0 p.m. daily. Repairing ballast wall of Midland Railway over-bridge at Mexboro West Junction. 14¾ and 15 mileage. **Trains to reduce speed to 10 miles per hour,** Up and Down lines.

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Closing of Signal-boxes on Good Friday, 9th April.

The following signal-boxes will, after all Goods and Coal trains have cleared, be closed as on Sundays; other boxes in the Northern District must remain open as on week-days.

Mexboro' West Junction Box.
Mexboro' No. 1 Box.
Mexboro' No. 4 Box.
Mexboro' No. 5 Box.
Mexboro' East Box.
Warmsworth Siding Box.
Hexthorpe Flats Box
Hexthorpe Balby Bridge Box.
Hexthorpe Coal Sidings Box.
Marshgate—Bentley Junct. Box
Kilnhurst—Thrybergh Junct. Box.
Rotherham—Greasboro' Road Box. (9-0 p.m. Thursday to 9-30 a.m. Saturday).
Rotherham Main Box.
Tinsley East Junction Box.
Tinsley West Junction Box.

Opening of Line between Doncaster and Thorne Junction.

On Good Friday, April 9th, the line between Doncaster and Thorne Junction will be open for traffic, and the altered working of the signal-boxes will be as shown below :—

MARSHGATE GOODS SIDING BOX.
BARNBY DUN—SANDAL CROSSING BOX.
STAINFORTH JUNCTION BOX.
THORNE JUNCTION BOX.

These boxes will be closed on Good Friday after passing of the last booked Passenger or Goods train until 5-0 p.m.; and after the passing of the last booked Passenger train to 12-0 midnight.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Sand Bank and Bridge Junction, Doncaster.—Sunday, 4th April, 6-0 a.m. to about 6-0 p.m., repairing arch and piers of Balby Bridge. Up and Down fast lines affected. Scaffolding fixed over lines and ladders in use.

Leeds Central Station.—Sunday, 4th April, 6-0 a.m. to about 6-0 p.m., between trains, cleaning and oiling electric fouling bars also removing sand off insulated tracks. All seven platform lines affected.

Leeds "B" Box.—Monday and Tuesday, 5th and 6th April, 6-0 a.m. to about 5-0 p.m., renewing fittings on Up Main to Up Goods starting (on bridge signal). Signals mentioned will be disconnected during time work in hand.

Good Friday.

Signal-boxes which are open on Sundays will be open on Good Friday.

Stations and signal-boxes which are closed on Sundays will, unless instructions are issued to the contrary, also be closed during the same hours on Good Friday, 9th April.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge No 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

While the cylinders for the foundations of the stancheons next the Main lines are being sunk, these cylinders will sometimes be 8 inches within the usual construction gauge. Drivers and guards to be careful.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Crigglestone and Haigh (Wooley Tunnel).—Sunday, 4th April, 6-0 a.m. to 6-0 p.m., relaying Up line. The Up line will be blocked and traffic worked over the down line between Crigglestone Station Box and Haigh Box.

Wakefield, Turner's Lane.—Monday, 5th April and during the week, 7-0 a.m. to 5-0 p.m. each day, overhauling point connections. Some of the points and signals will be disconnected as required.

Wakefield East.—Monday, 5th April and during the week, 7-0 a.m. to 5-0 p.m. each day, overhauling point connections. Some of the points and signals will be disconnected as required.

Wyke Junction.—Monday, 5th April, 7-0 a.m. to 5-0 p.m., the Down branch home signal will be out of use during repairs to fittings.

Wyke Junction.—Tuesday, 6th April, 7-0 a.m. to 5-0 p.m., the Down main home signal will be out of use during repairs to fittings.

Wyke Junction.—Wednesday, 7th April, 7-0 a.m. to 5-0 p.m. the Down starting with distant for Low Moor No. 1 Box will be out of use during repairs to fittings.

GOOD FRIDAY, 9th APRIL.

The following Boxes to be CLOSED on Good Friday as on Sundays. Those not mentioned will be open as on week-days, except boxes at which the hours are altered :—

Beverley Sidings (Goole)
Knottingley Depot West
Pontefract East
Tanshelf
Featherstone Colliery
Northorpe, Mirfield Coal Co.'s Siding
Liversedge ,Dymond's Siding
Liversedge, Stanley Coal Co.'s Siding
Pontefract, Prince of Wales Colliery
Castleford, Glasshoughton Sidings
Castleford, Whitwood Siding
Lofthouse Junction
Cooper Bridge Station
Mirfield No. 1

Altered Hours of Signal-boxes, Good Friday.

Park Hill Colliery will remain open until 10-0 a.m.

Lady Gordon Bridge will be closed at 6-0 a.m. 9th April until 2-0 p.m. 10th April.

Brighouse Exchange Sidings will be closed at 6-0 a.m. Good Friday until 12-30 a.m. on Saturday.

Cutsyke Junction, from first to last special.

SATURDAY, 10th APRIL.

The following signal-boxes will remain open until the last special has passed, or until the times shown.:—

Brighouse Exchange Sidings to be open at 12-30 a.m. for 12-35 a.m. goods train Bradford to Lockwood.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Beverley Siding Box.—Open 6-0 a.m. Monday to 7-45 a.m. Sunday.

Wakefield, between Oakenshaw Junction and Calder Bridge Junction.—Relaying Up line.

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Notices Relating to the permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Goole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

London & North Western Company's Notices.

Leeds, Canal Box.—Sunday, 4th April, 7-0 a.m. to 7-0 p.m., connecting Up Switch Diamonds, and altering Locking. All lines.

Leeds New Station.—Sunday, 4th April, renewing crossings. B. & E. roads will be absolutely blocked at Canal Junction, from 7-0 a.m. until completion of work. All incoming trains to work over A road. All out-going trains to work over F road. No. 1 siding and No. 1 platform line to be kept clear of traffic.

Midland Company's Notices.

Between Armley and Leeds.—Sunday, 4th April, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Up main line at Wortley Junction, for the purpose of laying in points and crossings. During the operation, single line working will be adopted on the Down fast, Down slow, and Down main lines between Whitehall Junction and Armley Bridge sidings, and between Wortley Junction (Mid.) and Wortley Junction (N. E.) Mr. Hawkins will make the necessary arrangements, and appoint a Pilotman.

On the same day, commencing at 6-0 a.m., the Signal Department will be engaged erecting signals between Armley Station and Armley Sidings.

Between Sheffield and Heeley.—Sunday, 4th April, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Up fast line between Sheffield South Junction and Heeley North Junction, for relaying purposes. During the time the work is being carried out, all Up trains will run on the Up slow line between Sheffield and Heeley North Junction. Mr. Simmons will make the necessary arrangements.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Normanton.—Sunday, 4th April, from 6-0 a.m. until the work is completed (about 5-0 p.m.), the Engineer will have possession of the Up platform and Up through lines between the Passenger Station East Box and the Passenger Station South Box, for the purpose of renewing points and crossings. During the operation, single line working will be adopted on the Down platform line between the Passenger Station South Box and the Passenger Station North Box. Mr. Simmons will make necessary arrangements, and appoint a Pilotman.

Closing of Stations, Marshalling Sidings and Signal-boxes on Good Friday.—The Stations, Marshalling Sidings, and signal-boxes which are closed on Sundays will be closed during the same hours on Good Friday, 9th April, and on the night of 9th April, unless it is necessary for them to be kept open for Engineering or traffic purposes.

Drivers must be prepared accordingly.

Between Queen's Road, Sheffield, and Heeley North Junction.—April 4th to 8th., relaying 32 chains. Up Fast line.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer.

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3340.

General Superintendent's Office,

YORK, 7th April, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 10th April, 1909,

TO

SATURDAY MIDNIGHT, 17th April, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Ferryhill to Newcastle, via Leamside.		
Park Lane Junction, Gateshead ..	15 miles	Taking out foundations for Coulthards Lane Bridge. Warning boards as per Rule 253 (e) are fixed as follows:— One 547 yards west of bridge for Up line. One 880 yards east of bridge for Down line.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.
Burton Salmon to Dearne Junction.		
Between Ferrybridge Junction and Brotherton Quarry boxes Willow Garth Bridge No. 10, at 1 mile, 1,395 yards	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:— One 960 yards north of bridge at north end of Brotherton tunnel, applicable to Up line. One 880 yards south of bridge, at north end of Ferrybridge Station, applicable to Down line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York(between Holgate Bridge, Locomotive Yard and Waterworks boxes)	Alterations at York Station	All lines	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
„	Relaying from 40 miles to 43 miles	Up	
Browney Colliery, Croxdale	Relaying from 2¼ miles to 3¼ miles	Down	
Between Littleburn Colliery and Relly Mill Junction boxes, Durham	Fixing trestles under waybeams, Langley Moor Viaduct	Up and Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Low Fell	Relaying from 77¼ miles to 77¾ miles	Up Fast line.	
	Ferryhill to Newcastle, via Leamside.		
Between Washington and Usworth	Relaying from 72½ miles to 73¼ miles	Down	
	Newcastle to Berwick.		
Plessey	Relaying from 11¼ miles to 11½ miles	Down	
Between Stannington and Morpeth	Relaying from 14½ miles to 15¼ mls.	Down	
Pegswood	Relaying from 18½ miles to 19 miles	Up	
Christon Bank, ...	Relaying from 41¾ miles to 42½ miles	Down	
Scremerston ...	Relaying from 63 miles to 64 miles	Up	
	Alnwick to Coldstream.		
Between Alnwick and Edlingham	Relaying from 29 miles to 32 miles	Single	
	Newcastle to Carlisle.		
Scotswood Station ...	Slewing from 2¼ miles to 2¾ miles and rebuilding platform wall	Down	
Haydon Bridge.....	Relaying from 27¾ miles to 28¼ miles	Up	
Between Haydon Bridge and Bardon Mill	Relaying from 30½ miles to 31 miles	Up	
Between Gilsland and Low Row	Relaying from 44¾ miles to 45½ miles	Down	
	Scotswood to North Wylam.		
Between North Wylam and Heddon-on-the-Wall	Relaying from 4½ miles to 5¾ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Pelaw to Sunderland.		
Monkwearmouth ...	Relaying from 7¼ miles to 7½ miles	Up	
Between East Boldon and Monkwearmouth	Relaying from 7½ miles to 8 miles ...	Down	
Sunderland North Tunnel	Renewing points and crossings ...	Up and Down	
	Sunderland to West Hartlepool.		
Wellfield Junction Curve	Relaying from 13 miles to 13¼ miles	Down	
	Sunderland to Castle Eden.		
Sunderland Station South End	Renewing points and crossings ...	Up and Down	
Sunderland South Tunnel	Relaying from 8½ miles to 8¾ miles	Up and Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Brancepeth	Resleepering from 7½ to 8¼ miles ...	Up	
,, ...	Resleepering from 8¼ to 8¾ miles ...	Down	
	South Dock to Seaham.		
Ryhope Dene ...	Relaying between 86 and 86½ miles	Down	
	West Hartlepool to Ferryhill.		
Castle Eden Station ...	Relaying from 7 miles to 7¼ miles ...	Up	
Castle Eden Junction Curve	Re-sleepering from 7½ miles to 8 miles	Up	
Billingham	Re-sleepering from 8¼ miles to 8½ miles	Down	
,, ...	Relaying from 8 miles to 8¼ miles ...	Up	
	Bishop Auckland to Barnard Castle.		
Cockfield	Re-sleepering from 16½ mls. to 17 mls.	Down	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Cellerens, between Kirkby Stephen and Barras	Relaying from 36 miles to 37 miles	Up	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Stockton Cut... ...	Relaying from 10½ miles to 11 miles	Down Passenger	
,, ,, ...	Relaying from 10¾ miles to 11 miles	Up Passenger	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16½ mls	Up	
,, ,, ...	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49½ mls.	Single	
West Cliff	Relaying from 20½ miles to 20¾ miles	Up and Down	
	Leeds to Hartlepool.		
Pannal Loop, between Harrogate & Pannal	Relaying from 0 mile to ½ mile ...	Up and Down	
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ½ mile	Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Leeds to Hull.		
Between Hagg Lane and Thorpe Gates...	Slag Ballasting	Up and Down	
	Church Fenton to Harrogate.		
Between Dragon Junction and Harrogate	Relaying from 18½ miles to 19 miles	Up	
	York to Scarborough.		
Between Strensall and Flaxton	Relaying from 6¾ miles to 8¾ miles	Down	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¼ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8½ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 328.

YORK STATION—SOUTH END.

Until further notice, Platform line No. 3 will be thrown out of use, together with all signals in and out of same, for the purpose of reconstructing platform.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck near 40th mile post Drivers must keep a good look out for hand signals

For speed restriction see page 328

EAST SIGNAL-BOX, LEEDS.

Until further notice the Signalling Department will be engaged renewing point connections as opportunity occurs until completion of the work.

In connection with this work, some of the signals may be left at danger, and it will be necessary, therefore, for drivers to keep a good look out and be prepared to receive instructions from ground flagmen.

A good look out must also be kept for men working on the ground.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
	SALTBURN TO DARLINGTON.					
Middlesbrough	East	Up Passenger Distant from Saltburn				
„ ..	Dock Hill ...	Up Passenger to Mineral line Distant	1	453	Up	
„ ...	West	Down Distant	1	200	Up	
„ ...	Old Town Jct.	Down Pass'ng'r Distant	1	250	Up	

Sunday, 11th April.

BETWEEN STATION AND HENWICK HALL SIGNAL-BOXES, TEMPLE HIRST.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, pulling rails back and regulating expansion Down Main line.

Flagmen will be provided.

NORTH SIGNAL-BOX, CHURCH FENTON.

6-0 a.m. to 6-0 p.m., between the running of ordinary traffic, squaring facing points and putting in new stud and stock bolts. Flagmen will be provided.

BETWEEN HOLGATE BRIDGE AND LOCOMOTIVE YARD SIGNAL-BOXES, YORK.

6-0 a.m. to about 5-0 p.m,, putting in new crossover roads from the Down Leeds Passenger Main to Down Doncaster Main. and new crossover road from the Up Doncaster to the Up Leeds Main near Holgate Bridge.

The Up and Down Leeds Passenger Main lines between Holgate Bridge and Locomotive Yard boxes will be blocked from 6-0 a.m. until 12-0 noon, and the Up and Down Doncaster Main lines will be blocked from 12-0 noon until about 5-0 p.m.

ALL PASSENGER TRAINS BETWEEN CHALONER WHIN JUNCTION AND LOCOMOTIVE YARD BOXES TO BE WORKED ON THE UP AND DOWN DONCASTER LINES FROM 6-0 A.M. TO 12-0 NOON, AND ON THE UP AND DOWN LEEDS LINES FROM 12-0 NOON TO ABOUT 5-0 P.M.

The working of Goods traffic between North Junction and Holgate Bridge will not be interfered with.

A ballast train will work as required to and from the P. Way Yard during the day.

BETWEEN PILMOOR JUNCTION AND RASKELF STATION.

7-30 a.m. to about 6-0 p.m. the Telegraph Department will be engaged overhauling the motors on the Automatic Signals between Pilmoor Junction and Raskelf Station. Traffic will not be interfered with. Drivers to keep a sharp look out for any hand signals on the ground.

Sunday, 11th April,

Continued.

BETWEEN THINFORD JUNCTION, FERRYHILL AND BROWNEY COLLIERY, CROXDALE.

6-0 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineer will be engaged unloading new steel rails.

Signalmen at Croxdale Station and Browney Colliery signal-boxes to be on duty during the progress of the work, and at Coxhoe Junction until 11-0 a.m.

Flagmen will be provided.

A special will leave Ferryhill at 6-0 a.m. and work as required.

DEAN STREET BOX, NEWCASTLE.

6-0 a.m. to 5-0 p.m., between trains, re-sleepering points. All lines will be affected.

Flagmen will be provided by the Engineer.

BRAMHOPE TUNNEL.

7-0 a.m. to about 7-0 p.m., loading dirty ballast and tipping material for renewal, Down line.

If possible this work will be carried out between the running of ordinary trains. It may however be found necessary to resort to single line working by pilotman over the Up line between Moseley and Arthington South.

If single line working is resorted to the Engineering Department will provide pilotman, flagmen and men to wedge points where necessary.

Signalmen at Moseley and Arthington South to be on duty during the time the work is in progress.

A special train will leave Starbeck for Bramhope Tunnel at 6-30 a.m., returning to Starbeck on completion of the work about 6-0 p.m.

Signalmen at Stonefall, Pannal Junction and Rigton Crossing to be on duty to pass the special in both directions.

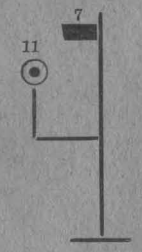
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 12th April.

STATION SIGNAL-BOX, ROWLANDS GILL.

At 10-0 a.m. the following new signals will be brought into use, viz. :—

11. Colliery Sidings Shunting Disc.
7. From Colliery signal No. 1.

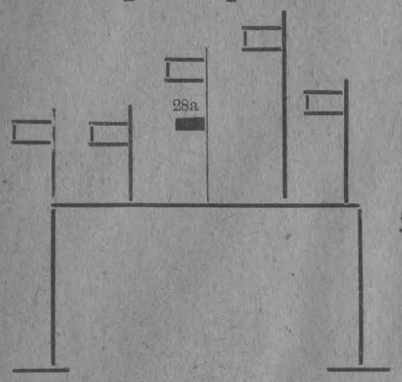


Erected as shewn on the Down side of the Colliery line, about 144 yards west of the present "From Colliery Signal."

TUNNEL NORTH SIGNAL-BOX, SHILDON.

At 8-0 a.m. the following new signal will be brought into use, viz :—

28a. Up Independent Calling-on.



Fixed as shewn to the Bridge, about 58 yards west of the box.

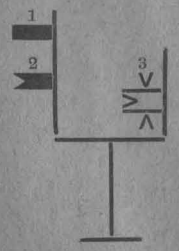
Tuesday, 13th April.

WANSFORD CROSSING SIGNAL-BOX, DRIFFIELD.

The following alterations will be made in the signalling arrangements at this place :—

Up Home signal.

The existing signal will be dispensed with and replaced by a double bracketed signal fixed on the Up side of the line, about 100 yards west of the signal-box, which will read :—



1. Up Home.
2. Up Distant (*worked from Depots signal-box*).
3. At present out of use.

All other signals will remain unaltered.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Wednesday, 14th April.

WANSFORD CROSSING SIGNAL-BOX, DRIFFIELD.

The shunt between the Down siding and the Down Main has been dispensed with and replaced by a new one about 70 yards further west.

The following alterations will be made in the signalling arrangements at this place :—

Down Home signal.

The existing Down Home signal will be dispensed with and replaced by a double armed signal fixed on the Down side of the line, about 15 yards east of the signal-box, which will read :—

1. Down Home.
2. Down Distant (*worked from North signal-box*).

All other signals will remain unaltered.

Saturday, 17th April.

WANSFORD CROSSING SIGNAL-BOX, DRIFFIELD.

8-0 p.m. to 12-0 midnight, the Signalling Department will have possession of this signal-box for the purpose of putting in a new interlocking apparatus.

All signals will stand at danger, and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

Signalman to be on duty.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse ($5\frac{1}{2}$ miles to 6 miles), Maltby ($7\frac{1}{4}$ miles to $7\frac{3}{4}$ miles), and Kirk Sandal ($19\frac{1}{4}$ miles to $20\frac{1}{4}$ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Wath and Mexborough.—Until further notice. 6-0 a.m. to 5-0 p.m. daily. Repairing ballast wall of Midland Railway overbridge at Mexboro West Junction. 14¾ and 15 mileage. **Trains to reduce speed to 10 miles per hour,** Up and Down lines.

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

While the cylinders for the foundations of the stancheons next the Main lines are being sunk, these cylinders will sometimes be 8 inches within the usual construction gauge. Drivers and guards to be careful.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 18¼ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 18½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 18¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

EASTER SUNDAY, 11th APRIL.

Signal-boxes to be kept open as follows:—

Lightcliffe, Hipperholme, and Halifax Coal Yard to be open for passage of 12-0 noon Low Moor to Halifax coal train and until ordered to close.

Anchor Pit Junction to be open for 10-0 a.m. goods train Low Moor to Bradley Wood Junction, and return of light engine.

Oakenshaw Junction will be open until traffic is worked away from Oakenshaw as usual. Signalman will remain on duty until instructed to close.

EASTER MONDAY, 12th APRIL.

The following signal-boxes to remain open at night until the last special train has passed, and be opened earlier as shewn:—

FOREIGN COMPANIES' NOTICES—*Continued.*

London & North Western Company's Notices.

Copley Hill No. 1.—Monday, 12th April, 9-0 a.m. to 3-0 p.m., renewing points and crossings. Shunting neck, and road leading from Nos. 1 and 2 Loops will be absolutely blocked. All Up trains to work through No. 4 Slip, via the Carriage Shed.

Midland Company's Notices.

Between Swinton South box and Swinton Junction.—Friday, 16th April to Thursday, 22nd April, relaying 43 chains Down Slow line.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3345.

General Superintendent's Office,

YORK, 15th April, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 17th April, 1909,

TO

SATURDAY MIDNIGHT, 24th April, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Ferryhill to Newcastle, via Leamside.		
Park Lane Junction, Gateshead ..	15 miles	Taking out foundations for Coulthards Lane Bridge. Warning boards as per Rule 253 (e) are fixed as follows:— One 547 yards west of bridge for Up line. One 880 yards east of bridge for Down line.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Leeds to Hartlepool.		
Cardigan Road box, Headingley ..	15 miles	Laying water main under railway near Cardigan Road box. Warning boards as per rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.
Burton Salmon to Dearne Junction.		
Between Ferrybridge Junction and Brotherton Quarry boxes Willow Garth Bridge No. 10, at 1 mile, 1,895 yards	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:— One 960 yards north of bridge at north end of Brotherton tunnel, applicable to Up line. One 880 yards south of bridge, at north end of Ferrybridge Station, applicable to Down line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Water-works boxes)	Alterations at York Station	All lines	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Between Low Beaumont Hill and Bradbury	Re-cushioning	Up and Down	
Browney Colliery, Croxdale	Relaying from 2¼ miles to 3¼ miles	Down	
Between Littleburn Colliery and Relly Mill Junction boxes, Durham	Fixing trestles under waybeams, Langley Moor Viaduct	Up and Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Low Fell	Relaying from 77¼ miles to 77¾ miles	Up Fast line.	
	Ferryhill to Newcastle, via Leamside.		
Between Washington and Usworth	Relaying from 72½ miles to 73¼ miles	Down	
	Newcastle to Berwick.		
Plessey	Relaying from 11¼ miles to 11½ miles	Down	
Between Stannington and Morpeth	Relaying from 14½ miles to 15¼ mls.	Down	
Pegswood	Relaying from 18½ miles to 19 miles	Up	
Christon Bank, ...	Relaying from 41¾ miles to 42½ miles	Down	
Scremerston ...	Relaying from 63 miles to 64 miles	Up	
	Alnwick to Coldstream.		
Between Alnwick and Edlingham	Relaying from 29 miles to 32 miles	Single	
	Newcastle to Carlisle.		
Scotswood Station ...	Slewing from 2¼ miles to 2¾ miles and rebuilding platform wall	Down	
Haydon Bridge.....	Relaying from 27¾ miles to 28¼ miles	Up	
Between Haydon Bdg. and Bardon Mill	Relaying from 30½ miles to 31 miles	Up	
Between Gilsland and Low Row	Relaying from 44¾ miles to 45½ miles	Down	
	Scotswood to North Wylam.		
Between North Wylam and Heddon-on-Wall	Relaying from 4½ miles to 5¾ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Pelaw to Sunderland.		
Monkwearmouth ...	Relaying from 7¼ miles to 7½ miles	Up	
Between East Boldon and Monkwearmouth	Relaying from 7½ miles to 8 miles ..	Down	
Sunderland North Tunnel	Renewing points and crossings ...	Up and Down	
	Sunderland to West Hartlepool.		
Wellfield Junction Curve	Relaying from 13 miles to 13¼ miles	Down	
	Sunderland to Castle Eden.		
Sunderland Station South End	Renewing points and crossings ...	Up and Down	
Sunderland South Tunnel	Relaying from 8½ miles to 8¾ miles	Up and Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
Brancepeth	Resleepering from 7½ to 8¼ miles ...	Up	
,, ...	Resleepering from 8¼ to 8¾ miles ...	Down	
	South Dock to Seaham.		
Ryhope Dene ...	Relaying between 86 and 86½ miles	Down	
	West Hartlepool to Ferryhill.		
Castle Eden Station ...	Relaying from 7 miles to 7¼ miles ...	Up	
Castle Eden Junction Curve	Re-sleepering from 7½ miles to 8 miles	Up	
Billingham	Re-sleepering from 8¼ miles to 8½ miles	Down	
,, ...	Relaying from 8 miles to 8¼ miles ...	Up	
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
	Bishop Auckland to Barnard Castle.		
Cockfield	Re sleepering from 16½ mls. to 17 mls.	Down	
Bluestone Cutting ..	Re-sleepering from 21¼ mls. to 22 mls.	Single	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ..	Single	
Cellerens, between Kirkby Stephen and Barras	Relaying from 36 miles to 37 miles	Up	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Stockton Cut... ...	Relaying from 10½ miles to 11 miles	Down Passenger	
,, ,, ...	Relaying from 10¾ miles to 11 miles	Up Passenger	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16¼ mls	Up	
,, ,, ...	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49½ mls.	Single	
West Cliff	Relaying from 20½ miles to 20¾ miles	Up and Down	
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ½ mile	Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Leeds to Hull.		
Between Hagg Lane and Thorpe Gates...	Slag Ballasting	Up and Down	
	Church Fenton to Harrogate.		
Between Dragon Junction and Harrogate	Relaying from 18½ miles to 19 miles	Up	
	York to Scarborough.		
Between Barton Hill and Kirkham Abbey	Relaying from 11 miles to 11⅛ miles and from 12 miles to 12¾ miles	Down	
Between Castle Howard and Huttons Ambo	Relaying from 16¾ miles to 18 miles	Down	
	York to Beverley.		
Market Weighton ..	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7½ miles ...	Up	
, ...	,, ,, 8¾ miles to 9½ miles ...	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8⅛ mls. to 9 mls.	Single	
	Otley and Ilkley Joint Line.		
Between Otley and Burley	Relaying from ¼ mile to 1 mile ...	Down	
	,, ,, ¼ ,, ½ ,, ...	Up	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 345.

YORK STATION—SOUTH END.

Until further notice, Platform line No. 3 will be thrown out of use, together with all signals in and out of same, for the purpose of reconstructing platform.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. Drivers must keep a good look out for hand signals.

For speed restriction see page 344.

EAST SIGNAL-BOX, LEEDS.

Until further notice the Signalling Department will be engaged renewing point connections as opportunity occurs until completion of the work.

In connection with this work, some of the signals may be left at danger, and it will be necessary, therefore, for drivers to keep a good look out and be prepared to receive instructions from ground flagmen.

A good look out must also be kept for men working on the ground.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

BURDALE TUNNEL.

Until further notice the Engineering Department will carry out alterations to Burdale Tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Wharram and Burdale during the hours the line is closed for traffic.

The Station Master at Wharram will hand the staff to the Foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single Lines of Railway, and on cessation of work the Foreman will return the staff to the Station Master at Wharram or Sledmere and Fimber as required.

Sunday, 18th April.

BOLTON PERCY.

8-0 a.m. to about 7-0 p.m., between the running of ordinary traffic, re-rivetting and changing crossings.

Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

BETWEEN HOLGATE BRIDGE AND LOCOMOTIVE YARD BOXES, YORK.

6-0 a.m. to 6-0 p.m., putting the new connections in the Up and Down Doncaster Passenger lines, and the Up Independent. At the same time the Up Independent will be slewed to its permanent position.

The Up and Down Doncaster Passenger lines, and the Up Independent, between Holgate Bridge and Locomotive Yard Boxes will be blocked and in possession of the Engineering Department between the times named.

ALL PASSENGER TRAFFIC BETWEEN CHALONER WHIN JUNCTION AND LOCOMOTIVE YARD BOXES WILL BE WORKED ON THE UP AND DOWN LEEDS LINES.

The Goods traffic between North Junction and Holgate Bridge will not be interfered with.

A ballast train will work between the P. Way Yard and Locomotive Yard Box during the day as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 18th April,

Continued.

LOCOMOTIVE YARD SIGNAL-BOX, YORK.

At 6-0 a.m., the connection from the old shed line leading to the Leeds Down Main line via No. 107 points will be dispensed with.

Flagmen will be provided.

At the same time the new engine shed pits will be opened for the reception of N.E. engines and the water crane at the south end will also be available.

As the turntable will not be ready for use until the 25th April, N.E. engines requiring to turn must use the Clifton Sheds, Old Sheds or pass round the triangle via North Junction and Holgate Bridge, as may be most convenient.

Until further notice, Foreign Companies' engines will continue to be stabled as at present. Any of these which cannot get to and from the old engine sheds via the back line behind No. 14 platform must travel to and from their trains via North Junction and Holgate Bridge.

The following alterations will be made in the signalling arrangements :—

The existing ground disc signal at present reading Backing—From Down Main—To Old Engine Shed, to Up Leeds, or Up Doncaster will now read :—Backing—From Down Main—To Up Leeds or Up Doncaster.

SIGNALS DISPENSED WITH.

From No. 14 Platform—To Old Engine Shed.
From No. 7 Platform—To Old Engine Shed.
From No. 6 Platform—To Old Engine Shed.
From No. 5 Platform—To Old Engine Shed.
From Up Main—To Old Engine Shed.
From No. 4 Platform—To Old Engine Shed.
From Old Engine Shed—To Down Leeds Main.
From Old Engine Shed—To Down Main.
From Old Engine Shed—To No. 4 Platform.

All other signals will remain unaltered

CLIFTON SIGNAL BOX, YORK.

6-0 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of cleaning and overhauling.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions

BETWEEN RASKELF AND ALNE.

10-0 a.m. to about 5-0 p.m., the signal $\frac{12}{1}$ will be thrown out of use for repairs.

The distant arm on $\frac{12}{2}$ post will remain at danger.

A flagman will be stationed at signal $\frac{12}{1}$ to act for that signal during the time it is out of use.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 18th April,

Continued.

DARLINGTON.

6-0 a.m. to 5-0 p.m., ballasting Down main line between Darlington North and Parkgate Junction. The Engineer will have possession of Down Independent between these boxes and all down traffic will have to run on the Main line.

BETWEEN LITTLEBURN COLLIERY AND RELLY MILL JUNCTION BOXES, DURHAM.

12-5 a.m. to about 7-0 p.m., fixing trestles under waybeams on Langley Moor Viaduct. Both lines will be in possession of the Engineer after the passing of the 11-20 p.m. passenger train ex Newcastle on Saturday 17th April, until 7-0 p.m. Sunday 18th April except that single line working by pilotman will be in operation between Littleburn Colliery and Relly Mill Junction boxes on the Down line and Up line alternately for the passing of the following :—

3-35 a.m. and 3-45 a.m. passenger trains ex York.

10-10 a.m. passenger train ex Newcastle.

ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST BE RUN VIA LEAMSIDE AND SHINCLIFFE. THROUGH EAST COAST TRAINS DIVERTED VIA LEAMSIDE AND SHINCLIFFE MUST BE RUN VIA KING EDWARD BRIDGE EAST LOOP AND GREENSFIELD JUNCTION IN BOTH DIRECTIONS, IN ORDER TO AVOID REVERSING THE TRAINS AT NEWCASTLE.

Pilotman and flagmen will be provided by the Engineer

Signalmen to be on duty at Littleburn Colliery and Relly Mill Junction boxes during the progress of the work.

An engine with steam cranes and wagons will leave Park Lane, Gateshead, at 10-30 p.m. on Saturday, the 17th April, for Littleburn Colliery via Team Valley, returning thence by the same route at about 7-0 p.m. on Sunday, the 18th April.

BETWEEN LOW FELL AND BIRTLEY.

10-0 a.m. to about 9-0 p.m., painting Lamesley Station, Allerdene Wagonway and Allerdene Road Bridges. Flagmen will be provided by the Engineer. The main or fast lines between Low Fell and Birtley will be closed and all traffic will be worked over the slow lines.

Low Fell Station box to be open during the progress of the work.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 18th April,

Continued.

No. 1 BOX, CENTRAL STATION, NEWCASTLE.

12-5 a.m. to about 5-0 p.m., renewal of points and crossings.

Nos. 4 and 5 platform lines will be closed during the progress of the work.

Flagmen will be provided by the Engineer.

NORTH SIGNAL-BOX, TWEEDMOUTH.

6-0 a.m. to 5-0 p.m., renewing points. The Up line will be blocked and single line working by pilotman will be in operation on the Down line between Tweedmouth South and Berwick Junction boxes.

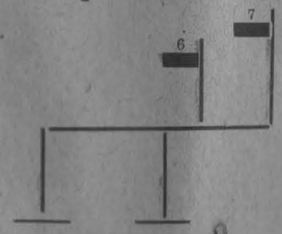
Pilotman and flagmen will be provided by the Engineer.

STATION SIGNAL-BOX, SOUTH GOSFORTH.

12-5 a.m. to 5-0 p.m., erecting signals. Flagmen will be provided by the Engineer. A signalman to be on duty during the progress of the work.

At about 4-0 p.m. the following new signals will be brought into use, viz. :—

6. **Main Up to Relief Siding.**
7. **Up Home.**



Erected as shewn on the Up side of the line, about 95 yards south of the box.

SIGNALS DISPENSED WITH.

Up to Relief Siding. Up Home.

No. 5 SIGNAL-BOX, CARLISLE.

9-0 a.m. to about 1-0 p.m., taking deflections of Crown Street Bridge. The lines will be blocked between trains.

BETWEEN PELAW JUNCTION AND BROCKLEY WHINS JUNCTION.

7-0 a.m. to 2-0 p.m., fixing smoke troughs on Springwell Bridge. Flagmen will be provided by the Engineer.

CLIFF HOUSE SOUTH JUNCTION SIGNAL-BOX, WEST HARTLEPOOL.

At 10-0 a.m. the signal "58, Branch to Furnace siding" will in future be worked as "Branch to Down Independent No. 1, or to Furnace siding."

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 18th April,

Continued.

STATION SIGNAL-BOX, BILLINGHAM.

8-30 a.m. to about 6-0 p.m., erecting and removing signals. A signalman to be on duty during the progress of the work. Flagmen will be provided by the Engineer.

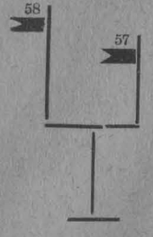
A West Hartlepool engine and guard will assist.

At about 4-0 p.m. the following new and altered signals will be brought into use, viz. :—

56. Outer Home from West Hartlepool.

Erected on the Up side of the line, about 760 yards north-east of the box.

58. Passenger Up Distant.
57. West Hartlepool to Goods Distant.



Removed and re-erected as shewn on the Up side of the line, about 1,560 yards north-east of the box.

WANSFORD CROSSING SIGNAL-BOX, DRIFFIELD.

12-1 a.m. to about 6-0 p.m., the Signalling Department will have possession of this signal-box for the purpose of putting in a new interlocking apparatus.

All signals will stand at danger, and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

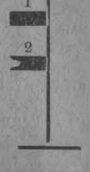
Signalman to be on duty.

The point and signal connections at present worked from Depots signal-box will now be worked from this signal-box.

The following will be the new signalling arrangements.

Up Distant signal.

A double armed signal fixed on the Up side of the line about 680 yards east of the signal-box, which will read :—



1. Up Home (*worked from North signal-box*).
2. Up Distant.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

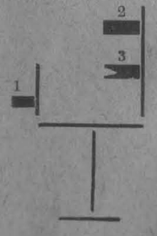
Sunday, 18th April,

Continued.

WANSFORD CROSSING SIGNAL-BOX, DRIFFIELD—*Continued.*

Up Auxiliary Distant signal.

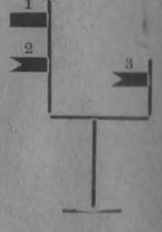
A double bracketed signal fixed on the Up side of the line about 580 yards east of the signal-box, which will read :—



1. From Up Main—To Up Siding (*worked from North signal-box.*
2. Up Starting—Main (*worked from North signal-box*).
3. Up Auxiliary Distant.

Up Home signal.

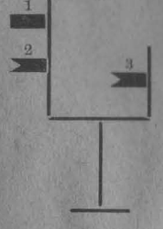
A double bracketed signal fixed on the Up side of the line about 100 yards east of the signal-box, which will read :—



1. Up Home.
2. Up Distant—To Hull (*worked from Junction signal-box*).
3. Up Distant—To Market Weighton (*worked from Junction signal-box*).

Up Starting signal.

A double bracketed signal fixed on the Up side of the line about 115 yards west of the signal-box, which will read :—



1. Up Starting.
2. Up Auxiliary Distant—To Hull (*worked from Junction signal-box*).
3. Up Auxiliary Distant—To Market Weighton (*worked from Junction signal-box*).

Down Distant signal—From Hull.

The lower notched arm fixed under the Junction signal-box Down home signal from Hull, about 745 yards west of the signal-box.

Sunday, 18th April,

Continued.

WANSFORD CROSSING SIGNAL-BOX, DRIFFIELD—*Continued.*

Down Distant signal—From Market Weighton.

The lower notched arm fixed under the Junction signal-box Down home signal from Market Weighton, about 745 yards west of the signal-box.

Down Auxiliary Distant signal.

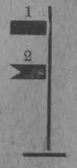
The lower notched arm fixed under the Junction signal-box Down advance signal, about 495 yards west of the signal-box.

Down Outer Home signal.

A single armed signal fixed on the Down side of the line, about 270 yards west of the signal-box.

Down Inner Home signal.

A double armed signal fixed on the Down side of the line, about 130 yards west of the signal-box, which will read :—



1. Down Inner Home.
2. Down Distant (*worked from North signal-box*).

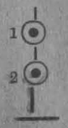
Down Starting signal.

A double armed signal fixed on the Down side of the line, about 15 yards west of the signal-box, which will read :—

1. Down Starting.
2. Down Auxiliary Distant (*worked from North signal-box*)

Shunting Signals.

Two ground disc signals fixed one above the other on the Down side of the line, about 135 yards east of the signal-box, which will read :—



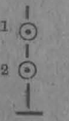
1. Backing—Down Main—To Up Siding.
2. Backing—Down Main—To Up Main.

Sunday, 18th April,

Continued.

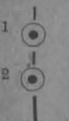
WANSFORD CROSSING SIGNAL-BOX, DRIFFIELD—*Continued.*

Two ground disc signals fixed one above the other at the points on the Down siding, about 135 yards east of the signal-box, which will read :—



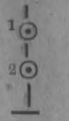
1. From Down Siding—To Up Siding.
2. From Down Siding—To Up Main.

Two ground disc signals fixed one above the other between the Up and Down main lines, about 5 yards east of the signal-box, which will read :—



1. Backing—Up Main—To Down Siding.
2. Backing—Up Main—To Down Main.

Two ground disc signals fixed one above the other at the points on the Up siding about 5 yards east of the signal-box, which will read :—



1. From Up Siding—To Down Siding.
2. From Up Siding—To Down Main.

A ground disc signal fixed at the points on the Down main about 45 yards east of the signal-box, which will read :—Backing—Down Main—To Down Siding.

A ground disc signal fixed at the points on the Down siding, opposite the signal-box, which will read 1 :—From Down Siding—To Down Main.

A small semaphore signal fixed at the points on the Up siding opposite the signal-box, which will read :—From Up Siding—To Up Main.

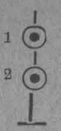
A ground disc signal fixed at the points on the Up main, about 45 yards west of the signal-box, which will read :—Backing—Up Main—To Up Siding.

Sunday, 18th April,

Continued.

WANSFORD CROSSING SIGNAL-BOX, DRIFFIELD—*Continued.*

Two ground disc signals fixed one above the other at the points on the Down main, about 185 yards west of the signal-box, which will read :—



1. Backing—Down Main—To Up Main.
2. Backing—Down Main—To Down Siding.

A ground disc signal fixed at the points on the Up main, about 235 yards west of the signal-box, which will read :—Backing—Up Main—To Down Main.

A ground disc signal fixed at the points on the Down siding, about 240 yards west of the signal-box, which will read :—From Down Siding—To Down Main.

A ground disc signal fixed at the points on the Up siding, about 225 yards west of the signal-box, which will read :—From Up Siding—To Up Main.

A ground disc signal fixed at the points on the Up main, about 280 yards west of the signal-box, which will read :—Backing—Up Main—To Up Siding.

DEPOTS SIGNAL-BOX, DRIFFIELD.

The following alterations will be made in the signalling arrangements at this place :—

The existing signal-box will now become a gate-box only, and the level crossing gates will be controlled from the gate-box, which will be released from Wansford Crossing signal-box.

All point and signal connections, will now be worked from Wansford Crossing signal-box, the signals from that box protecting the Depot Crossing.

A new signal for shunting to and from the Depots will be fixed immediately east of the crossing.

NORTH SIGNAL-BOX, DRIFFIELD.

The following alterations will be made in the signalling arrangements at this place :—

Down Distant signal.

The existing Down Distant signal will now become the Down Auxiliary Distant signal, and the lower notched arm fixed on the Wansford Crossing signal-box Down Inner Home signal will become the Down Distant signal.

All other signals will remain unaltered.

Sunday, 18th April,

Continued.

JUNCTION SIGNAL-BOX, DRIFFIELD.

The following alterations will be made in the signalling arrangements at this place :—

Up Distant signals.

The existing Up Distant signals will become the Up Auxiliary Distant signals, and the lower-notched arms fixed on the Wansford Crossing signal-box Up Home signals will become the Up Distant signals, as described in the notice for that signal-box.

All other signals will remain unaltered.

BRAMHOPE TUNNEL.

Renewing a portion of the Down line, near to and inside of Bramhope Tunnel, Leeds end.

The Down line between Moseley and Arthington South Junction will be blocked and in possession of the Engineering Department after the passing of the 7-20 a.m. Leeds to Harrogate passenger train, until completion of the work about 6-0 p.m., and single line working by pilotman will be in operation on the Up line between the points named.

Signalmen at Moseley, Arthington South and Long Siding boxes to be on duty during the time the work is in progress.

Flagmen and men to wedge points where necessary will be provided by the Engineering Department.

In order to facilitate the carrying out of the work it is essential that all trains should run as near booked times as possible.

A ballast train will leave Starbeck for the Tunnel at 6-30 a.m., returning about 6-0 p.m., and during the day will occupy the Up line between the running of ordinary traffic.

CARDIGAN ROAD SIGNAL-BOX, HEADINGLEY.

In connection with laying water main under the Railway near Cardigan Road, temporary waybeams will be put under both lines.

The Engineering Department will have possession of the Up line between Headingley Station and Cardigan Road boxes from 6-0 a.m. until the work is completed on the Up line about noon, and possession of the Down line between the same points, from noon until the whole of the work is completed about 5-0 p.m.

Sunday, 18th April.

Continued.

CARDIGAN ROAD SIGNAL-BOX, HEADINGLEY—*Continued.*

During the time the Up line is blocked all traffic will be worked on the Down line as a single line by pilotman, and whilst the Down line is blocked, the traffic will be worked on the Up line as a single line by pilotman.

Flagmen will be provided.

Signalmen at Cardigan Road, Headingley Station, and gateman at Headingley Gates to be on duty dnring the time the work is in progress.

A special train will leave Starbeck for Headingley at 5-30 a.m., returning to Starbeck about 5-0 p.m.

Signalmen at Stonefall, Pannal Junction, Rigton Crossing, Arthington South and Moseley, to be on duty to pass the special in both directions.

For speed restriction see page 345.

LEEDS NEW STATION—EAST END.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, re-alignment of cross-over road and No. 60 points from Goods line to No. 6 through road.

Flagmen will be provided.

BETWEEN MARSH LANE AND LEEDS.

From about 2-0 p.m. to 5-0 p.m., testing of bridges between the running of ordinary trains.

Flagmen will be provided.

Signalman at Marsh Lane Station to be on duty during the time the work is in progress.

Monday, 19th April.

ESPARTO WAREHOUSE SIDINGS, GROUND FRAME, TYNE DOCK.

At 8-0 a.m. the following new signal will be brought into use, viz. :—

6. **Down to Warehouse Backover.**

Erected on the Down side of the line, about 70 yards north of the frame.

Monday, 19th April,

Continued.

CHURCH STREET SIGNAL-BOX, WEST HARTLEPOOL.

At 10-0 a.m. the following new signal will be brought into use, viz. :—

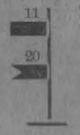
No. 3 Independent to Up Goods Distant.

Erected on the Up side of No. 3 Independent, about 430 yards east of the box.

STEEL WORKS SIGNAL-BOX, WEST HARTLEPOOL.

At 10-0 a.m. the following new signals will be brought into use, viz. :—

11. **Down Home.**
20. **Down Distant** (*worked from Mainsforth Crossing*).

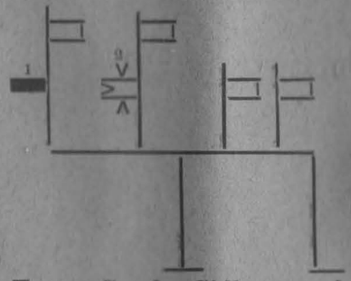


Erected as shewn on the Down side of the line, about 60 yards south of the box.

COAL HILL GROUND FRAME, WEST HARTLEPOOL DOCKS.

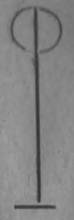
At 10-0 a.m. the following new signals will be brought into use, viz. :—

1. **To Jetties and Tay Bridge, signal No. 1.**
2. **Distant to Spouts (not in use).**



Erected as shewn on the Up side of the line, about 346 yards south of the frame.

From Goods Sidings and Van Road Shunting Disc (*to be worked by Shunters*).



Erected as shewn between the Van Road and Coal Hill line, about 22 yards north of the ground frame.

SIGNAL DISPENSED WITH—

Distant to Jetties and Tay Bridge.

Monday, 19th April,

Continued.

BURLEY JUNCTION (O. & I. Joint).

Commencing at 9-0 a.m., the Home signal for the Up Main line, applicable to trains and engines going towards Otley, will be removed and dispensed with, and the Home signal for the Up Main line, applicable to trains and engines going towards Guiseley, will apply to trains and engines approaching on the Up Main line and going towards Otley or Guiseley.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Mexborough, Nos. 1 and 3 Boxes.—Sunday, 18th April, 6 0 a.m. to 5-0 p.m., relaying Swinton Curve, Mexborough. Up and Down. Mexborough No. 1 box to be open.

Between Wath and Mexborough.—Until further notice. 6-0 a.m. to 5-0 p.m. daily. Repairing ballast wall of Midland Railway overbridge at Mexboro West Junction. 14¾ and 15 mileage. **Trains to reduce speed to 10 miles per hour,** Up and Down lines.

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop,

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice. subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Leeds Central Station.—Sunday, 18th April, 7-0 a.m. to about 7-0 p.m., renewing piping and underground wires in connection with electric track circuits. All 7 platform roads affected.

Bridge Junction, Doncaster.—Sunday, 18th April, 6-0 a.m. to about 6-0 p.m., lifting and repairing crossing work in Up and Down Fast lines. **Speed of trains must not exceed 15 miles per hour.**

Between Sand Bank and Bridge Junction, Doncaster.—Sunday, 18th April, 6-0 a.m. to about 6-0 p.m., repairing arch and piers of Balby Bridge, the work affecting the Up and Down Fast lines.

Scaffolding fixed over lines and ladders in use.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge. No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

While the cylinders for the foundations of the stancheons next the Main lines are being sunk, these cylinders will sometimes be 8 inches within the usual construction gauge. Drivers and guards to be careful.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles..

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Snaith and Cowdall.—Sunday, 18th April, Up and Down lines. Drawing rails back, between trains. Flagmen will be out.

Crigglestone and Haigh (Woolley Tunnel).—Sunday, 18th April, 6-0 a.m. to 6 0 p.m., relaying Up line. The Up line will be blocked and traffic worked over the Down line between Crigglestone Station box and Haigh box.

Wakefield, between Whithams and Calder Bridge Boxes.—Sunday, 18th April, 6-0 a m. to 6-0 p.m., relaying points and crossings. The Down Main line will be blocked and traffic worked over the Down Loop line between Wakefield East box and Calder Bridge box.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Beverley Siding Box.—Open 6-0 a.m. Monday to 7-45 a.m. Sunday.

Wakefield, between Oakenshaw Junction and Calder Bridge Junction.—Relaying Up line.

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Notices Relating to the permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the**

exhibition of a green hand signal at once reduce speed to 15 miles per hour at the following places :—

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Coole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.
Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Midland Company's Notices.

Between Swinton South box and Swinton Junction.—Sunday, 18th April to Thursday, 22nd April, relaying 43 chains Down Slow line. Friday, 23rd April to Thursday, 29th April, relaying 45 chains Up Slow line.

Swinton.—Sunday, 18th April, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Down Slow line between Swinton South Box and Swinton Junction, for relaying purposes. Mr. Simmons will make the necessary arrangements.

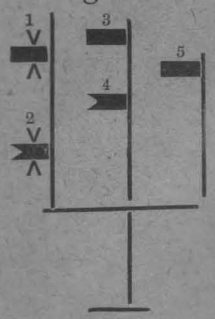
FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Between Kirkstall and Holbeck.—Sunday, 18th April, from about 10-0 a.m. until the work is completed, the Engineer will have possession of the Up Main line between Armley Station and Armley Bridge Sidings, for the purpose of laying in points and crossings. During the operation, single line working will be adopted on the Down Main and Down Passenger lines between Armley Bridge Sidings and Kirkstall Junction. Mr. Hawkins will make the necessary arrangements, and appoint a Pilotman.

Between Armley and Leeds.—Sunday, 18th April, from 6-0 a.m. until the work is completed (about 10-0 a m.) the Engineer will have possession of the Down Main line at Wortley Junction, for the purpose of laying in points and crossings. During the operation, single line working will be adopted on the Up Fast, Up Slow, and Up Main lines between Armley Bridge Sidings and Whitehall Junction, and between Wortley Junction (Mid.) and Wortley Junction (N.E.) Mr. Hawkins will make the necessary arrangements, and appoint a pilotman.

Wortley Junction.—On Monday, 19th April, commencing at 10-30 a.m., the home signals for the Down Slow line, worked from Wortley Junction, and the lower Distant arm on the left-hand post worked from Armley Bridge Sidings, will be superseded by a new five-armed bracket signal as shewn by the following diagram :—



1 and 2 will not be brought into use until further notice.
3.—Wortley Junction Down Slow line home signal to Midland Down Main line.
4.—Armley Bridge Sidings distant signal.
5.—Wortley Junction Down Slow line home signal to N.E. line.

Goose Hill Junction, Normanton.—On Sunday, 18th April, commencing at 7-0 a.m., some of the points and signals will be disconnected from the signal-box for repairs.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3350.

General Superintendent's Office,

YORK, 22nd April, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 24th April, 1909,

TO

SATURDAY MIDNIGHT, 1st May, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines)	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Ferryhill to Newcastle, via Leamside.		
Park Lane Junction, Gateshead ..	15 miles	Taking out foundations for Coulthards Lane Bridge. Warning boards as per Rule 253 e) are fixed as follows :— One 547 yards west of bridge for Up line. One 880 yards east of bridge for Down line.
Morpeth to Backworth.		
North End of Seaton Delaval Station	15 miles	Pitfall. Warning boards as per rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
Leeds to Hartlepool.		
Cardigan Road box, Headingley ..	15 miles	Laying water main under railway near Cardigan Road box. Warning boards as per rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.
Burton Salmon to Dearne Junction.		
Between Ferrybridge Junction and Brotherton Quarry boxes Willow Garth Bridge No. 10, at 1 mile, 1,895 yards	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :— One 960 yards north of bridge at north end of Brotherton tunnel, applicable to Up line. One 880 yards south of bridge, at north end of Ferrybridge Station, applicable to Down line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York(between Holgate Bridge, Locomotive Yard and Water-works boxes)	Alterations at York Station	All lines	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Between Low Beaumont Hill and Bradbury	Re-cushioning	Up and Down	
Browney Colliery, Croxdale	Relaying from 2¼ miles to 3¼ miles	Down	
Between Littleburn Colliery and Relly Mill Junction boxes, Durham	Fixing trestles under waybeams, Langley Moor Viaduct	Up and Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Low Fell	Relaying from 77¼ miles to 77¾ miles	Up Fast line.	
	Ferryhill to Newcastle, via Leamside.		
Between Washington and Usworth	Relaying from 72½ miles to 73¼ miles	Down	
	Newcastle to Berwick.		
Plessey	Relaying from 11¼ miles to 11½ miles	Down	
Between Stannington and Morpeth	Relaying from 14½ miles to 15¼ mls.	Down	
Between Widdrington and Longhirst	Relaying from 21¾ miles to 22¼ miles	Up	
Lucker	Relaying from 48¼ miles to 49 miles	Down	
Belford	Relaying from 51 miles to 52 miles	Down	
	Alnwick to Coldstream.		
Between Alnwick and Edlingham	Relaying from 29 miles to 32 miles	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Heaton to Tynemouth.		
Howdon-on-Tyne ..	Relaying from 3 miles to 3½ miles...	Up	
	Newcastle to Carlisle.		
Scotswood Station ...	Slewing from 2¼ miles to 2¾ miles and rebuilding platform wall	Down	
Haydon Bridge.....	Relaying from 27¾ miles to 28¼ miles	Up	
Between Haydon Bdg. and Bardon Mill	Relaying from 30½ miles to 31 miles	Up	
Between Gilsland and Low Row	Relaying from 44¾ miles to 45½ miles	Down	
	Scotswood to North Wylam.		
Between North Wylam and Heddon-on-Wall	Relaying from 4½ miles to 5¾ miles	Up	
	Pelaw to Sunderland.		
Monkwearmouth ...	Relaying from 7¼ miles to 7½ miles	Up	
Between East Boldon and Monkwearmouth	Relaying from 7½ miles to 8 miles	Down	
Sunderland North Tunnel	Renewing points and crossings ...	Up and Down	
	Sunderland to Castle Eden.		
Sunderland Station South End	Renewing points and crossings ...	Up and Down	
Sunderland South Tunnel	Relaying from 8½ miles to 8¾ miles	Up and Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
Brancepeth	Resleepering from 8¼ to 8¾ miles ...	Down	
	South Dock to Seaham.		
Ryhope Dene ...	Relaying between 86 and 86½ miles	Down	
	West Hartlepool to Ferryhill.		
Castle Eden Cutting	Relaying from 6¼ miles to 6½ miles	Down	
Castle Eden Station ...	Relaying from 7 miles to 7¼ miles...	Up	
Castle Eden Junction Curve	Re-sleepering from 7½ miles to 8 miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
	Bishop Auckland to Barnard Castle.		
Cockfield	Re sleepering from 16½ mls. to 17 mls.	Down	
Bluestone Cutting ..	Re-sleepering from 21¼ mls. to 22 mls.	Single	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles	Single	
Atygill	Renewal of catch points at 35 miles	Up	
Cellerens, between Kirkby Stephen and Barras	Relaying from 36 miles to 37 miles	Up	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ..	Up	
Stockton Cut... ...	Relaying from 10½ miles to 11 miles	Down Passenger	
,, ,, ...	Relaying from 10¾ miles to 11 miles	Up Passenger	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Re-sleepering from 16 mls to 16½ mls	Up	
,, ,, ...	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Ormesby	Relaying from 1¾ miles to 2¾ miles	Up	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49½ mls.	Single	
West Cliff	Relaying from 20½ miles to 20¾ miles	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Hartburn Curve, Stockton	Re-sleepering from 0 mile to ½ mile	Down	
Billingham	Re-sleepering from 8¼ miles to 8½ miles	Down	
,, ...	Relaying from 8 miles to 8¼ miles ...	Up	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Leeds to Hull.		
Between Hagg Lane and Thorpe Gates...	Slag Ballasting	Up and Down	
	Church Fenton to Harrogate.		
Between Dragon Junction and Harrogate	Relaying from 18½ miles to 19 miles	Up	
	York to Scarborough.		
Between Barton Hill and Kirkham Abbey	Relaying from 11 miles to 11¼ miles and from 12 miles to 12¾ miles	Down	
Between Castle Howard and Huttons Ambo	Relaying from 16¾ miles to 18 miles	Down	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	
	Otley and Ilkley Joint Line.		
Between Otley and Burley	Relaying from ¼ mile to 1 mile ...	Down	
	.. ,, ¼ .. ½ ,, ...	Up	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 369.

YORK STATION—SOUTH END.

Until further notice, Platform line No. 3 will be thrown out of use together with all signals in and out of same, for the purpose of reconstructing platform.

CARLISLE.

6-0 a.m. to 5-30 p.m. each day, Monday 26th to Friday, 30th April, inclusive, the Up and Down Goods lines between Dentonholme South Junction and No. 3 box (Caledonian) will be blocked between trains for the purpose of repairing permanent way at Dentonholme North Junction.

LEVEL CROSSING BOX, EVENWOOD.

10-0 a.m., Monday, 26th April, to about 3-0 p.m., Tuesday, 4th May, renewing gates and removing ground frame. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post Drivers must keep a good look out for hand signals

For speed restriction see page 369.

EAST SIGNAL-BOX, LEEDS.

Until further notice the Signalling Department will be engaged renewing point connections as opportunity occurs until completion of the work.

In connection with this work, some of the signals may be left at danger, and it will be necessary, therefore, for drivers to keep a good look out and be prepared to receive instructions from ground flagmen.

A good look out must also be kept for men working on the ground.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BEVERLEY STATION.

Renewal of station roofing. All concerned to keep a good look out when approaching the station.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
		HULL TO SCARBOROUGH.				
Hull	Victoria Crossing	Up Distant from Scarborough	1	159	Up	To act under Signalman's instructions at Walton St.
,, ...	Cottingham Junction	Down Distant from Hull	1	423	Down	
,, ...	,,	Down Distant from Hessle Road Junct.	1	374	Down	To act under Signalman's instructions at Newingt'n
Beverley ...	Station ...	Up Distant ...	1	352	Up	To act under Signalman's instructions at Beverley Jc
,, ...	Junction ...	Up Distant from Scarborough	1	447	Up	
,, ...	,,	Down Distant from York	1	527	Down	

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 25th April.

BETWEEN FERRYBRIDGE, PONTEFRACT AND ACKWORTH.

6-45 a.m. to about 5-30 p.m., loading spoil between Ferrybridge and Pontefract and in Ackworth Cutting.

Flagmen will be provided by the Engineering Department.

Signalman at Ferrybridge to be on daty from 6-45 a.m. until completion of the work there about 8-30 a.m.

Signalman at Pontefract South to be on duty from 6-45 a.m. until completion of the work about 5-30 p.m.

Signalman at Ackworth to be on duty from 8-0 a.m. until completion of the work about 5-30 p.m.

A ballast train will leave York at 6-0 a.m., Ferrybridge at 7-0 a.m., and Ackworth at 8-0 a.m. returning to York when work is completed about 5-30 p.m.

BETWEEN COLTON SIGNAL-BOX, COPMANTHORPE AND BOLTON PERCY.

The Up Normanton line between Chaloner Whin Junction, York and Bolton Percy will be blocked after the passing of the 7-55 a.m. passenger train ex York until about 6-30 p.m. for the purpose of clearing away the clay from the slip at Brumber Hill Cutting between Copmanthorpe and Bolton Percy.

Signalman at Bolton Percy to be on duty.

Flagmen will be provided by the Engineering Department.

A ballast train will leave York at 8-0 a.m., arrive Brumber Hill Cutting at 8-25 a.m., and return to York when the work is completed about 6-30 p.m.

COLTON CROSSING AND COPMANTHORPE.

8-0 a.m. to about 7-0 p.m., between the running of ordinary traffic, re-rivetting crossings at Colton Crossing and Copmanthorpe.

Flagmen will be provided.

Signalman at Colton box to be on duty during the time the work is in progress.

BETWEEN HOLGATE BRIDGE AND LOCOMOTIVE YARD SIGNAL-BOXES, YORK.

6-0 a.m. to about 6-0 p.m. the Signalling Department will be engaged erecting signal bridges between the Holgate Bridge and Locomotive Yard signal-boxes, and for this purpose will have possession of the lines as required and to suit traffic working.

All signals will stand at danger and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 25th April,

Continued.

BETWEEN BISHOPHOUSE JUNCTION & ALNE STATION.

6-0 a.m. to about 6-0 p.m., the Telegraph Department will be engaged overhauling the motors on the Automatic Signals between the abovenamed points. Traffic will not be interfered with. Drivers to keep a sharp look out for hand signals on the ground.

No. 1 JUNCTION, FERRYHILL.

6-0 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineering Department will be engaged re-tabbing switches.

Flagmen will be provided.

BETWEEN LOW FELL AND BIRTLEY.

10-0 a.m. to about 9-0 p.m., painting Lamesley Station, Allerdene Wagonway, and Allerdene Road Bridges. Flagmen will be provided by the Engineer. The Main or Fast lines between Low Fell and Birtley will be closed and all traffic will be worked over the Slow lines.

Low Fell Station box to be open during the progress of the work.

PARK LANE JUNCTION BOX, GATESHEAD.

6-0 a.m. to 4-0 p.m., repairing points and crossings on Goods lines. The work will be carried out between trains. Flagmen will be provided by the Engineer.

BETWEEN BERWICK CENTRAL AND TWEEDMOUTH NORTH BOXES.

After the passing of the 4-57 a.m. express passenger train ex Newcastle to 6-0 p.m., repairing parapet of Royal Border Bridge Berwick.

The Down line will be closed and single line working by pilotman will be in operation on the Up line between Berwick Central and Tweedmouth North boxes. Pilotman and flagmen will be provided by the Engineer.

An engine with crane and wagons of material will leave Tweedmouth at 6-0 a.m. for the Bridge, returning thence at about 6-0 p.m.

SCOTSWOOD STATION.

6-0 a.m. to about 7-0 p.m., alteration to girders on under line bridge at east end of station. The Down line between Delaval and Blaydon East boxes will be closed and single line working by pilotman will be in operation on the Up line. Pilotman and flagmen will be provided by the Engineer. Signalmen to be on duty at Delaval and Scotswood Junction boxes during the progress of the work.

An engine with steam crane and wagons will leave Park Lane, Gateshead, at 5-30 a.m. for Scotswood and return thence about 7-0 p.m.

Sunday, 25th April,

Continued.

BETWEEN WALBOTTLE AND NEWBURN STATION BOXES.

6-45 a.m. to about 4-20 p.m., stone ballasting. Both lines will be in possession of the Engineer during the progress of the work except that single line working by pilotman will be in operation between Walbottle and Newburn Station boxes on the Down line for the passing of the following trains :—

1-30 p.m. passenger train ex Newcastle.

2-5 p.m. passenger train ex North Wylam.

Pilotman and flagmen will be provided by the Engineer.

Walbottle and Newburn Station boxes to be open during the progress of the work.

An engine and van will leave Hexham at 6-0 a.m. for Newburn via West Wylam Colliery Junction, returning thence at about 4-20 p.m.

West Wylam Colliery Junction and North Wylam Station boxes to be open to pass the special in both directions.

DENTONHOLME NORTH JUNCTION, CARLISLE.

From 6-0 a.m. until the work is completed, the Up and Down Goods lines between Dentonholme South Junction and No. 3 box (Caledonian) will be blocked for the purpose of relaying permanent way at Dentonholme North Junction.

All Up and Down Goods traffic will be worked by way of Citadel Station.

For further notice of work at this place see page 374.

No. 5 SIGNAL-BOX, CARLISLE.

7-0 a.m. to 5-30 p.m., repairing point connections. Drivers to be prepared to work to hand signals.

STATION SIGNAL-BOX, MONKSEATON.

12-5 a.m. to about 6-0 p.m., cleaning and repairing locking. Signals will stand at danger and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

A signalman to be on duty during the progress of the work.

WEST SIGNAL-BOX, BISHOP AUCKLAND.

6-0 a.m. to about 6 0 p.m., between the running of ordinary trains, the Engineering Department will have possession of all lines for the purpose of renewing the points and crossings.

Flagmen will be provided.

Signalman to be on duty during the progress of the work.

Sunday, 25th April,

Continued.

BRAMHOPE TUNNEL.

Renewing a portion of the Down line, near to and inside of Bramhope Tunnel, Leeds end.

The Down line between Moseley and Arthington South Junction will be blocked and in possession of the Engineering Department after the passing of the 7-20 a.m. Leeds to Harrogate passenger train. until completion of the work about 6-0 p.m., and single line working by pilotman will be in operation on the Up line between the points named.

Signalmen at Moseley, Arthington South and Long Siding boxes to be on duty during the time the work is in progress.

Flagmen and men to wedge points where necessary will be provided by the Engineering Department.

In order to facilitate the carrying out of the work it is essential that all trains should run as near booked times as possible.

A ballast train will leave Starbeck for the Tunnel at 6-30 a.m., returning about 6-0 p.m., and during the day will occupy the Up line between the running of ordinary traffic.

EAST SIGNAL-BOX, LEEDS.

6-0 a.m to about 4-30 p.m. the interlocking will be disconnected for the purpose of renewing point connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

For further notice of work at this place, see page 374.

EAST BOX, MARSH LANE.

6-0 a.m. to 5-0 p.m., between the running of ordinary traffic, changing sleepers in crossings, Up and Down Main lines. Flagmen will be provided.

PARAGON STATION YARD, HULL.

6-0 a.m. to about 4-0 p.m. the Engineer will have possession of Nos. 1, 2 and 3 platforms, A and B lines, and the North Sidings, between Park Street Bridge and Park Street signal-box, for the purpose of cleaning out the old formation, draining and putting in a new gravelly formation.

Sunday, 25th April,

Continued.

PARAGON STATION YARD, HULL—*Continued.*

Signalman at Park Street box to be on duty during the time the work is in progress.

The work will commence at 6-0 a m., and in connection with it, an engine and train of empty wagons will leave Hessle Road Junction (Hull) for the site of the work, and after the spoil is loaded up, probably about 11-30 a.m., the engine and train of spoil will return to Hessle Road Junction; subsequently a train of gravel will be attached at Chalk Lane Sidings, and the special will then return to the site of the work, where it will remain until completion, probably about 3-30 p.m., when it will finally return to Hessle Road Junction, leaving its wagons, etc., in the Chalk Lane Sidings; the engine afterwards going into Dairycoates Shed.

Signalmen at Hessle Road and Anlaby Road Junctions, and gatemen at Chalk Lane, St. George's Road and Anlaby Road Crossings to be on duty to pass the special in each direction.

VICTORIA CROSSING SIGNAL-BOX, HULL.

6-0 a.m. to about 6-0 p m., the interlocking will be disconnected for the purpose of renewing the bed timbers.

All signals will stand at danger, and the traffic will be cond cted by flagmen provided by the Engineering Dep rtment, under the signalman's instructions

Signalman to be on duty during the time the work is in progress.

No. 18 BRIDGE, NEAR GIPSY RACE, BRIDLINGTON.

8-30 a.m. to about 5-30 p.m. the Engineer will have possession of the Up line for the purpose of fixing two new bedstones at the abovenamed bridge. Ordinary traffic will not be interfered with.

Flagmen will be provided.

Monday, 26th April

NORTH SIGNAL-BOX, MANORS NORTH.

At 9-0 a.m. the following new signals will be brought into use, viz. :—

20. Down Advanced Starting.
A. Down Distant (*worked from Jesmond Station box*).

Erected as shewn on the Down side of the line, about 270 yards north of the box.

Monday, 26th April,

Continued.

STATION SIGNAL-BOX, CHEVINGTON.

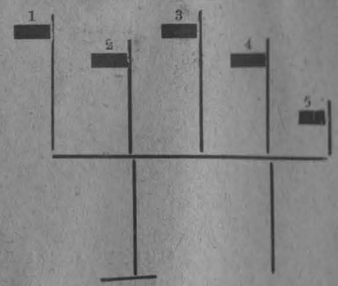
At 10-0 a.m. the Main to Up Independent backover signal will be dispensed with.

ALBERT HILL JUNCTION SIGNAL-BOX, NORTH ROAD, DARLINGTON.

The following alterations will be made in the signalling arrangements at this place :—

Up Independent and Shunting Line signals.

The existing double bracketed signal will be dispensed with, and replaced by a quintuple bracketed signal fixed about the same site, which will read :



1. Up Independent — To Down Goods Line.
2. Up Independent — To Goods Yard.
3. Shunting Line—To Down Goods Line.
4. Shunting Line—To Goods Yard.
5. Shunting Line — To Shunting Neck.

All other signals will remain unaltered.

Tuesday, 27th April.

OTTRINGHAM BAULK LEVEL CROSSING.
(Between Ottringham and Winestead).

The following alterations will be made in the signalling arrangements at this place :—

A new ground frame fixed on the Up side of the line immediately west of the level crossing will be brought into use, together with the following additional signals :—

Up Distant signal.

A new single-armed signal fixed on the Up side of the line, about 620 yards east of the ground frame.

Down Distant signal.

A new single-armed signal fixed on the Down side of the line, about 620 yards west of the ground frame.

The level crossing gates will now be interlocked with the signals.

All other signals will remain unaltered.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Mexborough, Nos. 1 and 3 Boxes.—Sunday, 25th April, 6-0 a.m. to 5-0 p.m., relaying Swinton Curve, Mexborough. Up and Down lines will be blocked. Mexborough No. 1 box to be open.

Between Wath and Mexborough.—Until further notice. 6-0 a.m. to 5-0 p.m. daily. Repairing ballast wall of Midland Rai way overbridge at Mexboro West Junction. 14¾ and 15 mileage. **Trains to reduce speed to 10 miles per hour,** Up and Down lines.

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop,

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice. subsidence through colliery workings. 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Leeds Central Station.—Sunday, 25th April, 6-0 a.m. to about 6-0 p.m., between trains. Renewing underground piping and cables in connection with insulated track circuits. All 7 platform lines affected.

Between Sand Bank and Bridge Junction, Doncaster.—Sunday, 25th April, 6-0 a.m. to about 6-0 p.m., repairing arch and piers of Balby Bridge. Up and Down Fast lines affected. Scaffolding fixed over lines and ladders in use.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge No 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster. Construction of new overbridge by Doncaster Corporation. All lines affected.

While the cylinders for the foundations of the stancheons next the Main lines are being sunk, these cylinders will sometimes be 8 inches within the usual construction gauge. Drivers and guards to be careful.

Lofthouse.—Reconstruction of overbridge No. 15 at north end of station, up and down lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 18¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Beverley Siding Box.—Open 6-0 a.m. Monday to 7-45 a.m Sunday.

Wakefield, between Oakenshaw Junction and Calder Bridge Junction.—Relaying Up line.

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations Subsidences from Coal Workings, &c., drivers must keep a sharp look-out **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Between Lightcliffe and Wyke.—Relaying.—Down line.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Goole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour

Between Wakefield and Normanton—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour

Midland Company's Notices.

Between Swinton Junction and Swinton South box.—Sunday, 25th April to Thursday, 29th April, relaying 45 chains Up Slow line.

Swinton.—Sunday, 25th April, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Up Slow line between Swinton Junction and Swinton South Box, for relaying purposes. Mr Simmons will make the necessary arrangements.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Between Armley and Leeds.—Sunday, 25th April, from 6-0 a.m. until the work is completed, the Engineer will, between the running of trains, have possession of the Main lines between Armley and Holbeck Stations, for the purpose of making alterations in the permanent way. Mr. Hawkins will make the necessary arrangements.

On the same day, commencing at 6-0 a m., the following alterations will be made :—

The two sidings alongside the Down Main line between Wortley Junction and the new Armley Station signal-box will be brought into use as Up and Down Slow lines, making the Up and Down Slow lines continuous between the new Armley Station signal-box and Wortley Junction. The present Up and Down Main lines between the new Armley Station signal-box and Wortley Junction will be named "Fast lines."

The present connection between the Down Main line and the Armley goods yard with slip points forming the crossover road, will be superseded by a new connection with slip points a short distance further north.

New junctions between the Up and Down Fast and Up and Down Slow lines, and between the Up and Down Slow lines and the N.E. Railway, at Wortley Junction, will be brought into use.

The present Armley Station and Armley Bridge Sidings signal boxes will be closed, and the new signal box over the sidings on the Up side of the line at the south end of Armley goods yard, will be brought into use and named "Armley Station box."

The arrangement of lines and signals between Armley and Holbeck Stations will be as shewn on the diagram dated 21st April, a copy of which will be supplied to each person concerned.

Whitehall Junction—On the same day the directing signals on the girder near the signal box, applicable to trains and engines approaching on the Up Slow line and going towards Leeds on the Up Slow line and towards Hunslet, will be removed and dispensed with.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Referring to Rule 38 of the Block Telegraph Regulations, on and from Sunday, April 25th, **the Armley Station Box Up Main line signals, applicable to trains and engines going forward on the Up Fast and Up Slow lines will be worked independently of the Wortley Junction Up Fast and Up Slow line Distant signals and the Wortley Junction Down Fast and Down Slow line signals will be worked independently of the Armley Station Down Fast and Down Slow line distant signals.**

Drivers must not exceed a speed of 15 miles an hour over Wortley Junction when running between the Fast and Slow lines and between the Fast lines and the N.E. Railway, 20 miles an hour when running over the junction in any other direction, and 20 miles an hour when running to or from the Slow lines at Armley Station Junction.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3370.

General Superintendent's Office,

YORK, 6th May, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 8th May, 1909,

TO

SATURDAY MIDNIGHT, 15th May, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour	Remarks.
Normanton to Newcastle.		
Langley Moor Viaduct, between Littleburn Colliery and Bridge House Junction boxes, Durham	30 miles	Repairs to Bridge. Warning boards as per rule 253 e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Ferryhill to Newcastle, via Leamside.		
Park Lane Junction, Gateshead ..	15 miles	Taking out foundations for Coulthards Lane Bridge. Warning boards as per Rule 253 (e) are fixed as follows :— One 547 yards west of bridge for Up line. One 880 yards east of bridge for Down line.
Morpeth to Backworth.		
North End of Seaton Delaval Station	15 miles	Pitfall. Warning boards as per rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Staithes Viaduct, between Staithes and Grinkle	4 miles	Renewal of Viaduct. A warning board as per rule 253 (e) is fixed ¼ mile from the Grinkle end of the Viaduct for Down Trains. All Up trains must stop at Staithes and be warned by the signalman, when tablets are exchanged.
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
Leeds to Hartlepool.		
Cardigan Road box, Headingley ..	15 miles	Laying water main under railway near Cardigan Road box Warning boards as per rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.
Burton Salmon to Dearne Junction.		
Between Ferrybridge Junction and Brotherton Quarry boxes Willow Garth Bridge No. 10, at 1 mile, 1,395 yards	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows :— One 960 yards north of bridge at north end of Brotherton tunnel, applicable to Up line. One 880 yards south of bridge, at north end of Ferrybridge Station, applicable to Down line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Water-works boxes)	Alterations at York Station	All lines	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
„	Relaying from 40 miles to 43 miles	Up	
Between Low Beaumont Hill and Bradbury	Re-cushioning	Up and Down	
Browney Colliery, Croxdale	Relaying from 2¼ miles to 3¼ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Low Fell	Relaying from 77¼ miles to 77¾ miles	Up Fast line.	
	Ferryhill to Newcastle, via Leamside.		
Between Washington and Usworth	Relaying from 72½ mls. to 73¼ mls. and from 78¾ miles to 74¼ miles	Down	
	Newcastle to Berwick.		
Plessey	Relaying from 11¼ miles to 11½ miles	Down	
Between Stannington and Morpeth	Relaying from 14½ miles to 15¼ mls.	Down	
Between Widdrington and Longhirst	Relaying from 21¾ miles to 22¼ miles	Up	
Between Longhoughton and Little Mill	Relaying from 38¼ mls. to 38¾ mls.	Up	
Belford	Relaying from 51 miles to 52 miles	Down	
	Alnwick to Coldstream.		
Whittingham ...	Relaying from 26¼ mls. to 26¾ mls.	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Heaton to Tynemouth.		
Howdon-on-Tyne ...	Relaying from 3 miles to 3½ miles ...	Up	
	Newcastle to Carlisle.		
Between Haydon Bdg. and Bardon Mill	Relaying from 30½ miles to 31½ miles	Up	
Between Gilsland and Low Row	Relaying from 44¾ miles to 45½ miles	Down	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up	
	Scotswood to North Wylam.		
Between North Wylam and Heddon-on-Wall	Relaying from 4½ miles to 5¾ miles	Up	
	Pelaw to Sunderland.		
Sunderland North Tunnel	Renewing points and crossings ...	Up and Down	
	Sunderland to Castle Eden.		
Sunderland Station South End	Renewing points and crossings ...	Up and Down	
Sunderland South Tunnel	Relaying from 8½ miles to 8¾ miles	Up and Down	
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Brancepeth	Resleepering from 8¼ to 8¾ miles ...	Down	
	South Dock to Seaham.		
Ryhope Dene ...	Relaying between 86 and 86½ miles	Down	
	West Hartlepool to Ferryhill.		
Hart Station	Relaying from 2¾ miles to 3 miles ...	Down	
Hesleden Bank ...	Relaying from 4¼ miles to 4½ miles	Down	
Castle Eden Cutting	Relaying from 6¼ miles to 6½ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
	Bishop Auckland to Barnard Castle.		
Cockfield	Re sleepering from 16½ mls. to 17 mls.	Down	
Bluestone Cutting ...	Re-sleepering from 21¼ mls. to 22 mls.	Single	
Coal Road	Relaying from 22½ miles to 22¾ mls.	Single	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ..	Single	
Atygill	Renewal of catch points at 35 miles	Up	
Cellerens, between Kirkby Stephen and Barras	Relaying from 36 miles to 37 miles	Up	
	Kirkby Stephen to Penrith.		
Between Warcop and Appleby	Relaying from 47¼ miles to 48 miles	Single	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ..	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48½ mls. to 49½ mls.	Single	
West Cliff	Relaying from 20½ miles to 20¾ miles	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ..	Up	
Billingham	Re-sleepering from 8¼ miles to 8½ miles	Down	
,, ...	Relaying from 8 miles to 8¼ miles ...	Up	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Leeds to Hull.		
Between Hagg Lane and Thorpe Gates	Slag Ballasting	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¼ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Harrogate.		
Between Dragon Junction and Harrogate	Relaying from 18½ miles to 19 miles	Up	
	York to Scarborough.		
Between Barton Hill and Kirkham Abbey	Relaying from 11 miles to 11½ miles and from 12 miles to 12¾ miles	Down	
Between Castle Howard and Huttons Ambo	Relaying from 16¾ miles to 18 miles	Down	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¼ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	
	Otley and Ilkley Joint Line.		
Between Otley and Burley	Relaying from ¼ mile to 1 mile ...	Down	
	,, ,, ¼ ,, ½ ,, ...	Up	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 415.

YORK STATION—SOUTH END.

Until further notice, Platform line No. 3 will be thrown out of use together with all signals in and out of same, for the purpose of reconstructing platform.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

WEST SIGNAL-BOX, BISHOP AUCKLAND.

Until further notice, all points and crossings in West Branch, Nos. 22, 23, 24, 25, 26 and 27 will be disconnected. Traffic will be conducted by flagmen provided by the Engineer.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

For speed restriction see page 415.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post Drivers must keep a good look out for hand signals.

For speed restriction see page 415.

EAST SIGNAL-BOX, LEEDS.

Until further notice the Signalling Department will be engaged renewing point connections as opportunity occurs until completion of the work.

In connection with this work, some of the signals may be left at danger, and it will be necessary, therefore, for drivers to keep a good look out and be prepared to receive instructions from ground flagmen.

A good look out must also be kept for men working on the ground.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BETWEEN SPEETON AND HUNMANBY.

Until further notice the Engineer will be engaged adjusting curves, Up and Down lines being affected. Engine drivers and all concerned must keep a sharp look-out for hand signals, and be prepared to act accordingly.

Sunday, 9th May.

BETWEEN ACKWORTH AND PONTEFRACT.

6-0 a.m. to about 5-0 p.m., repairs to bridge No. 26.

The Down line between Ackworth and Pontefract South will be blocked from 6-0 a.m. to 12-0 noon, and single line working by pilotman will be in operation on the Up line.

The Up line will be blocked from 12-0 noon to 5-0 p.m., and single line working by pilotman will be in operation on the Down line.

The Engineering Department will provide pilotman, flagmen and men to wedge points.

Signalmen at Ackworth and Pontefract South to be on duty during the time the work is in progress.

A ballast train will leave York at 5-0 a.m., arrive Ackworth 6-0 a.m., returning to York on completion of the work about 5-0 p.m.

ULLESKELF.

8-0 a.m. to about 7-0 p.m., between the running of ordinary traffic, lifting and packing waybeams at Bridge No. 17 over River Wharfe at Ulleskelf.

Flagmen will be provided.

CHALONER WHIN JUNCTION SIGNAL-BOX, YORK.

6.0 a.m. to about 4-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Sunday, 9th May,

Continued.

0.3370

HIGH JUNCTION SIGNAL-BOX, NORTHALLERTON.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

BETWEEN STATION & BROWNEY COLLIERY SIGNAL-BOXES, CROXDALE.

5-30 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineer will be engaged collecting materials between the above named boxes. Flagmen will be provided.

A special will leave Ferryhill at 5-30 a.m., running as required.

BETWEEN LITTLEBURN COLLIERY & RELLY MILL JUNCTION BOXES, DURHAM.

12-5 a.m. to about 7-0 p.m., renewing impost stones, Langley Moor Viaduct. Both lines will be in possession of the Engineer after the passing of the 11-20 p.m. passenger train ex Newcastle, on Saturday, 8th May, except that single line working by pilotman will be in operation between Littleburn Colliery and Relly Mill Junction boxes on the Down and Up lines alternately, for the passing of the following :—

3-35 a.m. and 3-45 a.m. passenger trains ex York.

10-10 a.m. passenger train ex Newcastle.

ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST BE RUN VIA LEAMSIDE AND SHINCLIFFE. THROUGH EAST COAST TRAINS DIVERTED VIA LEAMSIDE AND SHINCLIFFE MUST BE RUN VIA KING EDWARD BRIDGE EAST LOOP AND GREENSFIELD JUNCTION IN BOTH DIRECTIONS IN ORDER TO AVOID REVERSING OF TRAINS AT NEWCASTLE.

Pilotman and flagmen will be provided by the Engineer.

Signalmen to be on duty at Littleburn Colliery and Relly Mill Junction boxes during the progress of the work.

An engine with steam cranes and wagons will leave Park Lane, Gateshead, at 10-30 p.m. on Saturday, 8th May, for Littleburn Colliery, via Team Valley, returning thence by the same route at about 7-0 p.m. on Sunday, 9th May.

For speed restriction see page 414.

Sunday, 9th May.

Continued.

BETWEEN LOW FELL AND BIRTLEY.

10-0 a.m. to about 9-0 p.m., painting Derwent Crook Farm, Allerdene Road, and Allerdene Wagonway Bridges. Flagmen will be provided by the Engineer. The slow lines between Low Fell and Birtley will be closed and all traffic worked over the Fast lines.

ARGYLE STREET SIGNAL-BOX, MANORS.

12-30 a.m. to 12-0 noon, cleaning and overhauling switch chamber gear.

The electric current will be switched off between Pandon Dene Substation and Argyle Street during the progress of the work and between Pandon Dene Substation and Riverside Junction to allow temporary cables to be fixed to bridge over section gaps, and afterwards to restore the lines to normal condition. The Engineer will provide men for this purpose.

SOUTH SIGNAL-BOX, ALNMOUTH.

8-0 a.m. to about 5-0 p.m., altering point rodding, removing signals, &c. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

Signalman to be on duty during the progress of the work.

An Alnmouth engine and guard will assist in the work.

STATION SIGNAL-BOX, PEGSWOOD.

12-5 a.m. to about 4-0 p.m., renewing interlocking frame and wall boxes. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. A signalman to be on duty during the progress of the work.

At about 4-0 p.m., a new connection between the Colliery sidings and Main Up, by points about 35 yards north of the box, with the following new signals will be brought into use, viz. :—

6. Up to Depot Backover.

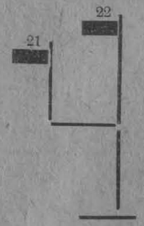
Erected on the Up side of the line, about 242 yards south of the box.

Sunday, 9th May,

Continued.

STATION SIGNAL-BOX, PEGSWOOD—*Continued.*

21. From Depot.
22. Up Starting.

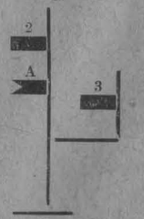


Erected as shewn on the Up side of the line, about 180 yards south of the box.

24. Up Home.

Erected on the Up side of the line, about 12 yards north of the box.

2. Down Home.
A. Down Distant (*worked from Ashington Junction box*).
3. Up to Colliery Backover.



Erected as shewn on the Down side of the Main Down, about 45 yards south of the box.

23. Colliery to Up.

Erected on the Down side of the Main Down, about 45 yards north of the box.

4. Colliery to Down.

Erected on the Down side of the Main Down, about 117 yards north of the box.

19. Down to Colliery Backover.

Erected on the Down side of the Main Down, about 177 yards north of the box.

5. Down Starting (*also worked as Down Home from Ashington Junction box*)

Erected on the Down side of the line, about 755 yards north of the box.

SIGNALS DISPENSED WITH.

Intermediate Main Down. **Down Home.**
From Colliery Siding. **To Depot Siding.**
Up Advanced Starting. **Up Home.**
Down Distant (*worked from Ashington Junction box*).
Intermediate Down Distant (*worked from Ashington Junction box*).

The present Main line crossover will also be dispensed with.

Sunday, 9th May,

Continued.

STATION SIGNAL-BOX, HEPSCOTT.

12-1 a.m. to 12-0 midnight, renewing gate connections. The distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

BETWEEN WALBOTTLE AND NEWBURN STATION BOXES.

6-45 a.m. to about 4-20 p.m., stone ballasting. Both lines will be in possession of the Engineer during the progress of the work, except that single line working by pilotman will be in operation between Walbottle and Newburn Station boxes on the Down line for the passing of the following trains :—

1-30 p.m. passenger train ex Newcastle.

2-5 p.m. passenger train ex North Wylam.

Pilotman and flagmen will be provided by the Engineer.

Walbottle and Newburn Station boxes to be open during the progress of the work.

An engine and van will leave Hexham at 6-0 a.m. for Newburn, returning thence at about 4-20 p.m.

West Wylam Colliery Junction and North Wylam Station boxes to be open to pass the special in both directions.

BETWEEN MONKWEARMOUTH STATION & SUNDERLAND NORTH BOXES.

6-0 a.m. to 5-0 p.m., renewing facing points in Sunderland North Tunnel.

The work will be carried out between trains.

Signalman to be on duty at Sunderland North box during the progress of the work.

BETWEEN WEARMOUTH JUNCTION & STATION SIGNAL-BOXES, MONKWEARMOUTH.

7-0 a.m. to 5-30 p.m., painting Portobello Bridge. Flagmen will be provided by the Engineer.

BETWEEN BROCKLEY WHINS JUNCTION AND EAST BOLDON JUNCTION BOXES.

8-0 a.m. to 4-0 p.m., between trains, repairs to Pontop Crossings.

Signalman to be on duty at Pontop Crossing box during the progress of the work.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 9th May,

Continued.

BETWEEN RYHOPE GRANGE JUNCTION AND RYHOPE COLLIERY JUNCTION BOXES.

6-0 a.m. to 5-0 p.m., fixing additional timbers on Salterfen Lane Bridge.

The 7-45 a.m. passenger train ex West Hartlepool will enter the goods yard at Ryhope Station box and Ryhope Colliery Junction box must be open to allow the train to pass on to the Seaham Down line.

WEAR BRIDGE, EAST OF STANHOPE.

5-0 a.m. to 6-30 p.m., between the running of ordinary trains, the Engineering Department will be engaged renewing the girder bedstones of the Wear bridge.

Signalman at Stanhope Junction to be on duty during the progress of the work.

A special will leave Bishop Auckland at 5-0 a.m., returning about 6-30 p.m. The enginemen and guard will not be required on duty between 9-0 a.m. and 3-0 p.m.

Signalmen to be on duty at Bishop Auckland West, Wear Valley Junction, Witton West, Witton-le-Wear, Harperley, Stanners Close, Wolsingham, Bishopley Junction and Broadwood to pass the special in both directions.

WEST SIGNAL-BOX, BISHOP AUCKLAND.

4-0 a.m. to 9-0 a.m., the Engineering Department will have possession of the Up line, and from 9-0 a.m. to 5-0 p.m., possession of all lines for the purpose of renewing the points and crossings.

Single line working by pilotman will be in operation on the Down line between Etherley Station and Bishop Auckland West and on the Down Mineral line between Bishop Auckland West and East boxes for the passing of the 6-55 a.m. passenger train ex Stanhope and 8-40 a.m. passenger train ex Darlington.

The former train after arrival at the East box will be set back to the platform for station duties. The 8-40 a.m. ex Darlington will run direct to the platform, and after station duties are completed the train will be set back to East box and proceed on its journey on the Down Mineral line.

Pilotman, flagmen and men to wedge points will be provided by the Engineering Department.

Signalman at West box to be on duty during the progress of the work.

For further notice of work at this place see page 420.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 9th May,

Continued.

BILLINGHAM STATION.

6-0 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineering Department will renew the Up line through the station, and the Down line will be used by bogie for conveying the old material clear of the platform. Flagmen will be provided.

Signalman to be on duty during the progress of the work.

BOWESFIELD JUNCTION, THORNABY.

6-0 a.m. to 6-0 p.m., renewal of junction and Nos. 59 and 62 points. The Up Passenger line from Thornaby East to Stockton Cut will be in possession of the Engineer during the time named, and Up Passenger trains, after station duties are completed at Thornaby, will be set back at East box to the Up Mineral line, and be worked on that line to Stockton Cut box.

Signalmen at Stockton Cut, Bowesfield Junction and Thornaby East to be on duty during the progress of the work.

Flagmen and men to wedge points which become facing will be provided by the Engineering Department.

SUSSEX STREET CROSSING, MIDDLESBROUGH.

8-0 a.m. to 5-0 p.m., the Up Mineral line will be in possession of Engineer for the purpose of renewal of rail. Gateman at Sussex Street Crossing to be on duty.

STAITHES VIADUCT.

4-0 a.m. to 5-0 p.m., erection of girders at Staithes Viaduct. The line will be in possession of Engineer. Flagmen will be provided.

In connection with this work, a special with two steam cranes, wagons, etc., will leave Old Coach Shops Yard, Hopetown, Darlington for Staithes Viaduct at 1-30 a.m.

Engine to be out at 1-0 a.m. to marshal special.

Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle and Staithes to be on duty to pass special in both directions, and at Staithes during the progress of the work.

The engine will be required at the Viaduct until 5-0 a.m., when it will run to Whitby, returning to the Viaduct at 3 0 p.m.

Signalmen to be on duty at Hinderwell, Kettleness and West Cliff to pass engine in both directions.

The special will leave Staithes for Darlington at 5-0 p.m.

For speed restriction see page 415, and for further notice of work at this place see page 420.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 9th May,

Continued.

CANAL SIGNAL-BOX, LEEDS.

6-0 a.m. to about 4-0 p.m., between the running of ordinary traffic, renewing No. 47 points leading to turntable.

Engines requiring to turn must be worked to turntable from West box.

Flagmen will be provided.

EAST SIGNAL-BOX, LEEDS.

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of renewing point connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

For further notice of work at this place see page 420.

WEST SIGNAL-BOX, LEEDS.

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of renewing point connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

HAMBLETON STATION AND THORPE GATES, SELBY.

7-0 a.m. to about 6-0 p.m., between the running of ordinary traffic, lifting the Up and Down lines 4 inches through the level crossing gates and platforms, Hambleton Station.

At the same time dirty ballast will be loaded from Thorpe Hall Gates to the junction to Goole at Thorpe Gates. Flagmen will be provided.

Signalmen at Hambleton and Thorpe Gates to be on duty during the time the work is in progress.

A ballast train will leave York, via Sherburn, at 6-0 a.m., arrive Thorpe Gates 7-0 a.m., returning to York, via Sherburn, on completion of the work about 6-0 p.m.

Signalman at Sherburn Junction to be on duty to pass the return ballas train.

The engine will run to Selby for water at noon.

Signalman at Wistow Junction to be on duty to pass the engine in both directions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 9th May,

Continued.

STADDLETHORPE STATION.

7-0 a.m. to 5-0 p.m., the Engineer will have possession of the Down Slow and Down Fast lines between the running of ordinary trains for the purpose of altering the position of smoke plates on road bridge. Ordinary traffic will not be interfered with. Flagmen will be provided.

Signalman at Staddlethorpe Junction to be on duty during the time the work is in progress.

BETWEEN OXMARDIKE CROSSING AND STADDLETHORPE JUNCTION BOXES.

7-20 a.m. to about 7-30 p.m., the Engineer will have possession of the Down Fast line for the purpose of fixing bedstones at No. 26 Warping Drain Bridge and all Down trains between these hours will be worked on the Down Slow line between Staddlethorpe Junction and Oxmardike Crossing boxes. Flagmen will be provided.

PARAGON STATION YARD, HULL.

5-30 a.m. to about 3-0 p.m., the Engineer will have possession of Nos. 4 and 5 platform lines for the purpose of cleaning out and reballasting the Paragon Yard.

Signalmen at Park Street and Paragon Yard boxes to be on duty during the time the work is in progress.

In connection with this work, an engine and train of ballast will leave Hessle Road Junction, Hull, at about 5-30 a.m. for Paragon Station, where the engine will remain during the day, working amongst traffic as convenient, until about 3-0 p.m., when it will return to Hessle Road Junction and Dairycoates shed.

Signalmen at Hessle Road Junction and Anlaby Road Junction, and gatemen at Chalk Lane, St. George's Road and Anlaby Road Crossings to be on duty to pass the special in each direction.

Sunday, 9th May,

Continued.

BETWEEN PATRINGTON AND WITHERNSEA.

6-45 a.m. to about 5-0 p.m., the Engineer will have possession of Up and Down lines between the running of ordinary traffic for the purpose of erecting a trestle under the Cattle Arch at 17 miles 629 yards. Ordinary traffic will not be interfered with. Flagmen will be provided.

Signalmen at Patrington and Withernsea to be on duty during the time the work is in progress.

In connection with the work, an engine will leave Dairycoates shed at 5-0 a.m., and after attaching crane and vans at Chalk Lane sidings, proceed to Paragon Station. Workmen will be picked up at the latter place, and at 6-0 a.m. the engine, &c, will leave Paragon for the site of the work. On completion of the work, about 5-0 p.m, the special will return to Hull, Paragon Station, the engine immediately afterwards going into Dairycoates shed.

Signalmen at Hessle Road Junction, Anlaby Road Junction, West Parade Junction, Park Street, Paragon Yard, Botanic Gardens, Stepney, Sculcoates Station, Wilmington Junction, Dansom Lane, Southcoates, Marfleet, Hedon, Rye Hill, Keyingham, Ottringham and Winestead; and Catemen and Catewomen at Chalk Lane, St. George's Road, Anlaby Road, Botanic Gardens, Park Road, Stepney, Wilmington, Southcoates, Southcoates Lane, Marfleet, Preston, Magdalene, Burstwick, Keyingham, and Ottringham Balk to pass the train in both directions.

BETWEEN BARTON HILL AND KIRKHAM ABBEY.

4-30 a.m. to about 7-0 p.m., renewing Bridge No. 6 at 12 miles 652 yards.

From 4-30 a.m. to 12-0 noon, the Up line between Kirkham Abbey and Barton Hill will be blocked, and, if necessary, single line working by pilotman will be in operation on the Down line from 6-0 a.m. to 12-0 noon.

From 12-0 noon to 7-0 p.m., the Down line between Barton Hill and Kirkham Abbey will be blocked, and single line working by pilotman will, if necessary, be in operation on the Up line.

The Engineering Department will provide flagmen and men to wedge points.

Signalmen at Kirkham Abbey, Howsham, and Barton Hill, to be on duty from 6-0 a.m. until completion of the work about 7-0 p.m.

A special train conveying men and materials will leave York at 5-10 a.m., arrive Barton Hill 5-50 a.m., returning to York on completion of the work about 7-0 p.m.

Monday, 10th May.

STATION SIGNAL-BOX, HEPSCOTT.

12-1 a.m. to 12-0 midnight, renewing gate connections. The distant signals will be disconnected and stand at danger and the level crossing will be protected by groundmen provided by the Engineer.

FLASS JUNCTION SIGNAL-BOX, WATERHOUSES.

8-30 a.m. to 12-0 midnight, transferring connections from old to a new box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

OLD TOWN JUNCTION SIGNAL-BOX, MIDDLESBROUGH.

The following alterations will be made in the signalling arrangements at this place :—

Down Distant signal—Independent.

The existing signal will be dispensed with and forthwith taken down.

All other signals will remain unaltered.

Tuesday, 11th May.

STATION SIGNAL-BOX, HEPSCOTT.

12-1 a.m to about 4-0 p.m., renewing gate connections. The distant signals will be disconnected, and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

FLASS JUNCTION SIGNAL-BOX, WATERHOUSES.

12-1 a.m. to 12-0 midnight, transferring connections from old to a new box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

Wednesday, 12th May.

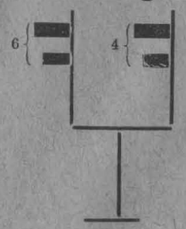
FLASS JUNCTION SIGNAL-BOX, WATERHOUSES.

12-1 a.m. to about 3-0 p.m., transferring connections from old to a new box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

At 3-0 p.m., the present signal-box will be closed, and all signals worked therefrom dispensed with, except the Up Distant which will be operated from the new box.

At the same time the new box, erected on the Up side of the line, about 20 yards east of the old one will be opened, from which the following signals will be worked, viz. :—

6. Calling-on and from Flass Colliery No. 1 signals.
4. Calling-on and from Hamsteels Colliery No. 1 signals.



Erected as shewn on the Up side of the Colliery lines, about 404 yards south-west of the box.

7. From Flass Colliery signal No. 2.

Erected on the Down side of the Colliery line, about 100 yards south-west of the box.

5. From Hamsteels Colliery No. 2 signal.

Erected on the Up side of the Colliery lines, about 99 yards south-west of the box.

1. Down Distant.

Erected on the Down side of the line, about 884 yards west of the box.

3. From Siding.
2. Down Home.

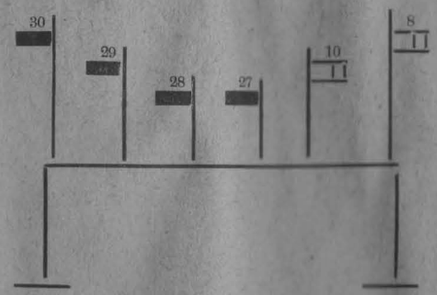
Erected as shewn on the Down side of the line, about 82 yards west of the box.

Wednesday, 12th May,

Continued.

FLASS JUNCTION SIGNAL-BOX, WATERHOUSES—*Continued.*

30. Up Advanced Starting.
29. To Siding.
28. To Hamsteels Colliery.
27. To Flass Colliery.
10. Down to Independent.
8. Down Starting.



Erected as shewn across the line, about 15 yards east of the box.

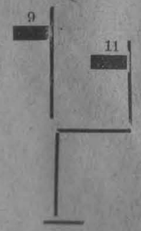
31. Independent to Up.

Erected on the Up side of the Independent, about 129 yards east of the box.

33. Up Starting.

Erected on the Down side of the line, about 128 yards east of the box.

9. Down Advanced Starting (*controlled from Ground Frame*).
11. Independent to Down (*worked from Ground Frame and controlled from box*).



Erected as shewn on the Down side of the line, about 407 yards east of the box.

34. Calling-on and Up Home (*controlled by Ground Frame*).

Erected on the Up side of the line, about 486 yards east of the box.

All other connections hitherto worked from the old box will, in future, be worked from the new one.

The present ground frame, and its connections will be dispensed with, and a new one erected about 2 yards farther east will be brought into use, from which the Independent points and from Independent signal will be worked.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Mexborough Nos. 2 and 3 Boxes.—Sunday, 9th May, 6-0 a.m. to 6-0 p.m., relaying 10 to 10¼ mileage. The Up line between the abovenamed points will be absolutely blocked, and during this time all traffic will be worked over the Down line in charge of pilotman.

Mexborough, Nos. 1 and 3 Boxes.—Until further notice, relaying Swinton Curve. Up and Down lines.

Kilnhurst.—Until further notice, 6-0 a.m. to 6-0 p.m. daily, repairing overbridge 8½ and 8¾ mileage. Up and Down.

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Leeds Central Station.—Sunday, 9th May, 6-0 a.m. to about 6-0 p.m., between trains. Cleaning sand, etc., off insulated track circuits and oiling electric bars. All seven platform lines affected.

Lofthouse.—Sunday, 9th May, 6-0 a.m. to 6-0 p.m., between trains. Cleaning and painting bridge No. 15, north end of station. Up and Down lines affected. Ladders and trestles will stand on lines between trains as required.

Lofthouse.—Until further notice, painting overbridge No. 15, north end of station. Up and Down lines affected.

Between Wrenthorpe North and Lofthouse.—Until further notice, examining underbridge No. 12. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and repairing and painting Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Lightcliffe and Wyke.—Sunday, 9th May, 6-0 a.m. to 6-0 p.m., relaying Down line. The Down line will be blocked and traffic worked over the Up line between Lightcliffe Station box and Wyke Junction box. Both boxes will be open.

Halifax.—Sunday, 9th May, 8-0 a.m. to 5-30 p.m, painting underside of Horton Street Bridge. Flagmen will be out.

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Sunday, 9th May, 6-0 a.m. to 6-0 p.m. Relaying Up and Down South lines (L. & N.W.). The Up and Down South lines will be blocked and traffic worked over the Up and Down North lines between Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.). Heaton Lodge Junction box will be open.

Horbury Junction Water Troughs.—Sunday, 9th May, 6-0 a.m. until completed. Relaying Up line. The Up line will be blocked and traffic worked over the Down line between Horbury Junction box and Hoist box, Wakefield. Thornes box and Hoist box, Wakefield, will be open.

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Beverley Siding Box.—Open 6-0 a.m. Monday to 7-45 a.m. Sunday.

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Between Lightcliffe and Wyke.—Relaying.—Down line.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Goole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week. **Speed of trains to be reduced to 15 miles per hour.**

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.
Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.
Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

London & North Western Company's Notices.

Between Clifton and Lowther, and Penrith. 49½ and 49¾ mile posts.—Sunday, 9th May, taking out logs under lines at Yanwath, Penrith water scheme. The Up line will be blocked from 12-0 noon until finish of work, during which time all traffic will work over Down line at speed **not exceeding 10 miles per hour** when passing the work.

Monday, 10th May. In connection with same work, trains must not exceed **30 miles per hour** when passing, on this day.

Midland Company's Notices.

Bradford.—Sunday, 9th May, from 4-30 a.m. until the work is completed, the Engineer will have possession of Nos. 1, 2 and 3 platform lines in the Bradford Passenger Station, for relaying purposes. Mr. Hawkins will make the necessary arrangements.

Bradford Station.—Sunday, 9th May to Wednesday, 26th May. Relaying 66 chains, Platform lines.

Between Methley and Woodlesford.—Thursday, 13th May to Wednesday, 19th May, relaying 1 mile. Down line.

Between Shipley and Bradford.—Until further notice, the Engineer will be engaged painting bridges between Shipley and Bradford.

Between Armley and Hunslet.—Until further notice, the Engineer will be engaged painting bridges between Armley and Hunslet.

Amended Notice.

Between Armley and Leeds.—Drivers must not exceed a speed of 20 miles an hour when running to or from the Slow lines at Armley Station Junction.

Drivers must not exceed a speed of 15 miles an hour over Wortley Junction when running to or from the N.E. Railway or crossing between the Fast and Slow lines and 20 miles an hour when running over the junction in any other direction.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3380.

General Superintendent's Office,

YORK, 13th May, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 15th May, 1909,

TO

SATURDAY MIDNIGHT, 22nd May, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Langley Moor Viaduct, between Littleburn Colliery and Bridge House Junction boxes, Durham	30 miles	Repairs to Bridge. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Ferryhill to Newcastle, via Leamside.		
Park Lane Junction, Gateshead ..	15 miles	Taking out foundations for Coulthards Lane Bridge. Warning boards as per Rule 253 (e) are fixed as follows:— One 547 yards west of bridge for Up line. One 880 yards east of bridge for Down line.
Morpeth to Backworth.		
North End of Seaton Delaval Station	15 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Staithes Viaduct, between Staithes and Grinkle	4 miles	Renewal of Viaduct. A warning board as per Rule 253 (e) is fixed ½ mile from the Grinkle end of the Viaduct for Down Trains. All Up trains must stop at Staithes and be warned by the signalman, when tablets are exchanged.
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
Leeds to Hartlepool.		
Cardigan Road box, Headingley ..	15 miles	Laying water main under railway near Cardigan Road box. Warning boards as per rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.
Burton Salmon to Dearne Junction.		
Between Ferrybridge Junction and Brotherton Quarry boxes Willow Garth Bridge No. 10, at 1 mile, 1,895 yards	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:— One 960 yards north of bridge at north end of Brotherton tunnel, applicable to Up line. One 880 yards south of bridge, at north end of Ferrybridge Station, applicable to Down line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Water-works boxes)	Alterations at York Station	All lines	
Between York and Poppleton Junction.	Relaying from ¾ miles to 1¼ miles ...	Down	
Thirsk	Relaying from 22 miles to 22½ miles	Up and Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Between Low Beaumont Hill and Bradbury	Re-cushioning	Up and Down	
Browney Colliery, Croxdale	Relaying from 2¼ miles to 3¼ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Low Fell	Relaying from 77¼ miles to 77¾ miles	Up Fast line.	
	Ferryhill to Newcastle, via Leamside.		
Between Washington and Usworth	Relaying from 72½ mls. to 73¼ mls. and from 73¾ miles to 74¼ miles	Down	
	Newcastle to Berwick.		
Plessey	Relaying from 11¼ miles to 11½ miles	Down	
Between Stannington and Morpeth	Relaying from 14½ miles to 15¼ mls.	Down	
Between Widdrington and Longhirst	Relaying from 21¾ miles to 22¼ miles	Up	
Between Warkworth and Alnmouth	Relaying from 33½ miles to 34¾ miles	Down	
Between Longhoughton and Little Mill	Relaying from 38¼ mls. to 38¾ mls.	Up	
Belford	Relaying from 51 miles to 52 miles	Down	
	Alnwick to Coldstream.		
Whittingham ...	Relaying from 26¼ mls. to 26¾ mls.	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Heaton to Tynemouth.		
Howdon-on-Tyne ...	Relaying from 3 miles to 3½ miles ...	Up	
	Newcastle to Carlisle.		
Blaydon	Relaying from 3¾ miles to 4 miles ...	Down	
Between Haydon Bdg. and Bardon Mill	Relaying from 30½ miles to 31½ miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up	
	Scotswood to North Wylam.		
Between North Wylam and Heddon-on-Wall	Relaying from 4½ miles to 5¾ miles	Up	
	Pelaw to Sunderland.		
Sunderland North Tunnel	Renewing points and crossings ...	Up and Down	
	Sunderland to Castle Eden.		
Sunderland Station South End	Renewing points and crossings ...	Up and Down	
Sunderland South Tunnel	Relaying from 8½ miles to 8¾ miles	Up and Down	
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Brancepeth	Resleepering from 8¼ to 8¾ miles ...	Down	
	South Dock to Seaham.		
Ryhope Dene ...	Relaying between 86 and 86½ miles	Down	
	West Hartlepool to Ferryhill.		
Hart Station	Relaying from 2¾ miles to 3 miles ...	Down	
Hesleden Bank ...	Relaying from 4¼ miles to 4½ miles	Down	
Castle Eden Cutting	Relaying from 6¼ miles to 6½ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
Between Sedgefield and Chilton Junction	Relaying from 18¼ miles to 18¾ mls.	Down	
	Bishop Auckland to Barnard Castle.		
Bluestone Cutting ...	Re-sleepering from 21¼ mls. to 22 mls.	Single	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Atygill	Renewal of catch points at 35 miles	Up	
	Kirkby Stephen to Penrith.		
Between Warcop and Appleby	Relaying from 47¼ miles to 48 miles	Single	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48 mls. to 48¼ mls., and 48½ miles to 49½ miles	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ..	Up	
Billingham	Re-sleepering from 8¼ miles to 8½ miles	Down	
,, ...	Relaying from 8 miles to 8¼ miles ...	Up	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Leeds to Hull.		
Between Hagg Lane and Thorpe Gates	Slag Ballasting	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Harrogate.		
Between Dragon Junction and Harrogate	Relaying from 18½ miles to 19 miles	Up	
	York to Scarborough.		
Between Castle Howard and Huttons Ambo	Relaying from 16¾ miles to 18 miles	Down	
Between Huttons Ambo and Malton	Relaying from 20 miles to 20¾ miles	Up	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 11 miles to 11½ miles	Up	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	
	Otley and Ilkley Joint Line.		
Between Otley and Burley	Relaying from ¼ mile to 1 mile ...	Down	
	.. ,, ¼ .. ½ ,, ...	Up	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 443.

YORK STATION—SOUTH END.

Until further notice, Platform line No. 3 will be thrown out of use together with all signals in and out of same, for the purpose of reconstructing platform.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

WEST SIGNAL-BOX, BISHOP AUCKLAND.

Until further notice, all points and crossings in West Branch, Nos. 22, 23, 24, 25, 26 and 27 will be disconnected. Traffic will be conducted by flagmen provided by the Engineer.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

For speed restriction see page 443.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. Drivers must keep a good look out for hand signals.

For speed restriction see page 443.

EAST SIGNAL-BOX, LEEDS.

Until further notice the Signalling Department will be engaged renewing point connections as opportunity occurs until completion of the work.

In connection with this work, some of the signals may be left at danger, and it will be necessary, therefore, for drivers to keep a good look out and be prepared to receive instructions from ground flagmen.

A good look out must also be kept for men working on the ground.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BETWEEN HEDON AND RYE HILL.

Repairs to Drain Bridge at 9 miles 600 yards. Owing to the Engineer having slewed the Main line two feet out of position, drivers must exercise caution during the time repairs are in progress. Flagmen provided.

BETWEEN SPEETON AND HUNMANBY.

Until further notice the Engineer will be engaged adjusting curves, Up and Down lines being affected. Engine drivers and all concerned must keep a sharp look-out for hand signals, and be prepared to act accordingly.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
	SALTBURN	**TO DARLINGTON.**				
South Bank ...	Tees Tilery ...	Down Passenger Distant	1	264	Up	
Cargo Fleet ...	Inner Junct....	Down Distant		286		
" " ...	Whitehouse Crossing	Up Passenger Distant	1	107	Up	To act under Signalman's instructions at Cargo Fleet Jc. box
" " ...	Junction ...	Down Passenger Distant	1	264	Up	
Middlesbrough	Guisborough Junction	Up Main Passenger Distant	1	138	Up	To act under Signalman's instructions at Whitehouse Crossing Box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 16th May.

SELBY SWING BRIDGE.

4-30 a.m. to about 6-30 p.m., the Engineering Department will have possession of the Down lines over Selby Bridge for the purpose of fixing waybeam channels, and single line working by pilotman will be in operation on the Up line between the following points, until completion of the work :—

Canal and Barlby Junction.

Wistow Junction and Barlby Junction.

All passenger trains during the times named will be dealt with at Selby Up platform.

The Engineering Department will provide pilotman, flagmen, and men to wedge points, and will arrange for an engine for the use of the pilotman.

A special will leave York at 3-55 a.m. for the bridge, returning on completion of the work.

HOLGATE BRIDGE SIGNAL-BOX, YORK.

6-0 a.m. to about 8-0 p.m., the Signalling Department will be engaged erecting a signal bridge immediately south of the signal-box, and for this purpose will have possession of the lines as required and to suit traffic working.

Flagmen will be provided by the Engineering Department to conduct the traffic.

LOCOMOTIVE YARD SIGNAL-BOX, YORK.

6-0 a.m. to about 6-0 p.m., the Engineering Department will be engaged removing the footbridge immediately south of the signal-box carrying the Down Home signals, the Platform signal-box Down Distants, and the Holgate Bridge Up Distant—Leeds line, and refixing the same about 18 yards further south. The Down Leeds line and No. 1 Back line will be blocked from 6-0 a.m. to 5 0 p.m., and all Down Passenger trains must be diverted on to the Doncaster line at Chaloner Whin Junction.

The reading of the signals on the bridge will remain unaltered.

Flagmen will be provided.

6-0 a.m. to about 8-0 p.m., the Signalling Department will be engaged erecting a signal bridge spanning the Main lines immediately south of No. 4 platform, and for this purpose will have possession of the lines as required and to suit the traffic working.

Flagmen will be provided by the Engineering Department to conduct the traffic.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 16th May,

Continued.

ALNE STATION.

6-0 a.m. to 6-0 p m., between the running of ordinary traffic, renewing points in the Up and Down Main lines.

Flagmen will be provided.

BETWEEN STATION AND BROWNEY COLLIERY SIGNAL-BOXES, CROXDALE.

5-30 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineer will be engaged collecting materials and ballasting between the above-named places. Flagmen will be provided.

Signalmen at Croxdale and Browney Colliery to be on duty during the progress of the work.

A special will leave Ferryhill at 5-30 a.m. running as required.

BETWEEN NEWTON HALL JUNCTION, DURHAM, AND PLAWSWORTH STATION.

5-0 a.m. to 5-0 p.m., renewing Framwellgate Wagonway Bridge.

Both lines will be in possession of the Engineer, except that single line working by pilotman will be in operation on the Down line between Newton Hall Junction and Plawsworth Station boxes to pass the following trains :—

9-17 a.m. passenger train ex Durham.

9-35 a.m. passenger train ex Newcastle.

10-10 a.m. passenger train ex Newcastle.

ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST BE RUN VIA LEAMSIDE AND SHINCLIFFE.

Pilotman and flagmen will be provided by the Engineer.

Signalmen to be on duty at Newton Hall Junction and Plawsworth Station boxes during the progress of the work.

An engine with crane and wagons will leave Park Lane, Gateshead, at 4-0 a.m. for Framwellgate Wagonway Bridge, via Team Valley, returning thence by the same route at about 5-0 p.m.

BETWEEN BENSHAM STATION AND KING EDWARD BRIDGE JUNCTION, GATESHEAD.

7-0 a.m. to 5-0 p m., painting Derwentwater Road Bridge. F agman will be provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 16th May,

Continued.

RIVERSIDE JUNCTION BOX, HEATON.

12-30 a.m. to 12 noon, cleaning and overhauling switch chamber gear.

The electric current will be switched off between Argyle Street, Riverside Junction, and Heaton South Junction boxes at the commencement of the work to allow temporary cables to be fixed to bridge over section gaps, and again at the completion to restore the lines to normal condition. The Engineer will provide men for this purpose.

JUNCTION SIGNAL-BOX, TYNEMOUTH.

12-30 a.m. to 5-0 p.m., renewal and alteration of points and crossings. The Up Platform line will be blocked, and single line working by pilotman will be in operation on the Down Platform line between Tynemouth North and Tynemouth Junction boxes.

Pilotman and flagmen will be provided by the Engineer.

The electric current will be switched off between Tynemouth Junction and Tynemouth South boxes for the Up line and to enable this to be done the terminal bonds will be removed.

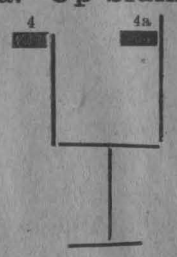
Tynemouth North box to be open during the progress of the work.

STATION SIGNAL-BOX, NORTH SHIELDS.

8-30 a.m. to about 3-0 p.m., removing signals. A signalman to be on duty during the progress of the work. A flagman will be provided by the Engineer.

At about 3-0 p.m., the following signals will be re-erected as shewn, about 10 yards further west of their present position.

4. Up Siding to Goods Yard.
4a. Up Siding to Main Down.



SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 16th May,

Continued.

BETWEEN WALBOTTLE AND NEWBURN STATION BOXES.

6-45 a.m. to about 4-20 p.m., stone ballasting. Both lines will be in possession of the Engineer during the progress of the work, except that single line working by pilotman will be in operation between Walbottle and Newburn Station boxes on the Down line for the passing of the following trains :—

1-30 p.m. passenger train ex Newcastle.
2-5 p.m. passenger train ex North Wylam.

Pilotman and flagmen will be provided by the Engineer.

Walbottle and Newburn Station boxes to be open during the progress of the work.

An engine and van will leave Hexham at 6-0 a.m. for Newburn, returning thence at about 4-20 p.m.

West Wylam Colliery Junction and North Wylam Station boxes to be open to pass the special in both directions.

No. 4 SIGNAL-BOX, CARLISLE.

7-0 a.m. to 6-0 p.m., repairing point connections. Drivers to be prepared to work to hand signals.

BETWEEN WEARMOUTH JUNCTION AND STATION SIGNAL-BOXES, MONKWEARMOUTH.

7-0 a.m. to 5-30 p.m., painting Portobello Bridge. Flagmen will be provided by the Engineer.

USHAW MOOR JUNCTION SIGNAL-BOX, USHAW MOOR.

12 5 a.m. until completion of work about 5-0 p.m., the Engineering Department will have possession of all lines for the purpose of lifting lines and building retaining wall in front of signal-box. All points and signals will be disconnected.

Signalman to be on duty from 6-0 a.m. until completion of work.

WEAR BRIDGE, EAST OF STANHOPE.

5-0 a.m. to 6-30 p.m., between the running of ordinary trains, the Engineering Department will be engaged renewing the girder bedstones of the Wear bridge. Flagmen will be provided.

Signalman at Stanhope Junction to be on duty during the progress of the work.

A special will leave Bishop Auckland at 5-0 a.m., returning about 6-30 p.m. The enginemen will not be required on duty between 8-0 a.m. and 3-0 p.m.

Signalmen to be on duty at Bishop Auckland West, Wear Valley Junction, Witton West, Witton-le-Wear, Harperley, Stanners Close, Wolsingham, Bishopley Junction and Broadwood to pass the special in both directions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 16th May,

Continued.

S. & D. CROSSING, DARLINGTON.

7-0 a.m. to 4-0 p.m , the Engineer will be engaged in repairing the crossing between the running of trains. Traffic will not be interfered with, and flagmen will be provided.

BOWESFIELD JUNCTION, THORNABY.

6-0 a.m. to 5-0 p.m., renewal of junction, and Nos. 53 and 56 points. The Up Mineral line from Thornaby East to Stockton Cut, and crossover into Tees Works, will be in possession of Engineer during the time named, and Up Mineral traffic will be worked between these boxes on the Up Passenger line.

Signalmen at Bowesfield Junction and Thornaby East to be on duty during the progress of the work.

Flagmen will be provided by the Engineering Department.

EAST SIGNAL-BOX, THORNABY.

8-30 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of alterations, and removing point rods and signal wires.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

STATION SIGNAL-BOX, SEAMER.

6-0 a.m. to about 6-0 p.m , the interlocking will be disconnected for the purpose of renewing gate connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

BETWEEN THORPE GATES AND WISTOW JUNCTION, SELBY.

7-0 a.m. to 6-0 p.m., between the running of ordinary traffic, lifting the Up and Down lines between the above-named points.

Flagmen will be provided.

Signalmen at Thorpe Gates and Wistow Junction to be on duty during the time the work is in progress.

A ballast train will leave York, via Sherburn, at 6-0 a.m., arrive Thorpe Gates 7-0 a.m , returning to York, via Sherburn, at 6-0 p.m.

Signalman at Sherburn Junction to be on duty to pass the return ballast train.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

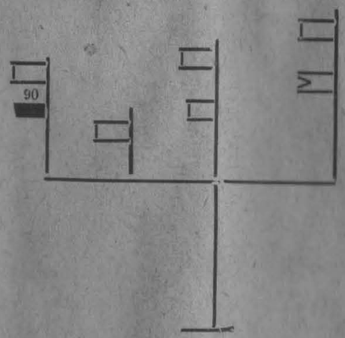
Monday, 17th May.

STATION SIGNAL-BOX, MORPETH.

8-30 a.m. to about 3-0 p.m., erecting new signal. The "B. & T. to Cattle Dock signal" will be disconnected. A flagman will be provided by the Engineer.

At about 3-0 p.m., the following new signal will be brought into use :—

90. B. & T. to East Dock Calling-on.



Fixed as shewn to the bracket, erected between the B. & T. and Goods lines, opposite the rear of the box.

TOGSTON COLLIERY BOX, AMBLE.

At 10-0 a.m., this box will be closed, and all signals and connections worked therefrom will be dispensed with.

Wednesday, 19th May.

STATION SIGNAL-BOX, SPEETON.

11-0 a.m. to about 2-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

Friday, 21st May.

STATION SIGNAL-BOX, CRISTHORPE.

6-45 a m to about 9-45 a.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Bentley Junction (Marshgate) and Kirk Sandall Junction (Barnby Dun) Boxes. Retimbering Canal Bridge Sandall, 2¾ mileage.—Sunday, May 16th, from 6.0 a.m. to 6-0 p.m., or until the work is completed, the Up line between the abovenamed points will be absolutely blocked and during this time all traffic will be worked over the Down line in charge of pilotman.

Bentley Junction and Kirk Sandall Junction boxes will be open during the time the work is in hand.

Marshgate Goods Siding Box will be open from 12-0 noon to 1-0 p.m.

Bantley (Marshgate).—Facing points have been laid in the Down Main line, 8 yards east of the signal-box, leading to a temporary Siding for the use of Contractors.

Trap points have been laid in the Siding at the fouling with the Down Main line.

An additional disc signal has been fixed by the side of the existing disc signal at the east end of the crossover road; the left hand disc will control trains from Up Main to temporary siding and the right hand disc will control trains from Up Main to Down Main.

A disc signal has been fixed between Down Main and temporary siding at the outlet from the siding and will control trains from temporary siding to Up Main line.

These alterations will be brought into operation on Monday, May 17th.

Between Mexborough Nos. 3 and 2 Boxes.—Sunday, 16th May, 6 0 a.m. to 6-0 p.m., relaying 10¼ to 10 mileage. The Down line between the abovenamed points will be absolutely blocked, and during this time all traffic will be worked over the Up line in charge of pilotman.

Doncaster Spring Races, Thursday and Friday, May 20th & 21st.

The Loop line between Lowfield and Conisborough will be utilised for Up Passenger trains from 10-0 a.m. on Thursday and Friday, 20th and 21st May, until after the passing of the last Up Race Special. During the time the Up Loop line between Lowfield Junction and Conisborough Station is open for passenger trains no shunting operations must be performed on the Loop line from the Station box.

The signalmen at the Lowfield box is authorised to allow trains to go forward either in the Loop or Main line for collecting purposes as may be necessary. Drivers must approach the Lowfield box at reduced speed.

An additional temporary bracket arm is fixed on the Up Main line starting signal as Up Loop starting signal. This signal will only be in use on the two race days between 10-0 a.m. and until after the passing of the last Up Race Special.

Between Greasborough Road and Rotherham Road Boxes.—Until further notice, lifting Up and Down Main lines and sidings, 5 and 5¾ mileage, from 6 0 a.m. to 6-0 p.m. daily. All enginemen and traffic staff to use extra care during the time this work is in hand. Up and Down Main and sidings and Parkgate branch and sidings affected.

Mexborough Nos. 2 and 3 Junctions.—Until further notice, relaying 10¼ to 10 mileage. **Trains to reduce speed to 10 miles per hour.** Down line.

Marshgate and Barnby Dun.—Until further notice, re-timbering canal bridge, Sandall, 2¾ mileage. **Trains to reduce speed to 25 miles per hour.** Up line.

Kilnhurst.—Until further notice, 6-0 a.m. to 6-0 p.m. daily, repairing overbridge 8½ and 8¾ mileage. Up and Down.

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Leeds Central Station.—Sunday, 16th May, 6-0 a.m. to about 6-0 p.m., between trains. Renewing underground piping and wires in connection with electric fouling bars. Nos. 5, 6 and 7 platform lines affected.

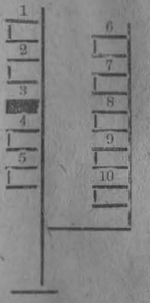
Lofthouse.—Sunday, 16th May, 6-0 a.m. to 6-0 p.m., between trains. Cleaning and painting bridge No. 15, north end of station, the work affecting the Up and Down lines. Ladders and trestles will stand on lines as required between trains.

Immediately North of Marshgate Level Crossing, Doncaster.—Sunday, 16th May, 9-0 a.m. to 12-0 noon, unloading cylinders for new Corporation overbridge. Down Fast line affected. A crane will be in use.

Between Balby Junction and Bridge Junction, Doncaster.—Sunday, 16th May, 6-0 a.m. to about 6 0 p.m., repairing arch and piers and Balby Bridge. Engineer will have absolute possession of Down Fast line, and during time named traffic will be worked over Down Goods line between these points. Absolute block working will be maintained for all trains over Down Goods line during the time passenger trains are being worked over it.

Up line will be affected between trains. Flagmen will be out. Balby Junction box will be open and signalman on duty. Drivers to keep a sharp look out.

Red Bank, Doncaster.—Thursday, 20th May, 12-0 noon. Ten armed bracket signal, bstween Up Coal road and and Down Transfer line, 151 yards south of box. An additional arm has been fixed, Down Transfer line to Coal Sidings.



		Whistles.
1.	Red Bank Down Transfer to Down Goods, unaltered ...	2 long, 1 short.
2.	Red Bank Down Transfer to Down Main, arm raised	2 long, pause, 1 long.
3.	Red Bank Down Transfer to Coal Sidings, additional arm	1 crow 2.
4.	Carr box Down Transfer line Home, arm lowered	2 long, pause, 2 long.
5.	Carr box Down Transfer line to Down engine line, unaltered	2 long.

Nos. 6, 7, 8, 9 and 10 unaltered.

Lofthouse.—Until further notice, painting overbridge No. 15, north end of station. Up and Down lines affected.

Between Wrenthorpe North and Lofthouse.—Until further notice, examining underbridge No. 12. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and repairing and painting Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork.)—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Lightcliffe and Wyke.—Sunday, 16th May, 6-0 a.m. to 6-0 p.m., relaying Down line The Down line will be blocked and traffic worked over the Up line between Lightcliffe Station box and Wyke Junction box. Hipperholme Stone siding box, Lightcliffe Station box and Wyke Junction box to be open.

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Sunday, 16th May, 6-0 a.m. to 6-0 p.m. Relaying Up and Down South lines (L. & N.W.). The Up and Down South lines will be blocked and traffic worked over the Up and Down North lines between Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.). Heaton Lodge Junction box will be open.

Halifax.—Sunday, 16th May, 8-0 a.m. to 5-30 p.m., painting underside of Horton Street Bridge. Down. Flagmen will be out.

Horbury Junction Water Troughs.—Sunday, 16th May, 6-0 a.m. until completed. Relaying Down line. The Down line will be blocked and traffic worked over the Up line between Horbury Junction box and Hoist box, Wakefield. Thornes box and Hoist box, Wakefield, will be open.

Knottingley, Goole Line.—Sunday, 16th May, 4-0 a.m. to 7-0 a.m. or until completion. Strengthening Austwicks Underbridge. The Up line will be blocked and traffic worked over the Down line between Knottingley "B" box and Knottingley Depot East box.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Normanton, Locke's Siding.—Tuesday, 18th May, 7-0 a.m. to 5-0 p.m. The Up Outer Home signal, which is controlled from Goose Hill Junction box (Midland), will be out of use during repairs to fittings.

Normanton, Locke's Siding.—Tuesday, 18th May, 7-0 a.m. to 5-0 p.m. The Up Starting signal, with Distant for Lady Gordon's bridge, will be out of use during repairs to fittings.

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Beverley Siding Box.—Open 6-0 a.m. Monday to 7-45 a.m Sunday.

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Between Lightcliffe and Wyke.—Relaying.—Down line.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Goole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Midland Company's Notices.

Between Woodlesford and Methley.—Sunday, 16th May, from 6-30 a.m. until the work is completed, the Engineer will have possession of the Down Main line between Methley Sidings and Woodlesford, for relaying purposes. During the operation, single line working will be adopted on the Up Main line between Woodlesford and Methley Sidings. Mr. Hawkins will make the necessary arrangements, and appoint a pilotman, and the Rothwell Haigh, Waterloo Colliery Sidings and Methley Sidings signal-boxes will be open.

Between Methley and Woodlesford.—Sunday, 16th May to Wednesday, 19th May, relaying 1 mile. Down line.

Between Waterloo Colliery Sidings and Rothwell Haigh.—Thursday, 20th May, to Wednesday, 26th May. Relaying 60 chains. Down Passenger line.

Bradford.—Sunday, 16th May, from 6-0 a.m. until the work is completed, the Engineer will have possession of Nos. 4, 5 and 6 platform lines in the Bradford Passenger Station, for relaying purposes. Mr. Hawkins will make the necessary arrangements.

Bradford Station.—Sunday, 16th May to Wednesday, 26th May. Relaying 66 chains, Platform lines.

Between Shipley and Bradford.—Until this notice is withdrawn, the Engineer will be engaged painting bridges between Shipley and Bradford.

Between Masboro' Station South Junction and Holmes Junction.—Referring to Rule 38 of the Block Telegraph Regulations, on and from Sunday, 16th May, the Masboro' Station South Junction Up Fast and Up Slow line signals will be worked independently of the Distant signals for the Up Fast and Up Slow lines fixed near Masboro' Station South Junction and worked from Holmes Junction.

Between Armley and Hunslet.—Until further notice, the Engineer will be engaged painting bridges between Armley and Hunslet.

Kilnhurst South.—Closed 12-0 midnight Saturdays to 6-0 a.m. Mondays.

Amended Notice.

Between Armley and Leeds.—Drivers must not exceed a speed of 20 miles an hour when running to or from the Slow lines at Armley Station Junction.

Drivers must not exceed a speed of 15 miles an hour over Wortley Junction when running to or from the N.E. Railway or crossing between the Fast and Slow lines and 20 miles an hour when running over the junction in any other direction.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

491

NORTH EASTERN RAILWAY.

O. 3415.

General Superintendent's Office,

YORK, 27th May, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 29th May, 1909,

TO

SATURDAY MIDNIGHT, 5th June, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Langley Moor Viaduct, between Littleburn Colliery and Bridge House Junction boxes, Durham	30 miles	Repairs to Bridge. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Ferryhill to Newcastle, via Leamside.		
Park Lane Junction, Gateshead ..	15 miles	Taking out foundations for Coulthards Lane Bridge. Warning boards as per Rule 253 e) are fixed as follows:— One 547 yards west of bridge for Up line. One 880 yards east of bridge for Down line.
Morpeth to Backworth.		
North End of Seaton Delaval Station	15 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, $1\frac{3}{4}$ to $2\frac{1}{4}$ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to $19\frac{1}{3}$ miles. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Kilton Viaduct, between Skinningrove and Loftus	8 miles	Freight trains only. Flagmen are provided as per Rule 253 (a).
Staithes Viaduct, between Staithes and Grinkle	4 miles	Reneval of Viaduct. A warning board as per Rule 253 (e) is fixed $\frac{1}{2}$ mile from the Grinkle end of the Viaduct for Down Trains. All Up trains must stop at Staithes and be warned by the signalman, when tablets are exchanged.
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
Leeds to Hartlepool.		
Cardigan Road box, Headingley ..	15 miles	Laying water main under railway near Cardigan Road box. Warning boards as per Rule 253 (e) are fixed.
York to Moss.		
Selby Swing Bridge	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:—One 406 yards North of bridge applicable to Up York and Hull lines. One 462 yards South of bridge applicable to Down main and platform lines.
Burton Salmon to Dearne Junction.		
Between Ferrybridge Junction and Brotherton Quarry boxes Willow Garth Bridge No. 10, at 1 mile, 1,895 yards	15 miles	Repairing bridge. Warning boards as per Rule 253 (e) are fixed as follows:— One 960 yards north of bridge at north end of Brotherton tunnel, applicable to Up line. One 880 yards south of bridge, at north end of Ferrybridge Station, applicable to Down line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York(between Holgate Bridge, Locomotive Yard and Water-works boxes)	Alterations at York Station	All lines	
Between York and Poppleton Junction.	Relaying from ¾ miles to 1¼ miles ...	Down	
Thirsk	Relaying from 22 miles to 22½ m les	Up and Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
„	Relaying from 40 miles to 43 miles	Up	
Between Low Beaumont Hill and Bradbury	Re-cushioning	Up and Down	
Browney Colliery Junction, Croxdale	Renewal of switches	Up	
	Renewal of sleepers...	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Low Fell	Relaying from 77¼ miles to 77¾ miles	Up Fast line.	
	Ferryhill to Newcastle, via Leamside.		
Between Washington and Usworth	Relaying from 72½ mls. to 73¼ mls. and from 73¾ miles to 74¼ miles	Down	
	Newcastle to Berwick.		
Heaton North Junct.	Relaying from 2½ miles to 2¾ miles..	Up	
Benton Bank ...	Relaying from 2¾ miles to 3¼ miles	Up	
Between Widdrington and Longhirst	Relaying from 21¾ miles to 22¼ miles	Up	
Between Warkworth and Alnmouth	Relaying from 33½ miles to 34¾ miles	Down	
Belford	Relaying from 51 miles to 52 miles	Down	
Tweedmouth... ...	Relaying from 65 miles to 65½ miles	Up	
	Alnwick to Coldstream.		
Between Mindrum and Kirknewton	Relaying from 5 miles to 5½ miles ..	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Newcastle to Carlisle.		
Blaydon	Relaying from 3¾ miles to 4 miles ...	Down	
Between Haydon Bdg. and Bardon Mill	Relaying from 30½ miles to 31½ miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up and Down	
	Scotswood to North Wylam.		
Between North Wylam and Heddon-on-Wall	Relaying from 4½ miles to 5¾ miles	Up	
	Pelaw to South Shields.		
Hebburn West ...	Relaying from 1 mile to 1½ miles ...	Up	
Between Jarrow and Hebburn	Relaying from 2¼ miles to 2½ miles	Up	
	Pelaw to Sunderland.		
Sunderland North Tunnel	Renewing points and crossings ...	Up and Down	
	Sunderland to Castle Eden.		
Sunderland Station South End	Renewing points and crossings ...	Up and Down	
Sunderland South Tunnel	Relaying from 8½ miles to 8¾ miles	Up and Down	
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Brancepeth	Resleepering from 8¼ to 8¾ miles ...	Down	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	West Hartlepool to Ferryhill.		
Hart Station	Relaying from 2¾ miles to 3 miles...	Down	
Hesleden Bank ...	Relaying from 4¼ miles to 4½ miles	Down	
Castle Eden Cutting	Relaying from 6¼ miles to 6½ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
Between Sedgefield and Chilton Junction	Relaying from 18¼ miles to 18¾ mls.	Down	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	
East of West Auckl'nd	Re-sleepering from 11¼m. to 11½m.	Down	
West Auckland ...	,, ,, 11½m. to 11¾m.	Up	
Bluestone Cutting ...	Re-sleepering from 21¼ mls. to 22 mls.	Single	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Bishop Auckland West Junction	Relaying points and crossings	All lines	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
	Kirkby Stephen to Penrith.		
Between Warcop and Appleby	Relaying from 47¼ miles to 48 miles	Single	
Between Appleby and Kirkby Thore	Relaying from 51½ mls. to 52¼ mls.	Single.	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Saltburn to Whitby.		
Sandsend	Relaying from 48 mls. to 48¼ mls., and 48½ miles to 49½ miles	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Billingham	Re-sleepering from 8¼ miles to 8½ miles	Down	
Hartlepool, Trinity Junction	Slueing of lines and renewal of points and crossings	Up and Down	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Leeds to Hull.		
Between Hagg Lane and Thorpe Gates	Slag Ballasting	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 11 miles to 11½ miles	Up	
	Church Fenton to Harrogate.		
Between Church Fenton and Tadcaster	Reiaying from 2¾ miles to 3½ miles	Up and Down	
Between Spofforth and Harrogate	Re-sleepering from 15 mls. to 16 mls.	Up	
	York to Scarborough.		
Between Castle Howard and Huttons Ambo	Relaying from 16¾ miles to 18 miles	Down	
Between Huttons Ambo and Malton	Relaying from 20 miles to 20¾ miles	Up	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¼ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Axholme Joint Railway.		
Eastoft	Re-sleepering from 6¼ mls. to 8¼ mls.	Single	
Fockerby	Re-sleepering from 8½ mls. to 9 mls.	Single	

SIGNALLING AND OTHER ALTERATIONS.

SELBY SWING BRIDGE.

Until further notice the Engineer is engaged carrying out repairs to Selby Swing Bridge.

For speed restriction see page 493.

YORK STATION—SOUTH END.

Until further notice, Platform line No. 3 will be thrown out of use together with all signals in and out of same, for the purpose of reconstructing platform.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

WEST SIGNAL-BOX, BISHOP AUCKLAND.

Until further notice, all points and crossings in West Branch, Nos. 22, 23, 24, 25, 26 and 27 will be disconnected. Traffic will be conducted by flagmen provided by the Engineer.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

For speed restriction see page 493.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post Drivers must keep a good look out for hand signals.

For speed restriction see page 493.

EAST SIGNAL-BOX, LEEDS.

Until further notice the Signalling Department will be engaged renewing point connections as opportunity occurs until completion of the work.

In connection with this work, some of the signals may be left at danger, and it will be necessary, therefore, for drivers to keep a good look out and be prepared to receive instructions from ground flagmen.

A good look out must also be kept for men working on the ground.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

BETWEEN HEDON AND RYE HILL.

Repairs to Drain Bridge at 9 miles 600 yards. Owing to the Engineer having slewed the Main line two feet out of position, drivers must exercise caution during the time repairs are in progress Flagmen provided.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	HULL TO SCARBOROUGH.			Yds.		
Driffield ...	Junction ...	Down Distant from Hull	1	397	Down	
Bridlington ...	Quay Crossing	Down Distant	1	180	Down	
,, ...	,, ,, ...	Up Distant ...	1	461	Up	
,, ...	South... ...	Down Main Distant	1	415	Down	
,, ...	,, ...	Up Distant ..	1	575	Up	

Sunday, 30th May,

HOLGATE BRIDGE SIGNAL-BOX, YORK.

5-0 a.m. to about 1-0 p.m., the Signalling Department will be engaged erecting an overhanging bracketed signal on the Up side of the Back Road, about 80 yards north of the signal-box between the running of ordinary traffic.

All signals for the Back Road and the Up Doncaster line will stand at danger and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 30th May,

Continued.

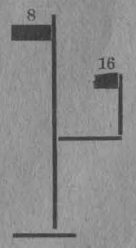
No. 3 SIGNAL-BOX, FERRYHILL.

5-30 a.m. to about 5-0 p.m., erecting signals. Flagmen will be provided by the Engineer. Signalman to be on duty during the progress of the work.

An engine with hand crane and wagons will leave Park Lane, Gateshead, at 4-0 a.m. for Ferryhill, via Leamside, and return thence same route at about 6-0 p.m.

At about 5-0 p.m., the following new signals will be brought into use :—

8. **Stockton to Leamside Home.**
16. **Stockton to Goods Home.**



Erected as shewn on the Up side of the Stockton line, about 304 yards south of the box.

SIGNALS DISPENSED WITH.

Stockton to Leamside Home.
Stockton to Goods Home.

DURHAM STATION.

6-0 a.m. to about 6-0 p.m., between trains, renewing way beams on subway. Signalmen to be on duty in Durham North and South boxes during the progress of the work.

Flagmen will be provided by the Engineer.

An engine with steam crane and wagons will leave Park Lane, Gateshead at 5-0 a.m. for Durham, via Team Valley, and will return thence same route about 6-0 p.m.

BETWEEN BENSHAM STATION AND KING EDWARD BRIDGE JUNCTION, GATESHEAD.

7-0 a.m. to about 6-0 p.m., painting Redheugh Road Bridge. Flagmen will be provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 30th May,

Continued.

BETWEEN MANORS JUNCTION AND HEATON SOUTH JUNCTION.

12-5 a.m. to 5-0 p.m., re-ballasting Down Main North line at the west end of Ouseburn Viaduct.

The Up and Down Main North lines will be closed between Manors Junction and Heaton South Junction and all traffic between these points will be diverted on to the Up and Down Tynemouth lines.

The electric current in connection with the Up and Down Main North lines will be switched off between Argyle Street and Riverside Junction.

An engine with wagons will leave Heaton Junction at 11-0 p.m., on Saturday, the 29th May, and return about 5-0 p.m. on Sunday, the 30th May.

BENTON SUBSTATION.

12-30 a.m. until 7-40 a.m., cleaning and overhauling isolated switch chamber gear.

The electric current will be switched off in connection with Benton Substation during the progress of the work.

BETWEEN WALBOTTLE AND NEWBURN STATION BOXES.

6-45 a.m. to about 4-20 p.m., stone ballasting. Both lines will be in possession of the Engineer during the progress of the work, except that single line working by pilotman will be in operation between Walbottle and Newburn Station boxes on the Down line for the passing of the following trains :—

1-30 p.m. passenger train ex Newcastle.

2-5 p.m. passenger train ex North Wylam.

Pilotman and flagmen will be provided by the Engineer.

Walbottle and Newburn Station boxes to be open during the progress of the work.

An engine and van will leave Hexham at 6-0 a.m. for Newburn, returning thence at about 4-20 p.m.

West Wylam Colliery Junction and North Wylam Station boxes to be open to pass the special in both directions.

BETWEEN WEARMOUTH JUNCTION AND STATION SIGNAL-BOXES, MONKWEARMOUTH.

7-0 a.m. to about 6-0 p.m., painting Portobello and Newcastle Road Bridges. Flagmen will be provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 30th May,

Continued.

BETWEEN THORPE GATES AND WISTOW JUNCTION, SELBY.

7-0 a.m. to about 6-0 p.m., between the running of ordinary traffic, lifting the Up and Down Mineral lines.

Flagmen will be provided.

Signalmen at Thorpe Gates and Wistow Junction to be on duty during the time the work is in progress.

A ballast train will leave York, via Sherburn, at 6 0 a.m., arrive Thorpe Gates 7-0 a.m., returning to York via Sherburn at 6-0 p.m.

Signalman at Sherburn Junction to be on duty to pass the return ballast train.

SPITTAL CROSSING SIGNAL-BOX, SEAMER.

6-30 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of renewing gate posts.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the Signalman's instructions.

Signalman to be on duty during the time the work is in progress.

Monday, 31st May.

FLASS JUNCTION SIGNAL-BOX, WATERHOUSES.

At 9-0 a.m., the following new signal will be brought into use, viz. :—

12. From Laden Sidings.

Erected on the Down side of the sidings, about 190 yards west of the box.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Traffic Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

FOREIGN COMPANIES' NOTICES—*Continued.*

Cockermouth, Keswick, and Penrith Co.'s Notices

East end of Blencow Station Yard, at Bridge No. 117.—Rebuilding buttress. All week. Drivers to keep a good look out and sound whistles.

Great Central Company's Notices.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Between Greasborough Road and Rotherham Road Boxes.—Until further notice, lifting Up and Down Main lines and sidings, 5 and 5¾ mileage, from 6 0 a.m. to 6-0 p.m. daily. All enginemen and traffic staff to use extra care during the time this work is in hand. Up and Down Main and sidings and Parkgate branch and sidings affected.

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Ardsley Station and Ardsley South.—Until further notice. Cleaning and painting signals and rodding. All lines affected.

Between Wrenthorpe North and Lofthouse.—Until further notice, examining underbridge No. 12. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and repairing and painting Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Between Methley Station and Junction with N.E. Railway.—Up and Down lines. Coal subsidence at 183¼ miles.

Between Methley Station and Junction with L. & Y. Railway (L. & Y. fork).—Coal subsidence. All lines affected.

Lancashire & Yorkshire Company's Notices.

Halifax.—Sunday, 30th May, 8-0 a.m. to 5-30 p.m. Painting underside of Horton Street Bridge. Flagmen will be out.

Greetland No. 1 and Ground Frame.—Tuesday, 1st June, 7-0 a.m. to 5-0 p.m. Cleaning and overhauling locking. The locking will be disarranged as required.

Cooper Bridge.—Wednesday, 2nd June, 7-0 a.m. to 5-0 p.m. Cleaning and overhauling locking. The locking will be disarranged as required.

Mirfield No. 1.—Thursday, 3rd June, 7-0 a.m. to 5-0 p.m. Cleaning and overhauling locking. The locking will be disarranged as required.

Greetland No. 2.—Monday, 31st May, 7-0 a.m. to 5-0 p.m. The Up Home from Stainland and Down Starting to Stainland, which are at present on one post, will be replaced by two separate signals. The Up Home will be fixed 120 yards nearer the box, and the Down Starting will be fixed opposite its present position, thus :—

Up Home from Stainland.

Down Starting to Stainland.

Altered hours of signal-boxes during Whit week.

The following boxes to be closed on Whit Monday, and opened on Whit Tuesday as on ordinary Mondays :—

Prince of Wales Siding, Whitwood Sidings, Lofthouse Junction.

Wakefield Station.—To be open at 4-30 a.m. on Whit Monday.

Healey Mills Junction.—To be open at 6-0 a.m. Whit Monday.

Thornhill No. 3, Greetland No. 1.—To be open at 5-0 a.m. Whit Monday.

Brighouse (Exchange Sidings) to be closed on Whit Monday and until 6-0 a.m. Whit Tuesday.

Brighouse West to remain open until 11-30 p.m. Leeds to Fleetwood Special has passed Whit Sunday, and to be open at 4-30 a.m. on Whit Monday.

Anchor Pit Junction to be open on Whit Sunday for 10-30 a.m. Low Moor to Bradley Wood Junction Goods train and the return of the light engine, and to be open at 5-0 a.m. on Whit Monday.

Wyke Junction to be open on Whit Sunday for 10-30 a.m. Low Moor to Bradley Wood Junction Goods Train and the return of the light engine.

Mirfield No. 1 to be open at 5-0 a.m. Whit Monday.

Wyke Junction, Lightcliffe, Hipperholme, and Halifax Coal Yard to be open for 12-0 noon Low Moor to Halifax coal train on Whit Sunday until closed by Mr Jackson (Low Moor).

Copley Station, Hipperholme Stone Sidings, Lightcliffe, Wyke Junction to be open at 4-0 a.m. Whit Monday.

Cleckheaton North to be open at 5-0 a.m. Whit Monday.

Low Moor No. 5 to be open from 6-0 a.m Whit Sunday to 6-0 a.m. Whit Monday.

Ravensthorpe.—To be open at 5-0 a.m. Whit Monday.

Park Hill Siding.—To be open 3-0 a.m. to 11-0 a.m. Whit Monday, and then closed until 6-0 a.m. Whit Tuesday.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Beverley Siding Box.—Open 6-0 a.m. Monday to 7-45 a.m Sunday.

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places:—

Pontefract.—Relaying near West Junction. Up and Down lines.

Between Lightcliffe and Wyke.—Relaying.—Down line.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Goole (N.E.) Junction and Rawcliffe, between 72½ and 73¾ mile posts.—Re-sleepering Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Midland Company's Notices.

Between Guiseley Station and Esholt Junction.—Sunday, 30th May, from 8-0 a.m. until the work is completed (about 2-0 p.m.), the Engineer will, between the running of trains, have possession of the Up and Down Main lines, as required, between Guiseley Station and Rawdon Junction, for the purpose of laying cables through Green Bottom Tunnel.

Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out, and the Guiseley Station, Rawdon Junction, and Esholt Junction signal-boxes will be open.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Between Shipley and Bradford.—Until this notice is withdrawn, the Engineer will be engaged painting bridges at Shipley and between Shipley and Bradford.

Between Armley and Hunslet.—Until further notice, the Engineer will be engaged painting bridges between Armley and Hunslet.

Kilnhurst South.—Closed 12-0 midnight Saturdays to 6-0 a.m. Mondays.

Amended Notice.

Between Armley and Leeds.—Drivers must not exceed a speed of 20 miles an hour when running to or from the Slow lines at Armley Station Junction.

Drivers must not exceed a speed of 15 miles an hour over Wortley Junction when running to or from the N.E. Railway or crossing between the Fast and Slow lines and 20 miles an hour when running over the junction in any other direction.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3482.

General Superintendent's Office,

YORK, 8th July, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 10th July, 1909,

TO

SATURDAY MIDNIGHT, 17th July, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Croft Junction and Black Banks Junction, Up Line	20 miles	Slag ballasting and lifting line. A warning board as per Rule 253 (e) is fixed for the Up line.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Darlington to Tebay.		
50 chains west of Bowes Station ...	5 miles	Renewal of bridge. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Flagmen are provided as per Rule 253 (a).
Staithes Viaduct, between Staithes and Grinkle	4 miles	Renewal of Viaduct. A warning board as per Rule 253 (e) is fixed ½ mile from the Grinkle end of the Viaduct for Down Trains. All Up trains must stop at Staithes and be warned by the signalman, when tablets are exchanged.
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Waterworks boxes)	Alterations at York Station ...	All lines	
Between York and Poppleton Junction	Relaying from ¾ miles to 1¼ miles ...	Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
„	Relaying from 40 miles to 43 miles	Up	
Ferryhill	Relaying from 8¼ miles to 8¾ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles ...	Fast and Slow lines	
	Ferryhill to Newcastle, via Leamside.		
Sherburn Colliery Station	Renewal and alterations of points and crossings	Up and Down	
Between Washington and Washington South Junction	Relaying from 72½ miles to 72¾ miles	Up	
Between Washington and Usworth	Relaying from 73¾ miles to 74¼ miles	Down	
	Newcastle to Berwick.		
Beal	Relaying from 57 miles to 59 miles. .	Down	
	Newsham to Blyth.		
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Newcastle to Carlisle.		
West of Bardon Mill Station	Relaying from 32½ miles to 33 miles	Down	
Between Blackett Colliery & Bardon Mill	Relaying from 32¾ miles to 33 miles	Up	
Blackett Colliery ...	Relaying from 34½ miles to 34¾ miles	Up	
Naworth	Relaying from 47½ miles to 48 miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up and Down	
	Scotswood to North Wylam.		
Between West Wylam Junction and North Wylam Station	Relaying from 5¾ miles to 6½ miles	Up	
	Newcastle to Tynemouth (via Backworth).		
Backworth	Relaying from 6 miles to 6½ miles ...	Down	
	Heaton to Tynemouth.		
Howdon Station ...	Relaying from 3¼ miles to 3½ miles	Down	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	West Hartlepool to Ferryhill.		
Castle Eden Cutting	Relaying from 6¼ miles to 6⅝ miles	Down	
Trimdon Branch ...	Relaying from 10¼ miles to 10½ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
Between Sedgefield and Chilton Junction	Relaying from 18¼ miles to 18¾ mls.	Down	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1⅓ miles ...	Down	
East of West Auckl'nd	Re-sleepering from 11¼m. to 11⅓m.	Down	
West Auckland ...	,, ,, 11⅓m. to 11¾m.	Up	
Bluestone Cutting ...	Re-sleepering from 21¼ mls. to 22 mls.	Single	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Wear Valley Junction to Wearhead.		
West of Witton Drift	Relaying from 15½ miles to 16¼ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Spital	Re-sleepering from 27½ miles to 28¼ miles	Up	
	Kirkby Stephen to Penrith.		
Between Appleby and Kirkby Thore	Relaying from 51½ mls. to 52¼ mls.	Single.	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
Redcar	Relaying from 20¾ miles to 21½ miles	Down	
Saltburn Junction ...	Relaying	Up and Down	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29¼ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ..	Up	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ..	All lines	
	Leeds to Hull.		
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¼ miles	Up	
Between Hagg Lane and Thorpe Gates	Slag Ballasting	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 11 miles to 11½ miles	Up	
	Church Fenton to Harrogate.		
Between Church Fenton and Tadcaster	Reiaying from 2¾ miles to 3½ miles	Up and Down	
Between Spofforth and Harrogate	Re-sleepering from 15 mls to 16 mls.	Up	
	York to Beverley.		
Market Weighton ..	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN FERRYBRIDGE JUNCTION AND BROTHERTON QUARRY BOXES.

The speed restriction of 15 miles per hour shewn on page 641 of Signalling Programme week ending 10th July has been withdrawn.

SELBY SWING BRIDGE.

The speed restriction of 15 miles per hour shewn on page 641 of Signalling Programme week ending 10th July has been withdrawn.

BETWEEN CROFT JUNCTION AND BLACK BANKS JUNCTION.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up line between the above named points.

The speed restriction shewn on page 640 of Signalling Programme week ending 10th July applicable between Black Banks Junction and Croft Spa Station has now been altered to apply between Croft Junction and Black Banks Junction.

For speed restriction see page 670.

CARLISLE.

Until further notice, painting L. & N.W. bridges Nos. 243 and 244, between trains. Flagmen will be provided by the Engineer.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. **Drivers must keep a good look out for hand signals. Flagmen provided.**

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

For speed restriction see page 671.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. **Drivers must keep a good look out for hand signals.**

For speed restriction see page 671.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

STATION SIGNAL-BOX, TADCASTER.

The following alteration has been made in the signalling arrangements at this place:—

Down Advance signal.

This signal has been removed 100 yards further from the signal-box.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
NORMANTON TO DARLINGTON						
Burton Salmon	Junction ..	Down Passenger Distant	1	400	Down	
Monk Fryston	Station ...	Down Passenger Distant	1	510		
Burton Salmon	Junction ...	Up Passenge Distant ..	1	—	Down	
HULL TO SCARBOROUGH.						
Filey	Station ...	Up Distant ...	1	396	Up	
Gristhorpe ...	,, ..	,, ,, ..	1	850	Up	
Cayton ...	,, ...	Down Distant	1	438	Up	
LEEDS TO HARTLEPOOL.						
Nidd Bridge ...	Station ..	Down Distant	1	500	Down	
,, ,, ...	Ripley Jct. ..	Down Branch Home ..	1	500	Down	
,, ,, ...	,, ,, ...	Up Distant from Thirsk	1	380	Up	
,, ,, ...	,, ,, ..	Down Distan to Thirsk ...	1	260		
Starbeck ...	Bilton Road Junction ...	Up Distant ...	1	—	Up	
YORK TO SCARBOROUGH.						
Seamer ...	Junction ..	Down Distant from Hull ...	1	390	Down	

Sunday, 11th July.

MILFORD SOUTH BOX, MONK FRYSTON.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, re-bolting points and changing defective switches.

Flagmen will be provided.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 11th July,

Continued.

SEVERUS JUNCTION SIGNAL-BOX, YORK.

6-0 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

BETWEEN OUSTON BOX, BIRTLEY, AND STATION BOX, CHESTER-LE-STREET.

4-0 a.m. to 7-0 p.m., lowering lines at Flatts Cutting. Both lines will be in possession of the Engineer after the passing of the 3-27 a.m. passenger train ex York, except that single line working by pilotman will be in operation on the Down line between Ouston box and Chester-le-Street Station box for the passing of the following trains :—

9-17 a.m. passenger train ex Durham, and

9-35 a.m. passenger train ex Newcastle.

THE 3-35 A.M. AND 3-45 A.M. PASSENGER TRAINS EX YORK, AND THE 10-10 A.M. PASSENGER TRAIN EX NEWCASTLE MUST BE RUN VIA LEAMSIDE AND DURHAM, AND ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST BE RUN VIA LEAMSIDE AND SHINCLIFFE.

THROUGH EAST COAST TRAINS DIVERTED VIA SHINCLIFFE AND LEAMSIDE MUST BE RUN VIA KING EDWARD BRIDGE EAST LOOP AND GREENSFIELD JUNCTION IN BOTH DIRECTIONS IN ORDER TO AVOID REVERSING TRAINS AT NEWCASTLE.

Pilotman and flagmen will be provided by the Engineer.

Signalmen at Ouston, Chester-le-Street Station and Birtley Station boxes to be on duty during the progress of the work.

An engine and van will leave Park Lane, Gateshead, at 3-0 a.m. for Chester-le-Street, picking up men en route, returning at about 7-0 p.m. An engine and van will also leave Durham at 4-0 a.m. with men for Chester-le-Street, returning immediately. This engine will also be required to leave Durham at 5-15 p.m. for Chester-le-Street to take men back to Durham.

EAST JUNCTION SIGNAL-BOX, GOSFORTH.

12-5 a.m. to 5-0 p.m., raising point connections. A flagman will be provided by the Engineer. Signalman to be on duty during the progress of the work.

Sunday, 11th July,

Continued.

BETWEEN WALBOTTLE AND NEWBURN STATION BOXES.

6-45 a.m. to about 4-20 p.m., stone ballasting. Both lines will be in possession of the Engineer during the progress of the work, except that single line working by pilotman will be in operation between Walbottle and Newburn Station boxes on the Up line for the passing of the following trains :—

1-30 p.m. passenger train ex Newcastle.

2-5 p.m. passenger train ex North Wylam.

Pilotman and flagmen will be provided by the Engineer.

Walbottle and Newburn Station boxes to be open during the progress of the work.

An engine and van will leave Hexham at 6-0 a.m. for Newburn, returning thence at about 4-20 p.m.

West Wylam Colliery Junction and North Wylam Station boxes to be open to pass the special in both directions.

CARLISLE.

6-0 a.m. to 5-30 p.m., painting the underside of the passenger arch of L. & N.W. bridge No. 244. The painting will be done over each line alternately. Flagmen will be provided by the Engineer.

SOUTH PELAW JUNCTION SIGNAL-BOX, PELTON.

12-5 a.m. to 11-59 p.m., taking out old locking frame and transferring connections from old to new box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. A signalman to be on duty during the progress of the work.

At about 9-0 a.m., the old box will be closed and a new one erected on the Up side of the line, 17 yards further east will be brought into use.

An engine with hand crane and wagons will leave Park Lane, Gateshead, at 5-0 a.m. for South Pelaw Junction to assist in taking down signals, etc., and will return thence about 7-0 p.m.

Sunday, 11th July,

Continued.

BETWEEN BAXTER WOOD No. 1 & BEARPARK COLLIERY BOXES, ALDIN GRANGE.

12-5 a.m. to 9-0 p.m., removal of girders from the Up line of bridge about 80 yards east of Aldin Grange Station. Both lines will be in possession of the Engineer except that single line working by pilotman will be in operation on the Down line between Witton Gilbert Station and Bearpark Colliery Boxes for the passing of the following trains :—

7-35 a.m. passenger train ex Durham.
8-29 a.m. passenger train ex Blackhill.
7-27 p.m. passenger train ex Durham.
8-11 p.m. passenger train ex Blackhill.

Pilotman and flagmen will be provided by the Engineer. Signalmen to be on duty at Witton Gilbert Station and Bearpark Colliery Boxes during the progress of the work.

9-0 p.m. to 12-0 midnight, the Up line between Witton Gilbert Station and Bearpark Colliery boxes will be closed, and single line working by pilotman will be in operation on the Down line. Pilotman and flagmen will be provided by the Engineer.

An engine with steam crane and wagons will leave Park Lane, Gateshead, at 10-30 p.m. on Saturday, 10th July, for Aldin Grange via Team Valley, and return thence by the same route about 9-0 p.m. on Sunday, 11th July.

Signalman to be on duty at Relly Mill Junction box to pass the train on return.

For further notice of work at this place see page 684.

BETWEEN BURNFIELD JUNCTION AND STATION BOXES, MILLFIELD.

10-0 a.m to 5-0 p.m., renewing girders of bridge at Chester Street East. Both lines will be in possession of the Engineer. Flagmen will be provided. Signalman at Millfield Station box to be on duty during the progress of the work.

BRANDON COLLIERY STATION.

8-45 a.m. to 6-0 p.m., the Contractor will be engaged laying sewage pipes under the Railway.

SIDINGS SIGNAL-BOX, FERRYHILL.

5-30 a.m. to about 5-30 p.m., altering point rodding and connections. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagman provided by the Engineer. Signalman to be on duty during the progress of the work.

Sunday, 11th July,

Continued.

CEMETERY SOUTH JUNCTION SIGNAL-BOX, HARTLEPOOL.

12-5 a.m. to 11-59 p.m., renewing interlocking frame. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. Signalman to be on duty during the progress of the work.

A West Hartlepool engine and guard will assist in the work from 7-0 a.m. to about 4-0 p.m.

Ballast Crossing box to be open from 7-0 a.m. to 4-0 p.m.

JUNCTION SIGNAL-BOX, SALTBURN.

6-0 a.m. to 5-30 p.m., renewal of facing points on Saltburn to Whitby Up line, and facing points on Darlington to Saltburn Down line. Traffic will not be interfered with. Flagmen will be provided.

Signalman to be on duty during the progress of the work.

STAITHES VIADUCT.

4-0 a.m. to 5-0 p.m., the line will be in possession of Engineer for the purpose of erecting girders at the Viaduct. Flagmen will be provided.

In connection with the work, a special with two steam cranes, wagons, etc., will leave Old Coach Shops Yard, Hopetown, Darlington, tor Staithes Viaduct at 1-30 a.m.

Engine to be out at 1-0 a.m. to marshal shecial.

Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle and Staithes to be on duty to pass special in both directions, and at Staithes during progress of the work.

The engine will be required at the Viaduct until 5-0 a.m., when it will run to Carlin How Junction, returning to Viaduct at 4-0 p.m. Signalmen to be on duty at Grinkle, Loftus and Carlin How Junction to pass engine in both directions.

The special will leave Staithes for Darlington at 5-0 p.m.

WEST SIGNAL-BOX, LEEDS.

6-0 a.m. to about 4-30 p m. the interlocking will be disconnected for the purpose of renewing connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Sunday, 11th July,

Continued.

WATERLOO JUNCTION SIGNAL-BOX, MARSH LANE.

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

JUNCTION SIGNAL-BOX, HESSLE.

From 6-0 a.m. to about 5-0 p.m., the Engineer will have possession of the Down Slow line in connection with the making of certain alterations at the Junction. During the period named, the Down Slow line will be closed as between Hessle Station and Hessle Junction. Ordinary traffic will not be interfered with. Flagmen will be provided.

Signalman at Hessle Junction box to be on duty during the time the work is in progress.

HESSLE ROAD JUNCTION SIGNAL-BOX, HULL.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of renewing facing point connections, etc.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Monday, 12th July.

SOUTH PELAW JUNCTION SIGNAL-BOX, PELTON.

12-1 a.m. to 11-59 p.m., transferring connections from old to new box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued*

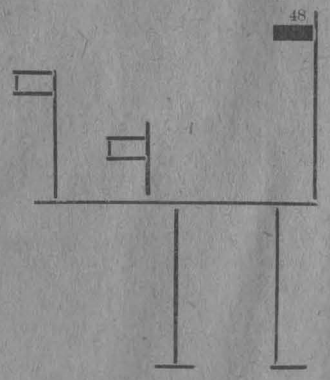
Monday, 12th July,

Continued.

SOUTH JUNCTION SIGNAL-BOX, WASHINGTON.

At 9-0 a.m., the following new signal will be brought into use :—

48. From Washington Colliery.



Fixed as shewn to bracket erected about 48 yards north of the box.

SIGNAL DISPENSED WITH.

From Washington Colliery.

BETWEEN BAXTER WOOD NO. 1 AND BEARPARK COLLIERY BOXES, ALDIN GRANGE.

12-1 a.m. to about 5-0 p.m., removal of girders from the Up line of bridge about 80 yards east of Aldin Grange Station.

The Up line between Witton Gilbert Station and Bear Park Colliery Boxes will be closed, and single line working by pilotman will be in operation on the Down line.

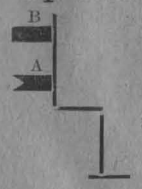
Pilotman and flagmen will be provided by the Engineer.

CEMETERY SOUTH JUNCTION SIGNAL-BOX, HARTLEPOOL.

12-1 a.m. to about 4-0 p.m., renewing interlocking frame. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

At about 4-0 p.m., a new Main line crossover, about 100 yards east of the box, with the following signals, will be brought into use :—

A. Intermediate Up Distant.
B. Up Starting (*worked from Ballast Crossing*).



Erected as shewn on the Down side of the line, about 390 yards east of the box.

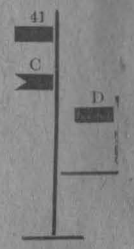
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 12th July,

Continued.

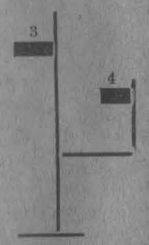
CEMETERY SOUTH JUNCTION SIGNAL-BOX, HARTLEPOOL—*Continued.*

41. Down Starting.
C. Intermediate Down Distant (*worked from Ballast Crossing*).
D. Main Up to Independent Backover (*worked from Ballast Crossing*)



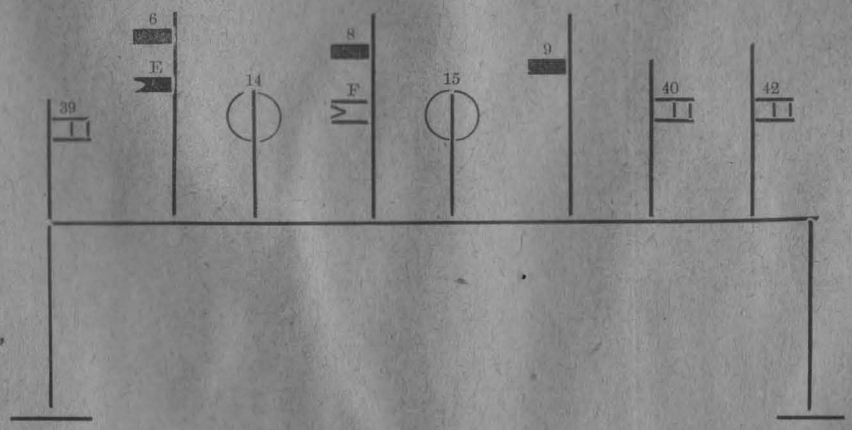
Erected as shewn on the Down side of the line, about 336 yards east of the box.

3. Up Home.
4. Down to Up Backover.



Erected as shewn on the Down side of the line, about 123 yards east of the box.

39. From Shunting Neck.
6. Up Starting.
E. Up Distant (*worked from Cemetery West box*).
8. To Hart Starting.
F. Down Distant (*worked from Mineral Sidings Ground Frame*).
14. Main Up Shunting Disc.
9. Up to Mineral Sidings.
15. To Hart or Mineral Sidings Shunting Disc.
40. Main Up to Down Mineral No. 1 or Sidings Backover.
42. Up to Down Backover.



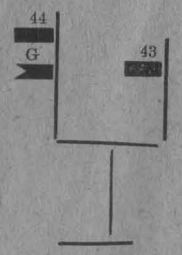
Erected as shewn across the lines, about 6 yards east of the box.

Monday, 12th July.

Continued.

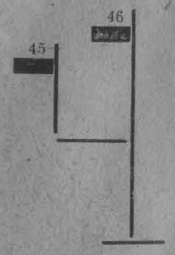
CEMETERY SOUTH JUNCTION SIGNAL-BOX, HARTLEPOOL—*Continued.*

44. From Hart Starting.
G. Distant from Hart (*worked from Ballast Crossing*).
43. Hart to No. 2 Down Mineral.



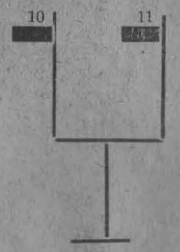
Erected as shewn on the Down side of the line, about 91 yards west of the box.

45. From Mineral Sidings.
46. Home from Hart.



Erected as shewn on the Down side of the line, about 144 yards west of the box.

10. From Ropery Siding.
11. From Cement Works.



Erected as shewn on the Up side of the Cement works siding, about 186 yards east of the box.

From Up Independent.

Erected on the Up side of the Ropery siding, about 145 yards east of the box.

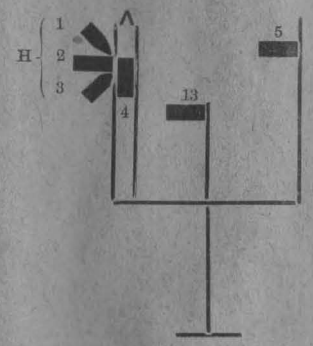
Monday, 12th July,

Continued.

CEMERERY SOUTH JUNCTION SIGNAL-BOX, HARTLEPOOL—*Continued.*

H. 3-way signal, to be worked by shunters, from a Ground lever fixed about 78 yards East of the signal, and to read as under:—
1. **Forward—White light.**
2. **Stop—Red light.**
3. **Backover—Green light.**
4. **No signal—No light.**

13. To Shunting Neck.
5. Up Independent to Main Up.



Erected as shewn on the Up side of the shunting neck, about 58 yards east of the box.

SIGNALS DISPENSED WITH.

Sunderland to Down Independent Distant.
West Hartlepool to Down Independent Distant.
Mineral Sidings to Down.
Sunderland to Down Independent.
Sunderland to Hartlepool Home.
Main Up to Up Independent or Sidings Backover.
From Up Independent Shunting Disc.
From Up Independent to Sunderland.
From Up Independent to West Hartlepool.
To West Hartlepool Home.
To Sunderland Home.
Intermediate Up Distant.
Up Starting (*worked from Ballast Crossing*).
From Sunderland Distant (*worked from Ballast Crossing*).
Intermediate Down Home (*worked from Ballast Crossing*).
Main Up to Independent Backover (*worked from Ballast Crossing*).
From Hartlepool Distant (*worked from Cemetery West*).
Up Distant (*worked from Mineral Sidings Ground Frame*).
Independent Down (*worked from Ballast Crossing*).

Tuesday, 13th July.

SOUTH PELAW JUNCTION SIGNAL-BOX, PELTON.

12-1 a.m. to 3-0 p.m., transferring connections from old to new box. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

At about 3-0 p.m., the following new connections and signals will be brought into use.

POINTS.

Between Main Up and Mineral lines, about 139 yards west of the box.

Between Main Up and Main Down, about 35 yards east of the box.

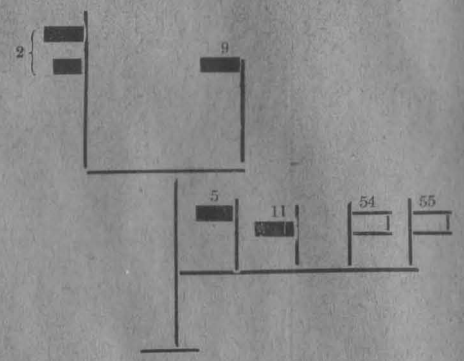
Between Nos. 1 and 2 Outgoing Mineral lines, about 104 yards west of the box.

Crossover between Nos. 2 and 3 Outgoing lines.

The present Up Independent line, will in future be worked as No. 3 Incoming line.

SIGNALS.

2. Calling-on and Down Home.
9. To Washington Home.
5. Incoming Lines to Down Backover.
11. Incoming Lines to Washington Backover.
54. To No. 1 Incoming Line.
55. To No. 2 Incoming Line.



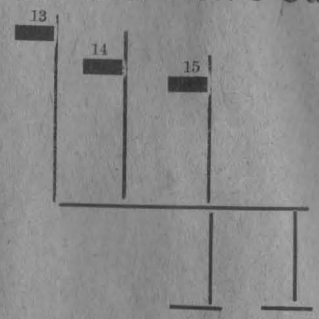
Erected as shewn on the Down side of the Main line, about 236 yards west of the box.

Tuesday, 13th July.

Continued.

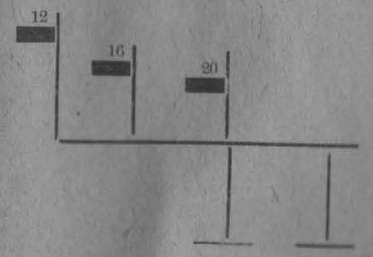
SOUTH PELAW JUNCTION SIGNAL-BOX, PELTON—*Continued.*

13. From No. 2 Outgoing Line.
14. From No. 3 Outgoing Line.
15. From No. 3 Outgoing Line Backover.



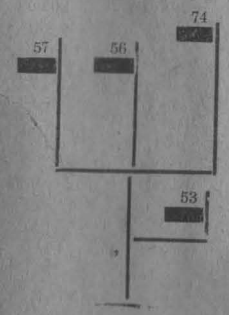
Erected as shewn on the Up side of the Mineral lines, about 200 yards west of the box.

12. From No. 1 Outgoing Line.
16. Stella Up to Down Backover.
20. To Colliery.



Erected as shewn on the Up side of the Mineral lines, about 142 yards west of the box.

57. To Nos. 1 and 2 Incoming Lines from Washington.
56. Up Main to Nos. 1 and 2 Incoming Lines.
74. Up Starting to Annfield.
53. Down to Siding Backover.



Erected as shewn on the Down side of the Main line, about 132 yards west of the box.

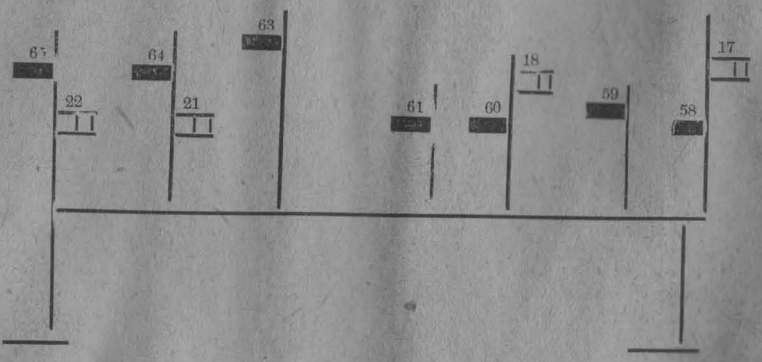
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Tuesday, 13th July,

Continued.

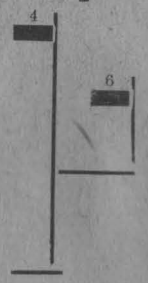
SOUTH PELAW JUNCTION SIGNAL-BOX, PELTON—*Continued.*

65. Washington to No. 3 Incoming Line.
22. To Ore Siding Backover.
64. Washington to Nos. 1 and 2 Incoming Lines.
21. To Goods Siding Backover.
63. Washington to Main Up.
61. Washington Down to No. 3 Incoming Line.
60. Washington Down to Nos. 1 and 2 Incoming Lines.
18. To Washington Home.
59. Washington Down to Main Up Backover.
17. Stella Down to Newcastle.
58. Washington Down to New Line Sidings Backover.



Erected as shewn across the Mineral lines, about 22 yards west of the box.

4. **Down Starting.**
6. **Up to Down Backover.**



Erected as shewn on the Down side of the Main line, about 16 yards east of the box.

75. **Down to Up Backover.**

Erected on the Down side of Main line, about 56 yards east of the box.

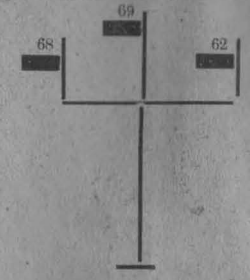
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Tuesday, 13th July,

Continued.

SOUTH PELAW JUNCTION SIGNAL-BOX, PELTON *Continued.*

68. From Ore Siding.
69. From Washington Home.
62. Washington Down Backover.



Erected as shewn on the Up side of the Mineral lines, about 73 yards east of the box.

66. **Goods Sidings to Washington Up.**

Erected between the Goods siding and Washington Down line, about 91 yards east of the box.

19. **Calling-on to Washington.**

Fixed as shewn to Starting to Washington.

All other connections hitherto worked from the old box will in future be worked from the new one.

SIGNALS DISPENSED WITH.

Stella Gill to Newcastle.
Stella Gill to Washington and Calling-on Arm.
Down Advanced Starting (*worked from Stella Gill Flatts box*).
Down Independent (*worked from Stella Gill Flatts box*).
Stella Gill Line Up to Down Backover.
Stella Gill Line Up to Colliery Backover.
To Newcastle Starting.
To Stella Gill Up Starting (*controlled from Stella Gill Flatts box*).
To Stella Gill Up Independent (*controlled from Stella Gill Flatts box*).
Washington to Stella Gill Home.
Washington to Annfield Home.
Washington Up Siding to Stella Gill.
Washington Up Siding to Annfield.
Washington to New West Kip.
Annfield to Newcastle Home.
Annfield to Washington Home.

Tuesday, 13th July,

Continued.

MORDEN BRIDGE SIGNAL-BOX, SEDGEFIELD.

8-30 a.m. to about 12-0 noon, moving and re-erecting Down Advanced Starting signal 100 yards further from the box. A flagman will be provided by the Engineer.

Wednesday, 14th July.

EAST SIGNAL-BOX, BARNARD CASTLE.

At 9-0 a.m., the following new signal will be brought into use :—

26. Advanced Starting to Bishop Auckland.

Erected on the Down side of the line, about 620 yards north-east of the box.

SIGNAL DISPENSED WITH.

Advanced Starting to Bishop Auckland.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Sheffield Nos. 1 and 3 boxes.—Diverting of Up Main line to its present position, 39½ to 41¼ mileage.

On Sunday, July 11th, from 6-0 a.m. to 7-0 a.m., the Up line between the above-named points will be absolutely blocked, and during this time all traffic will be worked over the Down line in charge of pilotman.

Between Sheffield Nos. 3 and 1 boxes.—Diverting of Down Main line to its permanent position and laying in new connections 41¼ to 39½ mileage.

On Sunday, July 11th, from 7-0 a.m. to 6-0 p.m., or until the work is completed, the Down line between the above-named points will be absolutely blocked, and during this time all traffic will be worked over the Up line in charge of pilotman.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop,

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Rotherham Road.—Until further notice, from 6-0 a.m. to 6 0 p.m., daily, repairing and setting back of platform walls 5½ and 5¾ mileage. Up and Down lines. Daily. **Trains to reduce speed to 3 miles per hour.**

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4 0 a.m. Monday.

Marshgate Goods Siding.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction. - Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Between Creasborough Road and Rotherham Road Boxes.—Until further notice, lifting Up and Down Main lines and sidings, 5 and 5¾ mileage, from 6 0 a.m. to 6-0 p.m. daily. All enginemen and traffic staff to use extra care during the time this work is in hand. Up and Down Main and sidings and Parkgate branch and sidings affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Marshgate Junction, Doncaster and Arksey.—Sunday, 11th July, 7-0 a.m. to 12-0 noon, between trains, unloading materials from Down Main line. An engine will be engaged. Flagmen out. Moat Hills and Dock Hills signal boxes will be open.

Bridge Junction, Doncaster.—Sunday, July 11th, 6-0 a.m. to about 12-0 noon, between trains, renewing facing points leading from Up Fast line to Up Coal Yard. **Speed of trains over Up Fast line must not exceed 15 miles per hour.**

Frenchgate, Doncaster.—Sunday, 11th July, 12-0 noon to 3-0 p.m., renewing switches leading from Down Fast line to north end of Old Yard. **Speed of trains not to exceed 15 miles per hour over Down Fast line.**

Between Laisterdyke Station and Ardsley Station.—Sunday, 11th Jul 7-0 a.m. to about 12-0 noon, between trains, examining roof and side walls of tunnels. Up and Down lines affected. Middle ton Wood and Ardsley North boxes will be open.

Leeds Central Station.—Sunday, 11th July, 6-0 a.m. to about 5-0 p.m., between trains, cleaning and painting gable ends of station and steel girders. Ladders will stand on lines as required between trains

Leeds "A" Box—Sunday, 11th July, 6-0 a.m. to about 5-0 p.m., renewing connections to facing points :—No. 18 to No. 2 Siding ; No. 20 to No. 3 Platform ; No. 46 Departure lines Crossover. Also renewing connections to facing point locks and bars Nos. 17 and 47. Facing points and bars mentioned will be disconnected during the time the work is in hand, and flagmen will be out.

Between Balby Junction and Bridge Junctions, Doncaster.—Sunday, 11th July, 6-0 a.m. to about 6-0 p.m., repairing arch and piers of Balby bridge. Engineer will have absolute possession of Down Goods line, and during time named traffic will be worked over Down Main line between these points. Balby Junction box will be open. Drivers must keep a sharp look out.

Leeds Central Station.—Until further notice. Cleaning and painting Station roof. All lines affected.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of over-bridge carrying G C., avoiding line over railway and repairing and painting Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Heckmondwike and Northorpe.—Sunday, 11th July, painting underside of L. & N.W. overbridge, 6-0 a.m. to 6-0 p.m., between trains. Flagmen will be out,

Heckmondwike and Ravensthorpe.—Sunday, 11th July, painting underside of L. & N.W. overbridge, 6-0 a.m. to 6-0 p.m., between trains. Flagmen will be out.

Halifax.—Sunday, 11th July, 8-0 a m. to 6-0 p.m., painting underside of Horton Street Bridge. Flagmen will be out.

Wyke.—Monday, 12th July, 7-0 a.m. to 5-30 p.m., cleaning and overhauling locking. The locking will be disarranged as required.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Thornhill, Ingham's Siding.—Laying in New Midland Junction. Up and Down South lines.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Pontefract.—Relaying near West Junction. Up and Down lines.
Between Lightcliffe and Wyke.—Relaying.—Down line.
Bowling Tunnel.—Relaying.—Up line.
Northorpe and Mirfield.— Relaying.—Up line.
Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Reballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.
Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

London & North Western Company's Notices.

At Tebay, 32 mile post.—On Sunday, 11th July, the Down line will be blocked between trains from 6-0 a.m. to 5-30 p m. Changing facing points at Tebay No. 2 box.

Midland Company's Notices.

Between Grimesthorpe Junction and Sheffield.—Sunday, 11th July, the Engineer will have possession of the Up and Down Main lines at Attercliffe Road, as shewn below, for the purpose of reconstructing bridge No. 76 and loading up old girders.

Down Main line from 7-0 a.m. until about 9-10 a.m.

, Both Main lines from about 9-10 a.m. until about 2-30 p.m.

Up Main line, and, between the running of trains, possession of the Down Main line from about 2-30 p.m. until the work is completed.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

During the time the Engineer has possession of one of the Main lines only, single line working will be adopted on the other Main line between Sheffield North Junction and Attercliffe Road or Mill Race Junction, as may be necessaay. Mr. Simmons will make the necessary arrangements, and appoint a pilotman, and the Nunnery Colliery sidings signal-box will be open.

Every effort will be made to get the Down line ready for the passage of the 2-5 p.m. passenger train from Sheffield to Barnsley, but arrangements must be made for starting this train from Attercliffe Road if necessary.

Until Sunday, 18th July, drivers must not exceed a speed of 5 miles an hour on the Up and Down Main lines over Bridge No. 76 at Attercliffe Road, and the brakes of all vehicles must, as far as possible, be off during the time trains are passing over the bridge.

Rawdon Junction.—Monday, 12th July, commencing at 9-0 a.m., the Outer Distant signal for the Up Main line, applicable to trains and engines going on to the Yeadon Branch, will be removed and dispensed with; and the Outer Distant signal for the Up Main line, applicable to trains and engines going towards Esholt Junction, will be lowered only for trains going towards Esholt Junction. This signal and the Intermediate Distant signal for the Up Main line, applicable to trains and engines going towards Esholt Junction, will be controlled from Esholt Junction,

Commencing on Monday, 12th July, the Rawdon Junction box will be closed from 8-45 p.m. to 6-45 a.m. on week-days, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Manningham and Bradford.—Sunday, 11th July, from 6-0 a.m. until the work is completed about 5-0 p.m., the Engineer will, between the running of trains, have possession of the arrival and departure lines, as required, between Manningham Station Junction and Bradford. for the purpose of repairing points and crossings. Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Between Newlay and Kirkstall.—Sunday, 11th July, from 6-0 a.m. until the work is completed. the Engineer will, between the running of trains. have possession of the Up and Down Main lines, alternately, as required, between Newlay and Kirkstall, for the purpose of loading up girders and tools and taking down the signal-box and signals at Kirkstall Forge Bridges. Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

Between Apperley Bridge and Hunslet.—Until further notice, the Engineer will be engaged painting bridges between Apperley Bridge and Hunslet.

Between Keighley and Apperley Bridge.—Until this notice is withdrawn, the Engineer will be engaged painting between Keighley and Apperley Bridge.

Between Bolton Abbey and Ilkley.—Until further notice, the Engineer will be engaged painting bridges between Bolton Abbey and Ilkley.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3496.

General Superintendent's Office,

YORK, 15th July, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 17th July, 1909,

TO

SATURDAY MIDNIGHT, 24th July, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Normanton to Newcastle.		
Between Croft Junction and Black Banks Junction, Up Line	20 miles	Slag ballasting and lifting line. A warning board as per Rule 253 (e) is fixed for the Up line.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, $1\frac{3}{4}$ to $2\frac{1}{4}$ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland to Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e are fixed.
Darlington to Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to $19\frac{1}{2}$ miles. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Staithes Viaduct, between Staithes and Grinkle	4 miles	Renewal of Viaduct. A warning board as per Rule 253 (e) is fixed $\frac{1}{2}$ mile from the Grinkle end of the Viaduct for Down Trains. All Up trains must stop at Staithes and be warned by the signalman, when tablets are exchanged
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Water-works boxes)	Alterations at York Station	All lines	
Between York and Poppleton Junction.	Relaying from ¾ miles to 1¼ miles ...	Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Ferryhill	Relaying from 8¼ miles to 8¾ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Newcastle, via Leamside.		
Sherburn Colliery Station	Renewal and alterations of points and crossings	Up and Down	
	Newcastle to Berwick.		
Beal	Relaying from 57 miles to 59 miles. .	Down	
	Newsham to Blyth.		
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
	Newcastle to Carlisle.		
Between Blackett Colliery & Bardon Mill	Relaying from 32¾ miles to 33 miles	Up	
Blackett Colliery ...	Relaying from 34½ miles to 34¾ miles	Up	
Naworth	Relaying from 47½ miles to 48 miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Scotswood to North Wylam.		
Between West Wylam Junction and North Wylam Station	Relaying from 5¾ miles to 6½ miles	Up	
	Newcastle to Tynemouth (via Backworth).		
Monkseaton	Relaying from 2¼ miles to 2½ miles and from 2¾ miles to 3 miles	Down	
	Heaton to Tynemouth.		
Howdon Station ...	Relaying from 3¼ miles to 3½ miles	Down	
	Pelaw to South Shields.		
Tyne Dock Tunnel ...	Relaying from 4½ miles to 5 miles ...	Up	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Hylton	Relaying from 2¼ miles to 2½ miles	Down	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	West Hartlepool to Ferryhill.		
Castle Eden Cutting	Relaying from 6¼ miles to 6½ miles	Down	
Trimdon Branch ...	Relaying from 10¼ miles to 10½ miles	Up	

PERMANENT WAY OPERATIONS—*Continued*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
Between Sedgefield and Chilton Junction	Relaying from 18¼ miles to 18¾ mls.	Down	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	
East of West Auckl'nd	Re-sleepering from 11¼m to 11½m.	Down	
West Auckland ...	,, ,, 11½m. to 11¾m.	Up	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Etherley Station ...	Renewal of crossover road	U'p and Down	
	Wear Valley Junction to Wearhead.		
West of Wit'on Drift	Relaying from 15½ miles to 16¼ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Spital	Re-sleepering from 27½ miles to 28¼ miles	Up	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down	
Redcar ...	Relaying from 20¾ miles to 21½ miles	Mineral Down	
Saltburn Junction ...	Relaying	Up and Down	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
	Picton Junction to Grosmont Junction.		
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Leeds to Hull.		
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¼ miles	Up	
Between Hagg Lane and Thorpe Gates	Slag Ballasting	Up and Down	
Ferriby	Relaying from 7¼ miles to 7¾ miles	Down	
		Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 11 miles to 11½ miles	Up	
	Church Fenton to Harrogate.		
Between Spofforth and Harrogate	Re-sleepering from 15 mls to 16 mls.	Up	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN CROFT JUNCTION AND BLACK BANKS JUNCTION.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up line between the above named points.

For speed restriction see page 702.

CARLISLE.

Until further notice, painting L. & N.W. bridges Nos. 243 and 244, between trains. Flagmen will be provided by the Engineer.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOWES.

The speed restriction of 5 miles per hour over bridge 50 chains west of Bowes Station shewn on page 670 of Signalling Programme week ending 17th July has been withdrawn.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

For speed restriction see page 703.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. Drivers must keep a good look out for hand signals.

For speed restriction see page 703.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
NORMANTON TO DARLINGTON						
Monk Fryston	Milford Junct. South ...	Up Platform Distant from York	1	445	Up	To assist signalman at Milford Jct. North.
" "	" " ...	Up Passenger Distant from Hull ...	1	260	Down	
" "	Milford Junct. East ...	Down Passenger Home		—		
" "	" " ...	Down Passenger Distant		—		To assist signalman at Milford Jct. box.
" "	Milford Junct. North ...	Down Passenger Distant	1	210	Up	
" "	" " ...	Up Distant ...		330		
Sherburn-in-Elmet ...	Station ...	Down Main Distant ...	1	395	Up	
Monk Fryston	Hillam Gates...	Up Passenger Distant		490		
" "	Milford Junct. South ...	Down Passenger Outer Home ...	1	—	Down	

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Arrangements for Signalling in Foggy Weather—*Continued.*

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
NORMANTON TO DARLINGTON—*Continued.*						
				Yds.		
Monk Fryston	Milford Junct. South	Up Main Outer Distant ...	1	440	Down	
„ „	Milford Junct.	Up Platform Distant ...		440		
Sherb'n-in-Elmet	Junction ..	Down Distant		—		
„ „	Station ...	Up Distant ...	1	517	Up	
Church Fenton	South... ...	Down Distant from Normanton ...		517		
Sherburn-in-Elmet ...	Station ...	Up Branch Distant ...	1	372	Up	
Gascoigne Wood	Junction ...	Down Distant from York...		100		
LEEDS TO HARTLEPOOL.						
Wormald Green	Station ...	Down Distant	1	587	Down	
LEEDS TO HULL.						
Sherburn-in-Elmet ..	Station ...	Up Branch Distant ...	1	372	Up	
Gascoigne Wood	Junction ...	Down Distant from York...		100		
YORK TO MOSS.						
Heck	Station ...	Down Distant	1	300	Up	
Balne	„ ...	Up Distant ...		300		

Sunday, 18th July.

WEST JUNCTION SIGNAL-BOX, SELBY.

5-0 a.m. to about 6-0 p.m., the Signalling Department will be engaged renewing the Up Direction signals at this place.

All Up and Down Main line signals will stand at danger, and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 18th July,

Continued.

BETWEEN HETT MILL SIGNAL-BOX, CROXDALE, AND COXHOE JUNCTION SIGNAL-BOX, FERRYHILL.

5-15 a.m. to 7-0 p.m. the Engineer will have possession of both lines after the passing of the 3-45 a.m. passenger train ex York, for the purpose of renewing the bridges at 5 miles, 33 chains and 5 miles, 50 chains. Arrangements will be made to pass the 10-10 a.m. passenger train ex Newcastle, and if the work is not completed by 7-0 p.m., arrangements will also be made to pass the 7-8 p.m. passenger train ex Newcastle. Flagmen will be provided.

Signalmen at Coxhoe Junction and Hett Mill, and the enginemen will be required on duty during the progress of the work.

An engine will leave Bishop Auckland with workmen and material about 4-0 a.m. via Ferryhill, returning about 6-0 p.m. via Durham. The signalmen at Bishop Auckland East, Coundon, Burnhouse Junction, Page Bank Colliery Junction, Merrington Lane, Dean and Chapter Colliery, East Howle and Coxhoe Junction to be on duty to pass the special on the outward journey, and the signalmen at Relly Mill Junction, Brancepeth Station, Hunwick Station and Bishop Auckland North, to be on duty to pass the special on the return journey.

BETWEEN OUSTON BOX, BIRTLEY, AND STATION BOX, CHESTER-LE-STREET.

4-0 a.m. to 7-0 p.m., lowering lines at Flatts Cutting. Both lines will be in possession of the Engineer after the passing of the 3-27 a.m. passenger train ex York, except that single line working by pilotman will be in operation on the Down line between Ouston box and Chester-le-Street Station box for the passing of the following trains :—

9-17 a.m. passenger train ex Durham, and
9-35 a.m. passenger train ex Newcastle.

THE 3-35 A.M. AND 3-45 A.M. PASSENGER TRAINS EX YORK, AND THE 10-10 A.M. PASSENGER TRAIN EX NEWCASTLE MUST BE RUN VIA LEAMSIDE AND DURHAM, AND ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST BE RUN VIA LEAMSIDE AND SHINCLIFFE.

THROUGH EAST COAST TRAINS DIVERTED VIA SHINCLIFFE AND LEAMSIDE MUST BE RUN VIA KING EDWARD BRIDGE EAST LOOP AND GREENSFIELD JUNCTION IN BOTH DIRECTIONS IN ORDER TO AVOID REVERSING TRAINS AT NEWCASTLE.

Pilotman and flagmen will be provided by the Engineer.

Signalmen at Ouston, Chester-le-Street Station and Birtley Station boxes to be on duty during the progress of the work.

An engine and van will leave Park Lane, Gateshead, at 3-0 a.m. for Chester-le-Street, picking up men en route, returning at about 7-0 p.m. An engine and van will also leave Durham at 4-0 a.m. with men for Chester-le-Street, returning immediately. This engine will also be required to leave Durham at 5-15 p m. for Chester-le-Street to take men back to Durham.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 18th July.

Continued.

SOUTH JUNCTION, HEATON.

1-0 a.m. to 5-30 a.m., cleaning and overhauling switchboard.

BETWEEN HEATON SOUTH JUNCTION AND PERCY MAIN JUNCTION.

12-20 a.m. till 12-0 noon, examining and renewing third rail bonds. The electric current will be switched off as traffic permits between Percy Main Junction, Wallsend Sub-station and Heaton South Junction. The Car Shed lines will be fed from the Main North lines at Benton Bank.

STATION SIGNAL-BOX, LONGHOUGHTON.

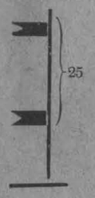
At 12-5 a.m. the present signal-box will be closed, and a new one erected on the Down side of the line, 68 yards further south will be opened.

12-5 a.m. to 4-0 p.m., transferring connections from old to new box.

All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

At about 4-0 p.m., the following new signals will be brought into use :—

25. Down Distant (double armed).



Erected as shewn on the Down side of the line, about 1,114 yards south of the box.

7. Down to Up Backover No. 2.

Erected on the Down side of the line, about 144 yards south of the box.

22. Down Starting.

21. Up to Down Backover No. 1.

Erected as shewn on the Down side of the line, about 7 yards north of the box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 18th July,

Continued.

STATION SIGNAL-BOX, LONGHOUGHTON—*Continued.*

4. Down to Up Backover No. 1.

Erected on the Down platform, about 59 yards north of the box.

20. Down Advanced Starting.

Erected on the Down side of the line, about 441 yards north of the box.

2. Up Home.

Erected on the Up side of the line, about 184 yards north of the box.

18. Up to Depots Backover.

Erected on the Up side of the Main Up, about 49 yards south of the box.

19. Up to Goods Yard Backover.

Erected on the Up side of the line, about 110 yards south of the box.

23. Up to Down Backover No. 2.

Erected on the Up side of the line, about 213 yards south of the box.

8. Up Advanced Starting.

Erected on the Up side of the line, about 592 yards south of the box.

All other connections hitherto worked from the old, will in future be operated from the new box.

SIGNALS DISPENSED WITH.

Down Distant. Down Advanced Starting. Up Home. Up Advanced Starting.

HIRST JUNCTION SIGNAL-BOX, ASHINGTON.

12-5 a.m. to about 6-0 p.m., repairing and cleaning interlocking.

Flagmen will be provided by the Engineer. A signalman to be on duty during the progress of the work.

Sunday, 18th July,

Continued.

BETWEEN BAXTER WOOD No. 1 AND BEARPARK COLLIERY BOXES, ALDIN GRANGE.

12-5 a.m. to about 9-0 p.m., renewing underline bridge, about 80 yards east of Aldin Grange Station. Both lines will be in possession of the Engineer, except that single line working by pilotman will be in operation on the Up line between Relly Mill Junction box, Durham, and Bearpark Colliery box, Aldin Grange, for the passing of the following trains :—

7-35 a.m. passenger train ex Durham,
8-29 a.m. passenger train ex Blackhill,
7-27 p.m. passenger train ex Darham, and
8-11 p.m. passenger train ex Blackhill.

Pilotman and flagmen will be provided by the Engineer.

Signalmen to be on duty at Bearpark Colliery and Relly Mill Junction boxes during the progress of the work.

An engine with wagons will leave Park Lane, Gateshead, at 10-0 p.m. on Saturday, 17th July, for Bearpark Colliery box, via Team Valley, returning same route at about 9-0 p.m. on Sunday, 18th July.

A signalman to be on duty at Witton Gilbert Station box at about 12-5 a.m., so that the cranes can be lifted from the sidings.

THROSTON BRIDGE, HARTLEPOOL.

12-30 a.m. to 9-30 a.m., between the running of ordinary trains, the Engineering Department will have possession of all lines for the purpose of removing the trestles to the opposite side of the bridge. Flagmen will be provided. Signalman at Ballast Crossing to be on duty during the progress of the work.

STATION SIGNAL-BOX, HUTTON GATE.

12-5 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of alterations, &c.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

Sunday, 18th July,

Continued.

STAITHES VIADUCT.

4-0 a.m. to 5-0 p.m., the line will be in possession of Engineer for the purpose of erecting girders at the Viaduct. Flagmen will be provided.

In connection with the work, a special with two steam cranes, wagons, etc., will leave Old Coach Shops Yard, Hopetown, Darlington, for Staithes Viaduct at 1-30 a.m.

Engine to be out at 1-0 a.m. to marshal special.

Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse, Warrenby, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle and Staithes to be on duty to pass special in both directions, and at Staithes during progress of the work.

The engine will be required at the Viaduct until 5-0 a.m., when it will run to Carlin How Junction, returning to Viaduct at 4-0 p.m. Signalmen to be on duty at Grinkle, Loftus and Carlin How Junction to pass engine in both directions.

The special will leave Staithes for Darlington at 5-0 p.m.

For speed restriction see page 703, and for further notice of work at this place see page 708.

BETWEEN SCALBY AND CLOUGHTON.

From 4-0 a.m. to 6-0 p.m. the Engineer will have possession of the line between Scalby and Cloughton for the purpose of renewing the girders at Burniston Beck Bridge, at 3 miles, 946 yards.

Flagmen will be provided.

Signalmen at Cloughton and Scarborough (Gallows Close) to be on duty whilst the work is in hand.

A special train conveying material will leave Scarborough at about 4-0 a.m. for Cloughton, returning about 6-0 p.m. The engine and van will return to Scarborough, Gallows Close, at about 9-0 a.m. to pick up workmen arriving by Hull train due at 9-28 a.m., returning to Cloughton at once.

Signalmen at Washbeck and Falsgrave boxes to be on duty to pass the 4-0 a.m. special to Cloughton.

JUNCTION SIGNAL-BOX, SEAMER.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

SIGNALLING AND OTHER ALTERATIONS—*Continued*

Sunday, 18th July,

Continued.

BETWEEN EAST SIGNAL-BOX, LEEDS, AND EAST SIGNAL-BOX, MARSH LANE.

6-0 a.m. to about 6-0 p.m., renewing waybeams on Down line over Call Lane Bridge, and renewal of Nos. 47 and 48 points.

The Engineering Department will have possession of the Down line between Leeds East and Marsh Lane East during the time named and single line working by pilotman will be in operation on the Up line.

Signalman at Marsh Lane East to be on duty during the time the work is in progress.

Pilotman, flagmen and men to wedge points will be provided.

In connection with this work a special train will leave Starbeck at 5-0 a.m., returning to Starbeck about 7-0 p.m., the engine being required during the day.

Signalmen at Stonefall, Pannal Junction, Rigton Crossing, Arthington South, Moseley and Headingley Station, and gateman at Headingley Gates to be on duty to pass the special in both directions.

JUNCTION SIGNAL-BOX, HESSLE.

From 6-0 a.m. to about 5-0 p.m., the Engineer will have possession of the Down Slow line in connection with the making of certain alterations at the Junction. During the period named, the Down Slow line will be closed as between Hessle Station and Hessle Junction. Ordinary traffic will not be interfered with. Flagmen will be provided.

Signalman at Hessle Junction box to be on duty during the time the work is in progress.

Monday, 19th July.

STATION SIGNAL-BOX, SHERBURN COLLIERY.

At 9-0 a.m., the following new signal will be brought into use :—

14. **Up Starting.**

Erected on the Up platform, about 40 yards north of the box.

SIGNALS DISPENSED WITH.

Up Starting. Siding to Main Up. Up to Siding Backover.

STATION SIGNAL-BOX, CONSTABLE BURTON.

8-15 a.m. to about 7-0 p.m., the interlocking will be disconnected for the purpose of removing the frame.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Tuesday, 20th July.

PARK SIGNAL-BOX, BEVERLEY.

6-0 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of renewing the apparatus.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the Signalman's instructions.

Wednesday, 21st July.

PARK SIGNAL-BOX, BEVERLEY.

A new through shunt between the Main lines about 110 yards south of the signal-box will be brought into use.

The following alterations will be made in the signalling arrangements.

Down Distant signal.

The existing signal will be moved 150 yards further from the signal-box.

Down Outer Home signal.

A new single armed signal fixed on the Down side of the line, about 170 yards south of the signal-box.

Up Starting signal.

A new single armed signal fixed on the Up side of the line about 116 yards south of the signal-box.

Up Advance signal.

A new single armed signal fixed on the Up side of the line about 570 yards south of the signal-box.

Shunting Signals.

A new ground disc signal fixed between the Up and Down Main lines about 170 yards south of the signal-box, which will read :—Backing—From Up Main—To Down Main.

A new ground disc signal fixed between the Up and Down Main lines about 116 yards south of the signal-box, which will read :—Backing—From Down Main—To Up Main.

All other signals will remain unaltered.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Conisboro' Station and Cadeby Boxes.—Renewing Bridge over river 18¼ to 18½ mileage. On Sunday, 18th July, from 3-0 a.m. to 6-0 p.m. or until the work is completed the Up line between the above-named points will be absolutely blocked, and during this time all traffic will be worked over the Down line in charge of pilotman.

Cadeby and Hexthorpe Junction boxes will be open.

St. James Junction Box, Hexthorpe.—Closed from 6-0 a.m. Sundays to 4-0 a.m. Mondays, commencing July 18th.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Rotherham Road.—Until further notice, repairing and setting back of platform walls 5½ and 5¾ mileage. Up and Down lines. Daily. **Trains to reduce speed to 3 miles per hour.**

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4-0 a.m. Monday.

Marshgate Goods Siding.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Between Greasborough Road and Rotherham Road Boxes.—Until further notice, lifting Up and Down Main lines and sidings, 5 and 5¾ mileage, from 6-0 a.m. to 6-0 p.m. daily. All enginemen and traffic staff to use extra care during the time this work is in hand. Up and Down Main and sidings and Parkgate branch and sidings affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines

Warmsworth Siding box.—Until further notice, blasting at Messrs Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down Until further notice subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Balby and Bridge Junctions, Doncaster.—Sunday, July 18th, 6-0 a.m. to about 6-0 p.m. Repairing arch and piers of Balby Bridge. Engineer will have absolute possession of Up Fast Goods line from 6-0 a.m. to 12-0 noon, and of Up Slow Goods line from 12-0 noon to 6-0 p.m. Balby Junction box will be open. Drivers must keep a sharp look-out.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Leeds Central Station.—Sunday, 18th July, 6-0 a.m. to about 6-0 p.m., between trains. Cleaning and oiling electric fouling bars, also removing sand off insulated tracks. All 7 platform lines affected.

Leeds Central Station.—Until further notice. Cleaning and painting Station roof. All lines affected.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and repairing and painting Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Halifax.—Sunday, 18th July, 8-0 a m. to 6-0 p.m., painting underside of Horton Street Bridge. Flagmen will be out.

Heckmondwike and Northorpe.—Sunday, 18th July, 6-0 a.m. to 6-0 p.m., between trains, painting underside of L. & N.W. overbridge. Up and Down. Flagmen will be out.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued*

Heckmondwike and Ravensthorpe.—Sunday, 18th July, 6-0 a.m. to 6-0 p.m , between trains, painting underside of L. & N.W. overbridge. Up and Down. Flagmen will be out.

Horbury Junction.—Sunday, 18th July, 7-0 a.m. to 5-0 p.m., between trains, examining and taking down loose rock in cutting. Up and Down. Flagmen will be out.

Wyke.—Sunday, 18th July, 7-0 a.m. to 7 0 p.m. The Up Branch and Main Distants will be out of use during repairs to fittings, Up and Down.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Thornhill, Ingham's Siding.—Laying in New Midland Junction. Up and Down South lines.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Pontefract.—Relaying near West Junction. Up and Down lines.
Between Lightcliffe and Wyke.—Relaying.—Down line.
Bowling Tunnel.—Relaying.—Up line.
Northorpe and Mirfield.—Relaying.—Up line.
Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Midland Company's Notices.

Attercliffe Road.—Until Sunday, 18th July, drivers must not exceed a speed of 5 miles an hour on the Up and Down Main lines over Bridge No. 76 at Attercliffe Road, and the brakes of all vehicles must, as far as possible, be off during the time trains are passing over the bridge.

Rawdon Junction Box.—This box will be closed from 8-45 p.m. to 6-45 a.m. on weekdays, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Apperley Bridge and Hunslet.—Until further notice, the Engineer will be engaged painting bridges between Apperley Bridge and Hunslet.

Between Shipley and Apperley Bridge.—Until this notice is withdrawn, the Engineer will be engaged painting between Shipley and Apperley Bridge.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Office

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O 3505

General Superintendent's Office,

YORK, 22nd July, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 24th July, 1909,

TO

SATURDAY MIDNIGHT, 31st July, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Leeds and Hull.		
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Croft Junction and Black Banks Junction, Up Line	20 miles	Slag ballasting and lifting line. A warning board as per Rule 253 (e) is fixed for the Up line.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Staithes Viaduct, between Staithes and Grinkle	4 miles	Renewal of Viaduct. A warning board as per Rule 253 (e) is fixed ½ mile from the Grinkle end of the Viaduct for Down Trains. All Up trains must stop at Staithes and be warned by the signalman, when tablets are exchanged
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Waterworks boxes)	Alterations at York Station	All lines	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Ferryhill	Relaying from 8¼ miles to 8¾ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Newcastle, via Leamside.		
Sherburn Colliery Station	Renewal and alterations of points and crossings	Up and Down	
	Newcastle to Berwick.		
Beal	Relaying from 57 miles to 59 miles...	Down	
	Alnmouth to Alnwick.		
Between Alnmouth and Alnwick	Changing rails from 1 m. to 2½ mls.	Up	
	Newsham to Blyth.		
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
	Newcastle to Carlisle.		
Blaydon	Relaying from 4 miles to 4¾ miles .	Down	
Haltwhistle Tunnel, between Haltwhistle & Blackett Colliery	Relaying from 35¾ miles to 36 miles	Up and Down	
Naworth	Relaying from 47½ miles to 48 miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Scotswood to North Wylam.		
Between West Wylam Junction and North Wylam Station	Relaying from 5¾ miles to 6½ miles	Up	
	Newcastle to Tynemouth (via Backworth).		
Monkseaton	Relaying from 2¼ miles to 2⅔ miles and from 2¾ miles to 3 miles	Down	
	Heaton to Tynemouth.		
Howdon Station ...	Relaying from 3¼ miles to 3½ miles	Down	
	Pelaw to South Shields.		
Tyne Dock Tunnel ...	Relaying from 4½ miles to 5 miles ...	Up	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
Pesspool Bank, Haswell	Relaying from 9¾ miles to 10 miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
Hylton	Relaying from 2¼ miles to 2½ miles	Down	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	West Hartlepool to Ferryhill.		
Castle Eden Cutting	Relaying from 6¼ miles to 6½ miles	Down	
Trimdon Branch ...	Relaying from 10¼ miles to 10½ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
Between Sedgefield and Chilton Junction	Relaying from 18¼ miles to 18¾ mls.	Down	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	
East of West Auckl'nd	Re-sleepering from 11¼m. to 11½m.	Down	
West Auckland ...	,, ,, 11¼m. to 11¾m.	Up	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Wear Valley Junction to Wearhead.		
West of Witton Drift	Relaying from 15½ miles to 16¼ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Spital	Re-sleepering from 27½ miles to 28¼ miles	Up	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
Redcar	Relaying from 20¾ miles to 21½ miles	Down	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29⅓ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Between Throston Bridge and Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Leeds to Hull.		
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¼ miles	Up	
Between Hagg Lane and Thorpe Gates	Slag Ballasting	Up and Down	
Ferriby	Relaying from 7¼ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 14 miles to 14¾ miles	Up	
	Church Fenton to Harrogate.		
Between Ch. Fenton and Tadcaster	Re-sleepering from 4½ mls. to 5 mls.	Up and Down	
Between Thorparch and Wetherby	,, ,, 8¾ ,, 9¼ ,,	Up	
Between Spofforth and Harrogate	,, ,, 15 ,, 16 ,,	Up	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¾ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	

SIGNALLING AND OTHER ALTERATIONS.

LOCOMOTIVE YARD SIGNAL-BOX, YORK.

Up Distant signals—Doncaster Goods and Leeds Goods lines.

Referring to the notice on page 528 of Signalling Programme week ending 12th June, the new signals have not been brought into use as shewn, the old signals having been retained.

BETWEEN CROFT JUNCTION AND BLACK BANKS JUNCTION.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up line between the above named points.

For speed restriction see page 726.

CARLISLE.

From Monday, 26th July, to Saturday, 31st July, painting underside of Maryport and Carlisle Railway Company's bridge over the Canal Branch at Carlisle. Flagmen will be provided by the Engineer.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

SUSSEX STREET LEVEL CROSSING, MIDDLESBROUGH.

Commencing on Monday, 26th July, until further notice, the Signalling Department will be engaged renewing the gates at this place.

Drivers to keep a good look-out for hand signals

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

Drivers to keep a good look out for men working on the Viaduct. Flagmen will be provided.

For speed restriction see page 727.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. Drivers must keep a good look out for hand signals.

For speed restriction see page 727.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

WEST SIGNAL BOX, MALTON.

Until further notice the Signalling Department will be engaged repairing the levers in this box.

Signals will be disconnected from time to time, and drivers must keep a good look out for hand signals

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	BEVERLEY TO YORK.					
Cherry Burton	Station ...	Up Distant ...	1	397	Up	
,, ,,	,, ...	Down Distant	1	589	Down	
Kipling Cotes...	,, ...	Up Distant ...	1	482	Up	
,, ,, ...	,, ...	Down Distant	1	420	Down	

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Arrangements for Signalling in Foggy Weather—*Continued.*

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
		LEEDS TO HARTLEPOOL.				
Wormald Green	Station ..	Up Distant	1	373	Up	
Ripon ...	Littlethorpe ...	Down Distant	1	835	Down	
,, ...	Station ...	Up Distant	1	240	Up	
,, ...	,, ..	Down Distant	1	380	Down	
Melmerby ..	South ..	Down Distants to Thirsk and Northallerton	1	381	Down	
		LEEDS TO HULL.				
Micklefield ..	Junction ...	Up Distant from Hull	1	330	Up	
,, ...	Newthorpe Quarry	Up Distant	1	300	Up	
South Milford .	Station ..	Down Distant	1	484	Down	
Gascoigne Wood	Junction ..	Down Distant	1	610	Up	
South Milford	Station ...	Up Distant		—		
Gascoigne Wood	Junction ...	Up Distant to Leeds	1	430	Up	
,, ,,	,, ...	Down Distant	1	—	Down	
Monk Fryston	Milford Junct.	Up Passenger Distant		290		

Sunday, 25th July.

BETWEEN FRICKLEY AND BOLTON-ON-DEARNE (S. & K. Joint).

From 9-0 a.m. until the work is completed (about 4-0 p.m.), the Midland Company's Engineer will, between the running of trains, have possession of the Up and Down main lines, as required, between Bolton-on-Dearne and Hickleton Main South Box, for the purpose of fixing timbers at bridge No. 10. The Bolton-on-Dearne and Hickleton Main South Signal-boxes will be open.

Drivers must not exceed a speed of 15 miles an hour on the Up and Down main lines between the 2¼ and 2½ mile posts, between Bolton-on-Dearne and Hickleton Main South.

MILFORD JUNCTION NORTH SIGNAL-BOX, MONK FRYSTON.

8-0 a.m. to about 6-0 p.m., between the running of ordinary traffic, re-rivetting crossings and re-looping points.

Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 25th July,

Continued.

BETWEEN OUSTON BOX, BIRTLEY, AND STATION BOX, CHESTER-LE-STREET.

4-0 a.m. to 7-0 p.m., lowering lines at Flatts Cutting. Both lines will be in possession of the Engineer after the passing of the 3-27 a.m. passenger train ex York, except that single line working by pilotman will be in operation on the Down line between Ouston box and Chester-le-Street Station box for the passing of the following trains :—

9-17 a.m. passenger train ex Durham, and
9-35 a.m. passenger train ex Newcastle.

THE 3-35 A.M. AND 3 45 A.M. PASSENGER TRAINS EX YORK, AND THE 10-10 A.M. PASSENGER TRAIN EX NEWCASTLE MUST BE RUN VIA LEAMSIDE AND DURHAM, AND ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST BE RUN VIA LEAMSIDE AND SHINCLIFFE.

THROUGH EAST COAST TRAINS DIVERTED VIA SHINCLIFFE AND LEAMSIDE MUST BE RUN VIA KING EDWARD BRIDGE EAST LOOP AND GREENSFIELD JUNCTION IN BOTH DIRECTIONS IN ORDER TO AVOID REVERSING TRAINS AT NEWCASTLE.

Pilotman and flagmen will be provided by the Engineer.

Signalmen at Ouston, Chester-le-Street Station and Birtley Station boxes to be on duty during the progress of the work.

An engine and van will leave Park Lane, Gateshead, at 3-0 a.m. for Chester-le-Street, picking up men en route, returning at about 7-0 p.m. An engine and van will also leave Durham at 4-0 a.m. with men for Chester-le-Street, returning immediately. This engine will also be required to leave Durham at 5-15 p.m. for Chester-le-Street to take men back to Durham.

BETWEEN WALBOTTLE AND NEWBURN STATION BOXES.

6-45 a.m. to about 4-20 p.m., stone ballasting. Both lines will be in possession of the Engineer during the progress of the work, except that single line working by pilotman will be in operation between Walbottle and Newburn Station boxes on the Up line for the passing of the following trains :—

1-30 p.m. passenger train ex Newcastle.
2-5 p.m. passenger train ex North Wylam.

Pilotman and flagmen will be provided by the Engineer.

Walbottle and Newburn Station boxes to be open during the progress of the work.

An engine and van will leave Hexham at 6-0 a.m. for Newburn, returning thence at about 4-20 p.m.

West Wylam Colliery Junction and North Wylam Station boxes to be open to pass the special in both directions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 25th July,

Continued.

ROME STREET JUNCTION, CARLISLE.

6-0 a.m. to 5-0 p.m., renewal of junctions, Rome Street. Work will be carried out between trains. Flagmen will be provided by the Engineer.

WALKER GATE STATION.

12-20 a.m. to 12-0 noon, renewal of points and crossings on Up and Down lines. The electric current will be switched off between Wallsend Sub-station and Heaton East Junction as traffic permits. Flagmen will be provided by the Engineer. Signalman at Walker Gate Station Box to be on duty during the progress of the work.

MILLFIELD STATION.

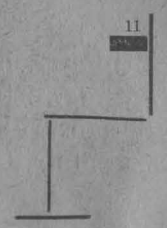
6-0 a.m. to about 6-0 p.m., renewal of crossover road.

Both lines will be affected, and flagmen will be provided by the Engineer. Signalman to be on duty at Millfield Station box during the progress of the work.

SIDINGS SIGNAL-BOX, FERRYHILL.

At 4-0 p.m. signalling alterations will take place as under :—

11. Main Up Home.



Fixed as shewn between Goods siding and Up Independent lines, about 162 yards south of signal box.

The present "Main Up Home" signal will be dispensed with.

WEST SIGNAL-BOX, NORTON-ON TEES.

12-5 a m. until about 5-0 p.m., replacing base beam of signal-box and renewing crank timbers. All signals will stand at danger, traffic being conducted by flagmen provided by the Engineer. Signalman to be on duty.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 25th July,

Continued.

NEAR WEST AUCKLAND.

6-15 a.m. to 5-0 p.m., the Engineer will have possession of both lines for the purpose of renewing the bridge near West Auckland at 11 miles 51½ chains. The signalmen at West Auckland Station and St. Helen's Colliery Junction and the enginemen to be on duty during the progress of the work.

An engine will leave Bishop Auckland with workmen and materials about 6-0 a.m. The signalmen at Bishop Auckland East, St. Helen's Colliery Junction and West Auckland Station to be on duty to pass the special in both directions.

NORTH SIGNAL-BOX, HARROGATE.

6-0 a.m. to about 5-30 p.m., the interlocking will be disconnected for the purpose of cleaning, repairs, etc.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

SOUTH SIGNAL-BOX, HARROGATE.

6-0 a.m. to about 5-30 p.m., the interlocking will be disconnected for the purpose of cleaning, repairs, etc.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department under the signalman's instructions

Signalman to be on duty during the time the work is in progress.

WORTLEY JUNCTION N.E. SIGNAL-BOX, HOLBECK.

10-0 a.m. to about 6-0 p.m., alterations at Wortley Junction, N.E.

After the passing of 12-25 p.m. passenger train, Harrogate to Leeds, over Wortley Junction, N.E., the Up line from Wortley Junction, N.E., to Wortley Junction, Mid., and the Down line from Geldard Junction to Wortley Junction, N.E., will be blocked and in possession of the Engineering Department until the work is completed. All traffic from Geldard Junction for Armley being worked in the meantime on the Up line by pilotman to Wortley Junction, N.E., then through the shunt to the Down line.

To enable the trains from Copley Hill to clear the locking bar at Geldard Junction their loads must be reduced from 28 to 24 vehicles.

Pilotman, flagmen and men to wedge points, where necessary, will be provided.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 25th July,

Continued.

NEVILLE HILL JUNCTION SIGNAL-BOX, MARSH LANE.

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of cleaning, repairs, etc.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

BURTON LANE JUNCTION SIGNAL-BOX, YORK.

6-0 a.m. to about 5-0 p.m. the interlocking will be disconnected for the purpose of renewing gate stops and connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

STATION SIGNAL-BOX, MALTON.

6 0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of repairing the overhead signal connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

NEW BRIDGE, HIGH MILL AND MILL LANE JUNCTION, PICKERING.

6-0 a.m, to 5-0 p.m., between the running of ordinary traffic, re-looping points and re-rivetting crossings.

Flagmen will be provided.

Monday, 26th July.

PLENMELLER TEMPORARY SIDING, BETWEEN HALTWHISTLE AND FEATHERSTONE PARK, ALSTON BRANCH.

At 10-0 a.m. the whole of the signals at this place will be dispensed with, the siding points in future being operated from a small ground frame controlled by single line staff for the section.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

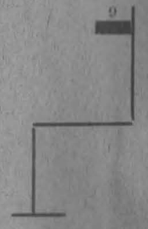
Monday, 26th July.

Continued.

BLYTH STATION.

At 10-0 a.m. signalling alterations will take place as under, viz. :—

9. Harbour Branch Up Home.



Fixed as shewn between the Passenger lines and Harbour Branch lines, about 5 yards nearer the box than the present one, the latter being dispensed with.

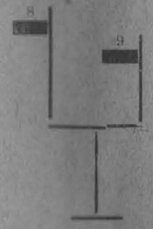
HAWTHORN JUNCTION SIGNAL-BOX, SEAHAM.

At 3-0 p.m. a new connection between the Down line and siding, about 23 yards south of the signal-box, will be brought into use with signalling alterations as under :—

Down Home.
To Branch Home.

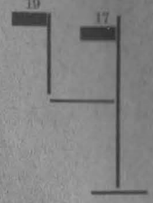
Will be removed 55 yards further south.

8. Siding to Down.
9. Siding to Branch.



Fixed as shewn between Main Down and Siding lines, about 70 yards south of signal-box.

19. Down to Up Backover.
17. Down to Siding Backover.



Fixed as shewn on Down side of the line, about 37 yards north of signal-box.

The present Down to Up Backover will be dispensed with.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 26th July,

Continued.

SPOIL BANK, HARTON BRANCH, EAST BOLDON.

At 9-0 a.m. signalling alterations will take place as under :—

A. Up Home (*to be in "Off" position when not in use.*)

B. Branch Up Distant (*worked from Tile Shed box and controlled from Cleadon Junction box.*)

Fixed as shewn on Up side of line, about 25 yards north of Ground Frame.

The present Branch Up Distant (*worked from Tile Shed box and controlled from Cleadon Junction*) will be dispensed with.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

FOREIGN COMPANIES' NOTICES—*Continued.*

Great Central Company's Notices.

St. James Junction Box, Hexthorpe.—Closed from 6-0 a.m. Sundays to 4-0 a.m. Mondays, commencing July 18th.

Rotherham.—Until further notice, laying in new water mains through station, 4½ to 4¾ mileage, 6-0 a.m. to 6-0 p.m., daily. Up and Down lines.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Rotherham Road.—Until further notice, repairing and setting back of platform walls 5½ and 5¼ mileage. Up and Down lines. Daily. **Trains to reduce speed to 3 miles per hour.**

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4 0 a.m. Monday.

Marshgate Goods Siding.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction.—Closed after the passing of the last passenger train until 12 1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Between Wath and Mexbro'—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Between Greasborough Road and Rotherham Road Boxes.—Until further notice, lifting Up and Down Main lines and sidings, 5 and 5¾ mileage, from 6 0 a.m. to 6-0 p.m. daily. All enginemen and traffic staff to use extra care during the time this work is in hand. Up and Down Main and sidings and Parkgate branch and sidings affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice. subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Ardsley Station.—Sunday, 25th July, 5-30 a.m. to about 5-0 p.m. between trains. Repairing timber floor, and fixing smoke plates at No. 22 footbridge. Up and Down Main, and Up and Down Gildersome Branch Lines affected.

Between Bridge and Balby Junctions, Doncaster.—Sunday, 25th July, 6-0 a.m. to 6-0 p.m., between trains Repairing arch and piers of Balby Bridge. Up Fast Goods lines affected. Drivers to keep a sharp look out

Ardsley Station.—Until further notice. Repairs to footbridge No. 22. All lines affected.

Leeds Central Station.—Until further notice. Cleaning and painting Station roof. All lines affected.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and repairing and painting Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge. No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Heckmondwike and Northorpe.—Sunday, 25th July, 6-0 a.m. to 6-0 p.m., between trains, painting underside of L. & N.W. overbridge. Up and Down. Flagmen will be out.

Heckmondwike and Ravensthorpe.—Sunday, 25th July, 6-0 a.m. to 6-0 p.m., between trains, painting underside of L. & N.W. overbridge. Up and Down. Flagmen will be out.

Mirfield No. 4.—Tuesday, 27th July, 8-0 a.m. to 12-0 noon. The Up Loop Inner Home signal will be renewed by a new and similar signal fixed 4 yards nearer the signal-box.

Horbury Station West.—Friday, 30th July, 7-0 a.m. to 5-30 p.m. The Down North Outer Home and Home to loop bracket signal with Distants for Horbury Station east box will be out of use during repairs to fittings.

Alterations in the Hours of Signal-boxes.

Bradford Coal Shoots.—Open 2 30 a.m. Monday to 8-0 a.m. Sunday.

Liversedge Station.—Open 5-0 a.m. Monday to 5-0 a.m. Sunday.

Cooper Bridge Station.—Open 5-0 a.m. Monday to 12-0 midnight Saturday.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—, Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Thornhill, Ingham's Siding.—Laying in New Midland Junction. Up and Down South lines.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Pontefract.—Relaying near West Junction. Up and Down lines.

Between Lightcliffe and Wyke.—Relaying.—Down line.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Midland Company's Notices.

Between Attercliffe Road and Sheffield.—Sunday, 25th July, from 9-0 a.m. until the work is completed (about 3-0 p.m.), the Engineer will have possession of the Up Main line between Attercliffe Road and Sheffield, for the purpose of fixing new cables. During the operation, single line working will be adopted on the Down Main line between Sheffield North Junction and Attercliffe Road. Mr. Simmons will make the necessary arrangements, and appoint a pilotman, and the Nunnery Colliery Sidings signal-box will be open.

Newlay.—Sunday, July 25th, commening at 7-0 a.m., some of the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs.

Between Shipley and Apperley Bridge.—Sunday, 25th July, from 7-0 a.m. until about 10-0 a.m., the Engineer will have possession of the Up and Down Slow lines, and, from about 10-0 a.m. until the work is completed, possession of the Up and Down Fast lines between Thackley Junction and Apperley Bridge, for engineering purposes in the Thackley Tunnels. Mr. Hawkins will make the necessary arrangements, and the Thackley Junction signal-box will be open.

Between Wath Road Junction and Kilnhurst.—On and from Monday, 26th July, and until further notice, the Engineer will be engaged painting bridges between Wath Road Junction and Kilnhurst.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Between Keighley and Shipley.—Until this notice is withdrawn, the Engineer will be engaged painting bridges between Keighley and Shipley.

Between Shipley and Calverley.—Until further notice, the Engineer will be engaged painting bridges between Thackley Tunnels and Calverley.

Rawdon Junction Box.—This box will be closed from 8-45 p.m. to 6-45 a.m. on weekdays, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

747

NORTH EASTERN RAILWAY.

O. 3520

General Superintendent's Office,

YORK, 29th July, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 31st July, 1909,

TO

SATURDAY MIDNIGHT, 7th August, 1909.

(6220)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Leeds and Hull.		
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Croft Junction and Black Banks Junction, Up Line	20 miles	Slag ballasting and lifting line. A warning board as per Rule 253 (e) is fixed for the Up line.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Newholmebeck (between Sandsend and West Cliff)	10 miles	Landslip. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Water-works boxes)	Alterations at York Station	All lines	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Ferryhill	Relaying from 8¼ miles to 8¾ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Newcastle, via Leamside.		
Sherburn Colliery Station	Renewal and alterations of points and crossings	Up and Down	
	Newcastle to Berwick.		
Beal	Relaying from 57 miles to 59 miles. .	Down	
	Newsham to Blyth.		
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
	Newcastle to Carlisle.		
Blaydon	Relaying from 4 miles to 4¾ miles ...	Down	
Haltwhistle Tunnel, between Haltwhistle & Blackett Colliery	Relaying from 35¾ miles to 36 miles	Up and Down	
Naworth	Relaying from 47½ miles to 48 miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up and Down	
	Scotswood to North Wylam.		
Between West Wylam Junction and North Wylam Station	Relaying from 5¾ miles to 6½ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Allendale Branch.		
Between Border Counties Junction and Glendue	Relaying from ½ mile to 2¼ miles ...	Single	
	Newcastle to Tynemouth (via Backworth).		
Monkseaton	Relaying from 2¼ miles to 2½ miles and from 2¾ miles to 3 miles	Down	
	Heaton to Tynemouth.		
Howdon Station ...	Relaying from 3¼ miles to 3½ miles	Down	
	Pelaw to South Shields.		
Tyne Dock Tunnel ...	Relaying from 4½ miles to 5 miles ...	Up	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¼ miles	Down	
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
Pesspool Bank, Haswell	Relaying from 9¾ miles to 10 miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
Hylton	Relaying from 2¼ miles to 2½ miles	Down	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	West Hartlepool to Ferryhill.		
Castle Eden Cutting	Relaying from 6¼ miles to 6½ miles	Down	
Trimdon Branch ...	Relaying from 10¼ miles to 10½ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¼ miles to 13 miles	Up Mineral	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	
East of West Auckl'nd	Re-sleepering from 11¼m. to 11½m.	Down	
West Auckland ...	,, ,, 11½m. to 11¾m.	Up	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Wear Valley Junction to Wearhead.		
West of Witton Drift	Relaying from 15½ miles to 16¼ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down	
		Mineral	
Redcar	Relaying from 20¾ miles to 21½ miles	Down	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Between Thruston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Relaying from ¼ mile to ¾ mile ...	Down	
	Leeds to Hull.		
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¼ miles	Up	
Between Hagg Lane and Thorpe Gates	Slag Ballasting	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 14 miles to 14¾ miles	Up	
	Church Fenton to Harrogate.		
Between Tadcaster and Newton Kyme	Re-sleepering from 4½ mls. to 5 mls.	Up and Down	
Between Thorparch and Wetherby	,, ,, 8¾ ,, 9¼ ,,	Up	
Between Spofforth and Harrogate	,, ,, 15 ,, 16 ,,	Up	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN CROFT JUNCTION AND BLACK BANKS JUNCTION.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up line between the above named points.

For speed restriction see page 748.

BETWEEN UPPERBY AND BOG JUNCTIONS, CARLISLE.

6-0 a.m. to 5-30 p.m. each day, between trains, repairing and painting underside of M. and C Bridge.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

SUSSEX STREET LEVEL CROSSING, MIDDLESBROUGH.

Until further notice, the Signalling Department will be engaged renewing the gates at this place.

Drivers to keep a good look-out for hand signals

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

STAITHES VIADUCT, STAITHES STATION.

The speed restriction of 4 miles per hour shewn on page 727 of Signalling Programme, week ending 31st July, has been withdrawn.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

Landslip at Newholmebeck, near 49th mile post. Drivers must keep a good look out for hand signals

For speed restriction see page 749

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

WEST SIGNAL BOX, MALTON.

Until further notice the Signalling Department will be engaged repairing the levers in this box.

Signals will be disconnected from time to time and drivers must keep a good look out for hand signals

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
	LEEDS TO STOCKTON.					
Baldersby ...	Station ...	Up Distant ...	1	420	Up	
Melmerby ...	South ..	Up Distant from Thirsk	1	370	Up	
Baldersby ...	Station ...	Down Distant		450		
Topcliffe ...	,, ...	Down Distant	1	388	Down	
,, ...	,, ...	Up Distant ...	1	383	Up	
	LEEDS TO HULL.					
Gascoigne Wood	Hagg Lane ...	Up Main Distant	1	534	Down	
Hambleton ...	Station ...	Down Distant		574		
,, ...	,, ...	Up Distant ...	1	496	Down	
Selby	Thorpe Gates	Down Distant to Selby		496		
,, ...	Wistow Junct.	Down Distant for Passenger line	1	940	Up	
,, ...	Thorpe Gates	Up Distant ...		—		
,, ...	West Junction	Up Main Distant to Doncaster	1	220	Up	
,, ...	East	Down Main Distant	1	70	Down	
,, ...	Canal	Up Distants ..		—		
,, ...	Wistow Junct.	Up Distants ...		—		
,, ...	Barlby Junct.	Up Distant from Hull	1	350	Up	
,, ...	Cliff	Up Distant from Hull	1	637	Up	
Hemingbrough	Station ...	Down Distant		605		

Sunday, 1st August.

FERRYBRIDGE.

6-0 a.m. to about 5 0 p.m., between the running of ordinary traffic, changing and re-sleepering crossing, changing and re-bolting switch in the Up Main line, and re-sleepering and changing wing rails of one set of angles and two crossings in the Down Main line.

Flagmen will be provided,

Signalman at Ferrybridge Junction signal-box to be on duty during the time the work is in progress.

MILFORD JUNCTION SIGNAL-BOX, MONK FRYSTON.

8-0 a.m. to about 6-0 p.m., between the running of ordinary traffic, re-looping points and re-rivetting crossings.

Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

CHALONER WHIN JUNCTION SIGNAL-BOX, YORK.

6-0 a m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of alterations.

All signals will stand at d nger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

The following alterations will be made in the signalling arrangements :—

Down Distant signal - Doncaster Line.

The existing signal will be removed, and refixed 430 yards further from the signal-box.

All other signals will remain unaltered.

Sunday, 1st August,

Continued.

SEVERUS JUNCTION SIGNAL-BOX, YORK.

6-0 a.m. to about 5-0 p.m., the Signalling Department will be engaged connecting new cables to Nos. 42 (a), 44 and 54 (a) points and Nos. 92 and 53 signals at this place.

Signalman to be on duty.

The following signals will stand at danger, and a flagman will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

Backing—Up Goods—To Down Shunting No. 1.
Up Goods—To Warehouse.
Up Goods—To Independent No. 3.
Up Goods—To Independent No. 2.
Up Goods—To Independent No. 1.
Up Inner Home—Goods
Down Shunting Line No. 1 —To Down Siding No. 4.
Backing—Down Goods—To Up Goods or Up Independents.

SHERBURN COLLIERY STATION.

12-5 a.m. to 12-0 midnight, taking out locking frame and fixing new one, altering point and signal connections, &c. All points and signals will be disconnected, signals will stand at danger, traffic being conducted by flagmen provided by the Engineer.

Signalman to be on duty.

STATION SIGNAL-BOX, FELLING.

12-5 a.m. until 6-0 p.m., cleaning and overhauling interlocking. Points and signals will be disconnected, signals will stand at danger, traffic being conducted under the instructions of signalman by flagmen provided by Engineer.

BETWEEN BENSHAM STATION AND KING EDWARD BRIDGE JUNCTION, GATESHEAD.

7-0 a.m. to about 6-0 p-m , painting water pipe over Derwentwater Road Bridge.

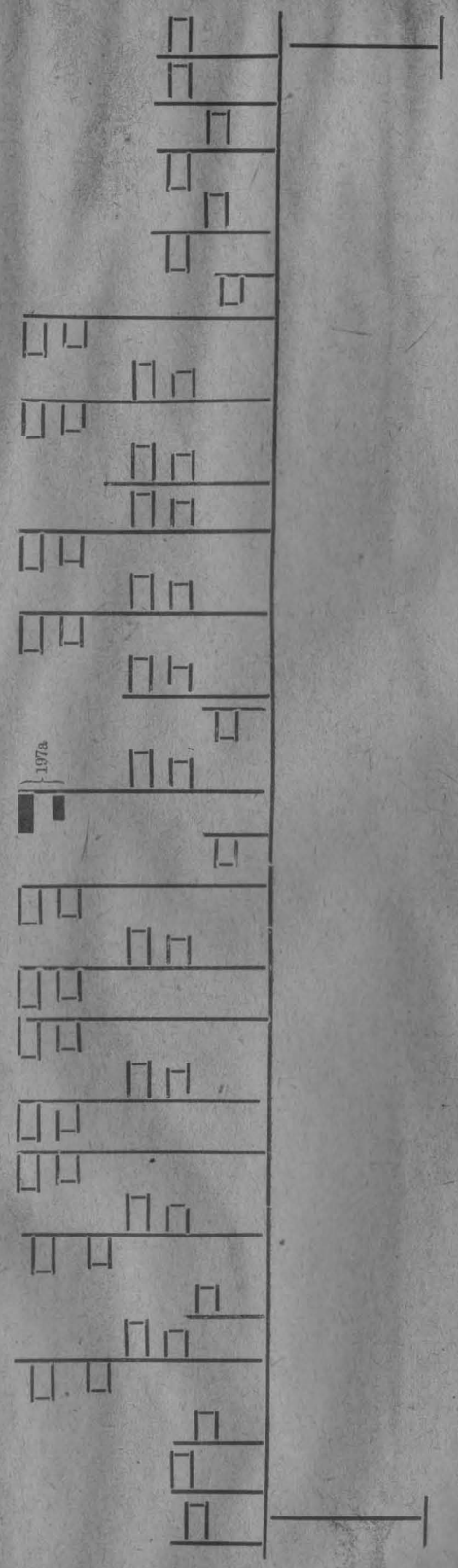
Flagmen will be provided by the Engineer.

Sunday, 1st August—*Continued.*

No. 3 SIGNAL-BOX, CENTRAL STATION, NEWCASTLE.

At 6-0 p.m., an additional slip road, just opposite the signal-box, will be brought into use to admit of trains passing between east or south and No. 11 platform via Up line, the following additional signals will be brought into use at the same time, viz.:—

197a. Calling on and to No. 11 Platform via Up line.



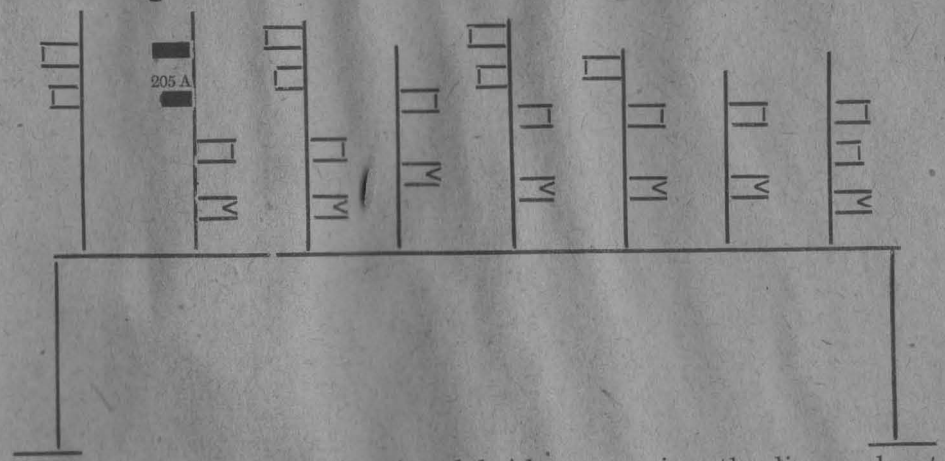
Fixed as shewn on the signal bridge, spanning the lines, about 100 yards east of signal-box.

Sunday, 1st August,

Continued.

No. 3 SIGNAL-BOX, CENTRAL STATION, NEWCASTLE—*Continued.*

205a. Calling on and East or South to No. 11 platform, via Up line.



Fixed as shewn on the signal bridge spanning the lines, about 50 yards south of signal-box.

BETWEEN No. 1 BOX AND DEAN STREET BOX, NEWCASTLE.

12-5 a.m. to 6-0 p.m., renewal of points and crossings.

The Down line will be closed, also Nos. 3 and 4 platform lines to and from the north, and single line working by pilotman will be in operation on the Up line between No. 1 box and Dean Street box.

Pilotman and flagmen will be provided by the Engineer.

An engine with crane and wagons will leave Park Lane, Gateshead, for the Central at 1-0 a.m., returning at about 10-0 a.m.

ALNMOUTH.

6-0 a.m. to 5-0 p.m., laying drain down side opposite Alnmouth South box. The Down line will be in possession of the Engineer after the passing of the 10-35 a.m. ex Newcastle till 4-0 p.m and single line working by pilotman will be in operation on the Up line between Warkworth and Alnmouth North.

Alnmouth South box to be open during the progress of the work.

Pilotman and flagmen will be provided by the Engineer.

BETWEEN BEDLINGTON AND NORTH SEATON.

3-0 a.m. to 1-0 p.m., renewing sole pieces on Sleekburn Viaduct. Both lines will be closed till 7-40 a m., after which, the work will be carried out between trains.

Flagmen will be provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 1st August,

Continued.

BETWEEN WALBOTTLE AND NEWBURN STATION BOXES.

6-45 a.m. to about 4-20 p.m., stone ballasting. Both lines will be in possession or the Engineer during the progress of the work, except that single line working by pilotman will be in operation between Walbottle and Newburn Station boxes on the Up line for the passing of the following trains :—

1-30 p.m. passenger train ex Newcastle.

2-5 p.m. passenger train ex North Wylam.

Pilotman and flagmen will be provided by the Engineer.

Walbottle and Newburn Station boxes to be open during the progress of the work.

An engine and van will leave Hexham at 6-0 a.m. for Newburn, returning thence at about 4-20 p.m.

West Wylam Colliery Junction and North Wylam Station boxes to be open to pass the special in both directions.

BETWEEN HALTWHISTLE COLLIERY AND BLACKETT COLLIERY BOXES.

6-30 a.m. to about 6-0 p.m., renewal of way, Haltwhistle Tunnel. The Down line will be blocked and single line working by pilotman will be in operation on the Up line.

Pilotman and flagmen will be provided by the Engineer.

Haltwhistle Colliery and Blackett Colliery boxes to be open during the progress of the work.

An engine with workmen's carriage will leave Carlisle at 4-0 a.m. for Haydon Bridge, picking men up en route.

ROME STREET JUNCTION, CARLISLE.

6-0 a.m. to 5-0 p.m., renewal of junctions, Rome Street. Work will be carried out between trains. Flagmen will be provided by the Engineer.

BETWEEN WEARMOUTH JUNCTION AND STATION SIGNAL-BOXES, MONKWEARMOUTH.

7-0 a.m. to about 6-0 p.m., painting Southwick Road Bridge, Flagmen will be provided by the Engineer.

MILLFIELD STATION.

6-0 a.m. to 6-0 p.m., alterations to through roads.

Both lines will be affected, and flagmen will be provided by the Engineer. A signalman to be on duty at Millfield Station box during the progress of the work.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 1st August,

Continued.

SIMPASTURE BRANCH.

7-0 a.m. until completion of the work, about 5-0 p.m., the Engineer will have possession of both lines for the purpose of renewing the bridge at Preston-le-Skerne (17½ miles). The signalman at Stillington Junction to be on duty from 3-0 p.m. to 5-0 p.m.

An engine with workmen and material will leave Bishop Auckland at 6-0 a.m. via Shildon, returning about 5-0 p.m.

The enginemen will not be required on duty from 7-0 a.m. to 3-0 p.m.

Signalmen at Bishop Auckland East, Tunnel North, Shildon Junction, Simpasture Junction, Traveller's Rest, Elstob Lane and Stillington Junction to be on duty to pass the special in both directions.

BLACKFIELD SIGNAL-BOX, TOW LAW.

12-5 a.m. to 5-0 p.m., renewal of signal crank timbers. Points and signals will be disconnected, the latter standing at danger.

Signalman to be on duty. A flagman will be provided by Engineer.

PORTRACK LANE SIGNAL-BOX, STOCKTON.

8-30 a.m. to about 5-30 p.m. the interlocking will be disconnected for the purpose of repairing the gate connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

STAITHES VIADUCT.

5-0 a.m. to 5-0 p.m. the line will be possession of Engineer for the purpose of removing the staging. Flagmen will be provided.

In connection with this work, a special train, consisting of two steam cranes, wagons, etc., will leave the Old Coach Shops Yard, Hopetown, Darlington, for Staithes Viaduct at 2-30 a.m.

The engine to be out at 2-0 a.m. to marshal the special.

Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse, Warrenby, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle and Staithes to be on duty to pass the special in both directions, and at Staithes during the progress of the work.

The engine will be required at the Viaduct until 6-0 a.m., when it will run to Carlin How Junction, returning to the Viaduct at 3-0 p.m. Signalmen to be on duty at Grinkle, Loftus and Carlin How Junction to pass the engine in both directions.

The special will leave Staithes for Darlington at 5-0 p.m.

Sunday, 1st August.

Continued.

TADCASTER STATION.

6-0 a.m. to about 6-0 p.m., the Engineering Department will have possession of both lines for the purpose of re-sleepering Down line through Tadcaster Station and Level Crossing.

Flagmen will be provided.

Signalman at Tadcaster Station to be on duty during the time the work is in progress.

A special train will leave Starbeck at 6-0 a.m. for Tadcaster, via Wetherby, returning to Starbeck on completion of the work, about 6-0 p.m.

Signalmen at Stonefall, Starbeck South, Harrogate South and North, Crimple, Spofforth, Wetherby West and East, Thorparch and Newton Kyme, and the gatemen at Walton Gates and Boston Gates to be on duty to pass the special in both directions.

HESSLE ROAD JUNCTION SIGNAL-BOX, HULL.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of renewing leading off timbers.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

STATION SIGNAL-BOX, GOOLE.

6-0 a.m. to about 6-0 p.m., the Signalling Department will be engaged erecting signal bridges north and south of Boothferry Road Crossing respectively.

All signals will stand at danger, and flagmen will be provided by the Engineering Department, to conduct the traffic under the signalman's instructions.

Signalman to be on duty during the progress of the work.

BLACK BULL CROSSING SIGNAL-BOX, PICKERING.

6-0 a.m. to 5-0 p.m., between the running of ordinary traffic, lifting and repairing through over-road at Black Bull Crossing.

Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

Monday, 2nd August.

SHERBURN COLLIERY STATION.

12-1 a.m. to about 4-0 p.m., taking out locking frame and fixing new one, altering point and signal connections, &c. All points and signals will be disconnected, signals will stand at danger, traffic being conducted by flagmen provided by the Engineer.

Signalman to be on duty.

At 4-0 p.m., point and signal alterations will take place as under :—

ADDITIONAL POINT CONNECTIONS.

Crossover between Main lines, about 43 yards north of signal-box.

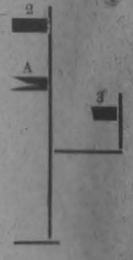
Connection between Main Down and Siding lines, about 43 yards north of signal-box.

Crossover between Main Up and Siding line, about 92 yards south of signal-box.

The present crossover between Main lines will be dispensed with, and the siding will be extended 58 yards further south.

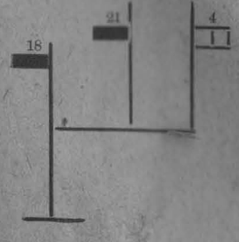
SIGNALLING ALTERATIONS.

2. Down Home.
"A." Down Distant (*worked from Sherburn Colliery Junction box*).
3. Up to Down Backover.



Fixed as shewn on Down side of Main Down line, about 10 yards south of signal-box.

18. Siding Up Signal.
21. Siding to Up No. 2.
4. Siding to Down.



Fixed as shewn on Up side of siding line, about 43 yards south of signal-box.

Monday, 2nd August.

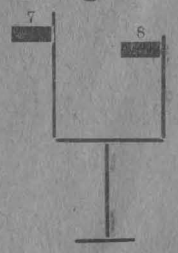
Continued.

SHERBURN COLLIERY STATION—*continued.*

6. Up to Siding Backover No. 1.

Fixed on Up side of Main Up line, 256 yards south of signal-box.

7. Up to Siding Backover No. 2.
8. Siding Down Signal.

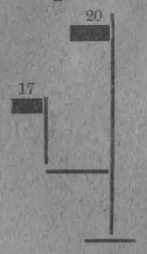


Fixed as shewn on Up side of siding line, about 95 yards south of signal-box.

16. Up Advanced Starting.

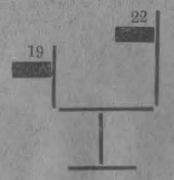
Erected on Up side of Main Up line, about 690 yards south of signal-box.

17. Siding to Up No. 1.
20. Up Starting.



Fixed as shewn on Up side of Siding line, about 198 yards south of signal-box.

19. Down to Siding Backover.
22. Down to Up Backover.



Fixed as shewn on Down side of Main Down line, about 47 yards north of signal-box.

The present Up Home will in future be worked as Intermediate Up Home and the Up Starting as Up Home.

SIGNALS DISPENSED WITH.

Down Home. Up to Down Backover. Up Advanced Starting. Down to Up Backover. Down Distant (*worked from Colliery Junction Box*).

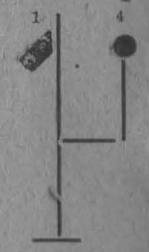
Monday, 2nd August.

Continued.

"A" AND DOCTOR PIT LINES, BEDLINGTON.

At 5-0 a.m. a ground frame fixed on Down side of Colliery lines, about 312 yards from Bedlington South signal-box will be brought into use with signals, to be operated therefrom as follows :—

1. To Doctor Pit (*controlled from Bedlington South box*).
4. From pass-by shunting.



Fixed as shewn on Down side of lines, about 20 yards north of ground frame.

From Siding.

Fixed on Down side of siding line, about 13 yards south of ground frame.

To Doctor Pit Starting.

Fixed on Up side of Doctor Pit line, about 94 yards south of ground frame.

From Doctor Pit.

Fixed on Up side of Doctor Pit line, about 124 yards south of ground frame.

From Doctor Pit Distant.

Erected on Up side of Doctor Pit line, about 624 yards south of ground frame.

SOUTH SIGNAL-BOX, BEDLINGTON.

At 5-0 a.m., an additional signal will be brought into use, as under :—

From "A" Pit Siding.

Erected on the Up side of "A" Pit Siding, about 90 yards north of signal-box.

THORNTON DALE STATION.

The following alterations will be made in the signalling arrangements at this place :—

Up Distant signal.

The existing signal will be dispensed with, and replaced by a new one fixed on the same side of the line, and about 3 yards further from the Station.

All other signals will remain unaltered.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Tuesday, 3rd August.

JOINT DOCK JUNCTION SIGNAL-BOX, SOUTHCOATES.

The following alterations will be made in the signalling arrangements at this place :—

Up Advance signal.

The existing signal will be removed, and fixed 200 yards further from the signal-box.

A flagman will be provided to act for this signal during the time it is out of use.

All other signals will remain unaltered.

Wednesday, 4th August.

SOUTH JUNCTION SIGNAL-BOX, MELMERBY.

The following alterations will be made in the signalling arrangements at this place :—

Up Outer Home signal—From Thirsk.

The existing signal will be removed and refixed about 234 yards further from the signal-box.

Up Distant signal—From Thirsk.

A new single armed signal fixed on the Up side of the line about 1,300 yards from the signal-box. This signal will be controlled from Middleton Lane Crossing gate box.

Up Auxiliary Distant signal—From Thirsk.

The existing Up Distant signal will become the Up Auxiliary Distant signal.

All other signals will remain unaltered.

MIDDLETON LANE CROSSING GATE BOX, BETWEEN MELMERBY AND BALDERSBY.

The following alterations will be made in the signalling arrangements at this place :—

Up Auxiliary Distant signal—From Thirsk.

The Melmerby South Junction signal-box Up Distant signal from Thirsk, as shewn above, will be controlled from this gate box and act as the Up Auxiliary Distant signal.

All other signals will remain unaltered.

Wednesday and Thursday, 4th and 5th August.

PRESTON GATES BOX (BETWEEN MARFLEET AND HEDON).

This gateman's box will be in use as a block post between the hours of 10-30 a.m. and about 6-0 p.m. (after Race traffic ceases) each day, and the following additional signals will be brought into use.

Up Distant signal.

The existing signal will be removed about 230 yards further from the signal-box.

Up Home signal.

A new single-armed signal fixed on the Up side of the line at the east end of the Up platform, and about 270 yards east of the signal-box.

Up Starting signal.

The existing Up Home signal will in future be the Up Starting signal.

Up Advance signal.

A new single-armed signal fixed on the Up side of the line, about 400 yards west of the signal-box.

All other signals will remain unaltered.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Kilnhurst Station and Roundwood and Aldwarke (Parkgate & Aldwarke) Boxes.—Alteration to New Junction, 7¾ mileage.—On Sunday, 1st August, from 6-0 a.m. to 12-0 noon, or until the work is completed, the Down line between the abovenamed points will be absolutely blocked and during this time all traffic will be worked over the Up line in charge of pilotman.

Kilnhurst Stations and Roundwood and Aldwarke boxes will be open.

Between Roundwood and Aldwarke (Parkgate and Aldwarke) and Thrybergh Junction (Kilnhurst) Boxes.—Alteration to New Junction, 7¾ mileage.—On Sunday, 1st August, from 12-0 noon to 6-0 p.m. or until the work is completed, the Up line between the abovenamed points will be absolutely blocked and during this time all traffic will be worked over the Down line in charge of pilotman.

Roundwood and Aldwarke and Thrybergh Junction boxes will be open.

St. James Junction Box, Hexthorpe.—Closed from 6-0 a.m. Sundays to 4-0 a.m. Mondays, commencing July 18th.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Rotherham Road.—Until further notice, repairing and setting back of platform walls 5½ and 5¾ mileage. Up and Down lines. Daily.

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4 0 a.m. Monday.

Marshgate Goods Siding.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Between Greasborough Road and Rotherham Road Boxes.—Until further notice, lifting Up and Down Main lines and sidings, 5 and 5¾ mileage, from 6 0 a.m. to 6-0 p.m. daily. All enginemen and traffic staff to use extra care during the time this work is in hand. Up and Down Main and sidings and Parkgate branch and sidings affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Marshgate Junction Doncaster and Moat Hills.—Sunday, 1st August, 7-0 a.m. to 9-0 a.m., between trains, Contractors unloading girder bedstones at 156¼ miles. Unloading will be done from Down Main line and the Up Main will be fouled. Engine and steam crane engaged. Flagmen out.

Moat Hills and Dock Hills boxes will be open.

Barnby Dun Branch, Between Adwick Junction and Skellow Junction.—The catch points in line when going from Adwick Junction to Skellow have been brought back and refixed 82 yards nearer Adwick Junction signal-box, and now read "Catch points in line when going from Adwick Junction to Skellow Junction, between 0 and ¼ mile, 78 yards after passing Adwick Junction signal-box."

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Brodsworth Colliery Branch.—Catch points, facing for trains proceeding towards Castle Hills, are laid in 20 yards east of the Brodsworth Colliery Siding Points and are controlled by an Annetts Lock, the key of which is on the Train Staff. A board is fixed opposite the catch points and north of the single line lettered as follows :—"Engines must not pass this board until the points are unlocked and in the right position."

A board is also fixed 30 yards east of the catch points and south of the single line lettered as above, and applies to trains proceeding from Castle Hills to the Colliery.

Leeds Central Station.—Until further notice. Cleaning and painting Station roof. All lines affected.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and repairing and painting Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. All lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Halifax.—Sunday, August 1st, 8-0 to 5-30 p.m. Painting underside of of Horton Street Bridge. Flagmen will be out.

Halifax, Dryclough Junction.—Sunday, August 1st, 6-0 a.m. to 6-0 p.m. Renewing leading off timbers. All points and signals will be disconnected.

Goole Goods Junction.—Monday, 2nd August, and duriug the week, 6-0 a.m. to 5-30 p.m. each day, altering locking. The locking will be disarranged as required.

The existing junction to and from the Coal Sidings together with the cross over road between them will be taken out of use, and a new facing and trailing junction will be brought into use in the Up and Down Main lines 50 yards on the Rawcliffe side of the box.

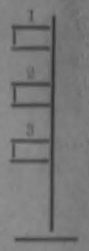
There wi l be a facing connection from the L. & Y. Down Coal Siding to the new Aire and Calder Coal Hoist Siding, 50 yards on the Goole side of the box with a slip into the L. & Y. Up Coal Siding forming a cross over road between the Up and Down L. & Y. Coal Sidings.

There will be a trailing connection from the new Aire and Calder Coal Hoist Siding joining the Up L. & Y. Coal Siding 40 yards on the Goole side of the box.

The Down Sidings will have connections with the Down L. & Y. Coal Sidings and Down L. & Y. line to docks.

The cross-over road between the Up and Down Main lines, the shunt signal from Up Main to Coal Sidings and Docks, and the Down home bracket signal have been moved 30 yards further from the box.

The following new signals will be brought into use :—



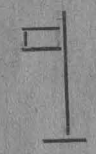
Down side of Line. 50 yards.

1. Along Down L. & Y. Coal Siding.
2. Down L. & Y. Coal Siding up Coal Siding.
3. Down L. & Y. Coal Siding to Aire and Calder Siding.

Between Aire and Calder Siding and up L. & Y. Coal Siding. 135 yards.

1. Up L. & Y. Coal Siding to Up Main.
2. Up L. & Y. Coal Siding to Down Sidings.

Between Aire and Calder Coal Sidings.—135 yards. Down Aire and Calder Sidings to Down Sidings.



Outside Up Aire and Calder Sidings.—110 yards, Up Aire and Calder Sidings to Up Main.

The Siding signal from Down Siding to Down L. & Y. coal siding will be moved 12 yards further from the box.

The Distant from Up L. & Y. coal siding will be fixed at danger.

The following existing signals will come away :—

Two arm signal, Down L. & Y. coal siding to Up L. & Y. coal siding and along Down L. & Y. coal siding.

Two arm signal, Up L. & Y. coal siding to Down sidings or Up Main.

Alterations in the Hours of Signal-boxes.

Bradford Coal Shoots.—Open 2 30 a.m. Monday to 8-0 a.m. Sunday.

Liversedge Station.—Open 5-0 a.m. Monday to 5-0 a.m. Sunday.

Cooper Bridge Station.—Open 5 0 a.m. Monday to 12-0 midnight Saturday.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Thornhill, Ingham's Siding.—Laying in New Midland Junction. Up and Down South lines.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Pontefract.—Relaying near West Junction. Up and Down lines.

Between Lightcliffe and Wyke.—Relaying.—Down line.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

FOREIGN COMPANIES' NOTICES—*Continued.*

Midland Company's Notices.

No. 2 Goods Yard Box, Normanton.—Commencing on Sunday August 1st, this signal-box will be closed from 2-0 p.m. to 10-0 p.m. on Sundays.

Nos. 3 and 4 Boxes, North Sidings, Normanton.—Commencing on Sunday, August 1st, these signal-boxes will be closed as soon as circumstances will permit after 2-0 p.m. until 10-0 p.m. on Sundays.

Between Wath Road Junction and Kilnhurst.—Until further notice, the Engineer will be engaged painting bridges between Wath Road Junction and Kilnhurst.

Between Shipley and Calverley.—Until further notice, the Engineer will be engaged painting bridges between Thackley Tunnels and Calverley.

Rawdon Junction Box.—This box will be closed from 8-45 p.m. to 6-45 a.m. on weekdays, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3530.

General Superintendent's Office,

YORK, 5th August, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 7th August, 1909,

TO

SATURDAY MIDNIGHT, 14th August, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 172¼ miles, Down line and 174¼ miles, Up line.
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Croft Junction and Black Banks Junction, Up Line	20 miles	Slag ballasting and lifting line. A warning board as per Rule 253 (e) is fixed for the Up line.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
York (between Holgate Bridge, Locomotive Yard and Water-works boxes)	Alterations at York Station	All lines	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
"	Relaying from 40 miles to 43 miles	Up	
Ferryhill	Relaying from 8¼ miles to 8¾ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Newcastle, via Leamside.		
Sherburn Colliery Station	Renewal and alterations of points and crossings	Up and Down	
	Newcastle to Berwick.		
Beal	Relaying from 57 miles to 59 miles...	Down	
	Newsham to Blyth.		
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
	Newcastle to Carlisle.		
Blaydon	Relaying from 4 miles to 4¾ miles ...	Down	
Haltwhistle Tunnel, between Haltwhistle & Blackett Colliery	Relaying from 35¾ miles to 36 miles	Up and Down	
Naworth	Relaying from 47½ miles to 48 miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up and Down	
	Scotswood to North Wylam.		
Between West Wylam Junction and North Wylam Station	Relaying from 5¾ miles to 6½ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Allendale Branch.		
Between Border Counties Junction and Glendue	Relaying from ½ mile to 2¼ miles ...	Single	
	Newcastle to Tynemouth (via Backworth).		
Monkseaton	Relaying from 2¼ miles to 2½ miles and from 2¾ miles to 3 miles	Down	
	Heaton to Tynemouth.		
Howdon Station ...	Relaying from 3¼ miles to 3½ miles	Down	
	Pelaw to South Shields.		
Tyne Dock Tunnel ...	Relaying from 4½ miles to 5 miles ...	Up and Down	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
Pesspool Bank, Haswell	Relaying from 9¾ miles to 10 miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Hylton	Relaying from 2¼ miles to 2½ miles	Down	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles ...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	
East of West Auckl'nd	Re-sleepering from 11¼m. to 11½m.	Down	
West Auckland ...	,, ,, 11½m. to 11¾m.	Up	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Wear Valley Junction to Wearhead.		
West of Witton Drift	Relaying from 15½ miles to 16¼ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down	
		Mineral	
Redcar	Relaying from 20¾ miles to 21½ miles	Down	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29¼ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ..	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Relaying from ¼ mile to ¾ mile ...	Down	
	Leeds to Hull.		
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¼ miles	Up	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 14 miles to 14¾ miles	Up	
	Church Fenton to Harrogate.		
Between Tadcaster and Newton Kyme	Re-sleepering from 4½ mls. to 5 mls.	Up and Down	
Between Thorparch and Wetherby	,, ,, 8¾ ,, 9¼ ,,	Up	
Between Spofforth and Harrogate	,, ,, 15 ,, 16 ,,	Up	
	York to Beverley.		
Market Weighton ..	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 776.

BETWEEN CROFT JUNCTION AND BLACK BANKS JUNCTION.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up line between the above named points.

For speed restriction see page 776.

HIGH LEVEL BRIDGE, NEWCASTLE.

From 5-0 a.m. Tuesday, 10th August, to 12-0 midnight, Saturday, 14th August, the crossover from Goods line to Down Passenger line at High Level Bridge box will be closed and engines from the sheds to Central East End may have to travel on the Down Main line.

SOUTH SIGNAL-BOX, SUNDERLAND.

Until the new signal box is opened all the signals will stand at danger, and the points be disconnected and worked by groundmen.

Drivers must keep their trains under control so as to be able to act upon the hand signals of the groundmen.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

SUSSEX STREET LEVEL CROSSING, MIDDLESBROUGH.

Until further notice, the Signalling Department will be engaged renewing the gates at this place.

Drivers to keep a good look-out for hand signals

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

BETWEEN SANDSEND AND WHITBY WEST CLIFF.

The speed restriction of 10 miles per hour at Newholmebeck shewn on page 749 of Signalling Programme, week ending 7th August, has been withdrawn.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

WEST SIGNAL BOX, MALTON.

Until further notice the Signalling Department will be engaged repairing the levers in this box.

Signals will be disconnected from time to time, and drivers must keep a good look out for hand signals

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

SAFETY POINTS.

Additional safety points have been provided as under :—

Line.	Between	Distance from nearest station or signal-box.			Distance from nearest stop signal in advance.		On which line.
			M.	C.	M.	C.	
Benton South West Curve	Benton Quarry and Benton B. & T.	Benton Quarry	0	7	0	14	Down line.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	LEEDS TO STOCKTON.			Yds.		
Northallerton ...	Low Gates ...	Up Distant ...	1	345	Down	
Brompton ...	Station ...	Down Distant		210		
Northallerton	Low Junction	Up Distant to High Jct.	1	680	Up	
	SALTBURN TO DARLINGTON.					
Marske ...	Station ...	Up Distant ...	1	214	Up	
,, ...	,, ...	Down Distant	1	286	Down	
Redcar ...	Upleatham Jc.	Up Distant ...	1	512		
,, ...	East	Up Passenger	1	280	Down	
,, ...	Upleatham Jc.	Down Distants		—		
,, ...	West	Down Passenger Distant	1	467	Down	

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 8th August,

STATION AND SESSAY WOOD JUNCTION SIGNAL-BOXES, PILMOOR.

7-0 a.m. to 6-0 p.m., between the running of ordinary traffic, re-looping points and re-rivetting crossings.

Flagmen will be provided.

Signalmen at Pilmoor Station and Sessay Wood Junction boxes to be on duty during the time the work is in progress.

BETWEEN BRADBURY AND AYCLIFFE.

6-0 a.m. to 4-0 p.m., between the running of ordinary trains the Engineer will be engaged ballasting both lines between the above-named places. Flagmen will be provided. The signalmen at Ferryhill No. 3, Bradbury and Preston-le-Skerne signal-boxes to be on duty during the progress of the work.

A special will leave Ferryhill at 6-0 a.m. running as required.

HIGH LEVEL BRIDGE, NEWCASTLE.

12-5 a.m. to 12-0 midnight, re-decking north end of High Level Bridge. All lines will be closed and traffic worked via Greensfield Loop and King Edward Bridge.

Passenger trains from Pelaw to Newcastle must run to Greensfield Junction and set back into Gateshead West Station to set down passengers.

Passenger trains from Newcastle to Pelaw must run to High Street Junction and set back into Gateshead East Station to pick up passengers.

Passengers by Team Valley and Annfield Plain trains to and from Gateshead will be conveyed by a special service of trains between Gateshead and Low Fell.

An engine will leave Park Lane, Gateshead, at 12-5 a.m. Sunday, 8th August, for the High Level Bridge, returning about 6-0 a.m. on Monday, 9th August.

BETWEEN DEAN STREET SIGNAL-BOX, NEWCASTLE, AND SOUTH JUNCTION BOXES, HEATON.

12-5 a.m. to 6-0 p.m., alterations to through roads Manors Junction. The Up and Down Tynemouth lines will be closed between Dean Street and Argyle Street boxes from 12-5 a.m. until 6-0 a.m., when the Up Tynemouth line will be opened and the Up North Main line closed between Dean Street and Heaton South Junction till about 6-0 p.m. The current for lines that are closed will be switched off as required between Dean Street and Argyle Street boxes.

Signalmen at Manors North and Jesmond Station boxes to be on duty to pass works train during the progress of the work.

Flagmen will be provided by the Engineer who will also provide men to remove terminals.

An engine will leave Heaton Junction at 11-0 p.m. on Saturday, 7th August, for New Bridge Street Goods Yard, and will convey cranes, etc., to and from Goods Yard to Manors Junction as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 8th August,

Continued.

COQUET VIADUCT BETWEEN ACKLINGTON AND WARKWORTH.

Between 7-30 a.m. and 7-0 p.m., repairing viaduct and building manholes thereon. Flagmen will be provided.

Drivers must keep a sharp look out for hand signals.

ALNMOUTH.

6-0 a.m. to 5-0 p.m., laying drain down side opposite Alnmouth South box. Flagmen will be provided.

Alnmouth South box to be open during the progress of the work.

BETWEEN BEDLINGTON AND NORTH SEATON.

3-0 a.m. to 1-0 p.m., renewing sole pieces on Sleekburn Viaduct. Both lines will be closed till 7-40 a.m., after which the work will be carried out between trains. Flagmen will be provided by the Engineer.

STATION SIGNAL-BOX, BLYTH.

12-5 a.m. to 6-0 p.m., cleaning and repairing interlocking. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. A signalman to be on duty during the progress of the work.

BETWEEN HALTWHISTLE COLLIERY AND BLACKETT COLLIERY BOXES.

6-30 a.m. to about 6-0 p.m., renewal of way Haltwhistle Tunnel. The Up line will be blocked and single line working by pilotman will be in operation on the Down line.

Pilotman and flagmen will be provided by the Engineer.

Haltwhistle Colliery and Blackett Colliery boxes to be open during the progress of the work.

An engine with workmen's carriage will leave Carlisle at 4-0 a.m. for Haydon Bridge picking men up en route.

No. 5 SIGNAL-BOX, CARLISLE.

7-0 a.m. to 6-0 p.m. repairing point connections. Drivers to be prepared to work to hand signals.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 8th August,

Continued.

BETWEEN WEARMOUTH JUNCTION BOX AND STATION BOX, MONKWEARMOUTH.

7-0 a.m. to about 6-0 p.m., painting Southwick Road Bridge. Flagmen will be provided by the Engineer.

THROSTON BRIDGE, HARTLEPOOL.

12-5 a.m. to 5-0 p m., the Engineer will be engaged renewing the above bridge. Mineral lines only affected. Flagmen will be provided. Signalmen at Hartlepool Station box and Ballast Crossing box to be on duty during the progress of the work.

A West Hartlepool engine and guard will assist from 12-30 a.m.

BISHOP AUCKLAND.

6-0 a.m. to 5-0 p.m., the Contractor will be engaged laying sewage pipes under the Railway near Henknowle (Bishop Auckland and Barnard Castle Branch).

BETWEEN OTLEY AND MILNERWOOD JUNCTION.

4-0 a.m. to about 6-0 p.m., the Engineering Department will have possession of the Down line between Otley and Milnerwood Junction for the purpose of retimbering Helen Gill Bridge, No. 6, and single line working by pilotman will be in operation on the Up line.

Signalmen at Otley Station and Milnerwood Junction to be on duty during the time the work is in progress.

Pilotman, flagmen and men to wedge points will be provided by the Engineering Department.

A special train will leave Starbeck at 3-30 a.m. for the bridge, returning about 6-0 p.m. The engine will run to Arthington about noon to take water, and will be required during the day.

Signalmen at Starbeck, Pannal Junction, Rigton Crossing, Arthington North and Arthington West to be on duty to pass the special in both directions.

Monday, 9th August.

HIGH LEVEL BRIDGE, NEWCASTLE.

12-1 a.m. to 5-0 a.m., re-decking north end of High Level Bridge. All lines will be closed and traffic worked via Greensfield Junction and King Edward Bridge.

Passenger trains from Newcastle to Pelaw must run to High Street Junction and set back into Gateshead East Station to pick up passengers.

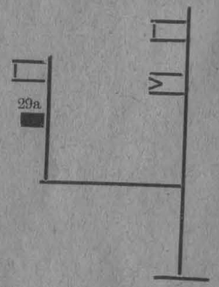
Monday, 9th August,

Continued.

NORTH SIGNAL-BOX, BEDLINGTON.

At 9-0 a.m., the following additional signal will be brought into use :—

29a. Branch to Dock Platform Calling-on.



Fixed as shewn to bracket erected on the Up side of the Branch, about 121 yards north of the box.

IRONWORKS JUNCTION SIGNAL-BOX, TOW LAW.

At 10-0 a.m., the following new signals will be brought into use :—

12. Down Starting.

20. Down Distant (*worked from Blackfield box*).

Erected as shewn on the Down side of the line, about 402 yards west of the box.

5. Up Advanced Starting (*worked from Blackfield box*).

1. Up Distant.

Erected as shewn on the Up side of the line, about 585 yards west of the box.

SIGNALS DISPENSED WITH.

Up Advanced (*worked from Blackfield box*).
Down Distant (*worked from Blackfield box*).
Down Starting. **Up Distant.**

Monday, 9th August,

Continued.

JUNCTION SIGNAL-BOX, BEVERLEY.

Up and Down Excursion platforms on the south side of the level crossing will be brought into use :—

The existing siding on the Down side of the line will become the Excursion Loop line.

The following alterations will be made in the signalling arrangements :—

Down Starting signal—From Excursion Loop—To Down Main.

A new single-armed signal, fixed on the Down side of the line, about 90 yards south of the signal-box.

Down Auxiliary Distant signals.

Lower-notched arms, fixed on the Cherry Tree Crossing signal-box new Down Starting signal, as described in the notice for that signal-box.

The present disc signal working with the Down siding points will be temporarily thrown out of use.

All other signals will remain unaltered.

CHERRY TREE CROSSING SIGNAL-BOX, BEVERLEY.

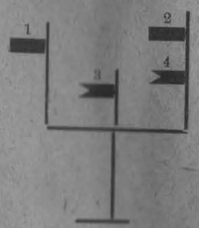
The Down siding will be converted into an Excursion Loop line.

A new facing connection from the Down Main to the Down Excursion Loop line, about 135 yards north of the signal-box will be brought into use.

The following alterations will be made in the signalling arrangements :—

Down Starting signal.

A new treble-bracketed signal, fixed on the Down side of the line, about 120 yards north of the signal-box, which will read :—



1. Down Starting—Main—To Excursion Loop.
2. Down Starting—Main.
3. Down Auxiliary Distant—To York. (*Worked from Beverley Junction Signal-box*).
4. Down Auxiliary Distant—To Scarborough. (*Worked from Beverley Junction signal-box*).

Shunting Signals.

A new single-armed signal, fixed on the Down side of the line, about 190 yards north of the signal-box, which will read :—
Backing—From Excursion Loop—To Up Main.

The Up siding, and the disc signal reading "From Up Siding—To Up Main" will be temporarily out of use.

All other signals will remain unaltered.

Tuesday, Wednesday and Thursday, 10th, 11th and 12th August.

BALLAST PIT SIGNAL-BOX, MARKET WEIGHTON.

On Tuesday, Wednesday and Thursday, 10th, 11th and 12th August, this signal-box will be open as a block post.

For hours of attendance each day see Programme S., No. 36.

MOOR SIGNAL-BOX, COTTINGHAM.

On Tuesday, Wednesday and Thursday, 10th, 11th and 12th August, this signal-box will be open as a block post.

For hours of attendance each day see Programme S., No. 36.

PIG HILL GATES SIGNAL-BOX.
(Between Beverley Junction and Cherry Burton.)

On Tuesday, Wednesday, and Thursday, 10th, 11th and 12th August, this signal-box will be open as a block post.

For hours of attendance each day see Programme S., No. 36.

CARDHAM BRIDGE SIGNAL-BOX.
(Between Cherry Burton and Kiplingcotes.)

On Tuesday, Wednesday and Thursday, 10th, 11th and 12th August, a new temporary block signal-box, fixed on the Up side of the line, about 200 yards east of the Bridge at 28 miles 426 yards will be in use, together with the following signals.

For hours of attendance each day see Programme S., No. 36.

Up Distant signal.

A new single-armed signal, fixed on the Up side of the line, about 820 yards east of the signal-box.

Up Home signal.

A new single-armed signal, fixed on the Up side of the line, about 20 yards east of the signal-box.

Down Distant signal.

A new single-armed signal, fixed on the Down side of the line, about 820 yards west of the signal-box.

Down Home signal.

A new single-armed signal, fixed on the Down side of the line, about 20 yards west of the signal-box.

Tuesday, Wednesday and Thursday, 10th, 11th and 12th August,

Continued.

SNUFF MILL LANE CROSSING SIGNAL-BOX.
(Between Cottingham North and Cottingham Junction.)

On Tuesday, Wednesday and Thursday, 10th, 11th and 12th August, a new temporary block signal-box, on the Up side of the line, about 1,630 yards south of Cottingham North signal-box at 3 miles 507 yards will be in use, together with the following signals.

For hours of attendance each day see Programme S., No. 36.

Up Distant signal.

A new low arm fixed on the Thwaite Crossing signal-box Up Home signal, about 940 yards north of the signal-box.

Up Home signal.

A new single-armed signal, fixed on the Up side of the line, about 20 yards north of the signal-box.

Down Distant signal.

A new single-armed signal, fixed on the Down side of the line, about 820 yards south of the signal-box.

Down Home signal.

A new single-armed signal, fixed on the Down side of the line, about 20 yards south of the signal-box.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

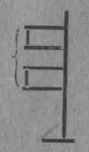
Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Rotherham Road—A lower arm has been fixed on the Down Main Home signal co-acting with the top arm.



Down Main Home signal.

To come into operation on Monday, 9th August.

Service in Signal-boxes.

Broughton Lane, Carbrook North Box.—Closed from 12-0 midnight, Saturday to 6-0 a.m. Monday.

Parkgate and Aldwarke, Main box.—Closed from 6-0 a.m. Sunday to 6-0 a.m. Monday.

Mexborough, No. 4 Box.—Closed on Sunday after passing of last booked Goods or Coal train until 5-0 a.m. Mondays.

Barnby Dun Station Box.—Closed from 2-0 a.m. to 6-0 a.m. week-days, and from 12-0 midnight Saturday to 6-0 a.m. Monday.

St. James Junction Box, Hexthorpe.—Closed from 6-0 a.m. Sundays to 4-0 a.m. Mondays, commencing July 18th.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Rotherham Road.—Until further notice, repairing and setting back of platform walls 5½ and 5¾ mileage. Up and Down lines. Daily.

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4-0 a.m. Monday.

Marshgate Goods Siding.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Between Greasborough Road and Rotherham Road Boxes.—Until further notice, lifting Up and Down Main lines and sidings, 5 and 5¾ mileage, from 6-0 a.m. to 6-0 p.m. daily. All enginemen and traffic staff to use extra care during the time this work is in hand. Up and Down Main and sidings and Parkgate branch and sidings affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines

Warmsworth Siding box.—Until further notice, blasting at Messrs Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Marshgate Crossing, Doncaster.—Sunday, 8th August, 6-0 a.m. to 6-0 p.m., Contractors will be unloading and erecting main girders for new overbridge. Engineer will have possession of Up Main line, between trains. Down trains also affected. Train and crane will be engaged. Flagmen out.

Moat Hills and Dock Hills boxes will be open.

Between Shakespeare and Sand Bank boxes, Doncaster.—Sunday, 8th August, 6-0 a.m. to about 6-0 p.m., between trains. Repairing arch and piers of Balby Bridge. Up Fast Goods line affected. Ladders and trestles in use.

Carcroft Station.—Until further notice, trimming off face of abutment of Bridge No. 11, and fixing slopes at south end of platform. Up and Down lines affected.

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Barnby Dun Branch, between Adwick Junction and Skellow Junction.—The catch points in line when going from Adwick Junction to Skellow have been brought back and refixed 82 yards nearer Adwick Junction signal-box, and now read "Catch points in line when going from Adwick Junction to Skellow Junction, between going from Adwick Junction to Skellow Junction signal-box." 0 and ¼ mile, 78 yards after passing Adwick Junction signal-box."

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Brodsworth Colliery Branch.—Catch points, facing for trains proceeding towards Castle Hills, are laid in 20 yards east of the Brodsworth Colliery Siding Points and are controlled by an Annetts Lock, the key of which is on the Train Staff. A board is fixed opposite the catch points and north of the single line lettered as follows :—"Engines must not pass this board until the points are unlocked and in the right position."

A board is also fixed 30 yards east of the catch points and south of the single line lettered as above, and applies to trains proceeding from Castle Hills to the Colliery.

Leeds Central Station.—Until further notice. Cleaning and painting Station roof. All lines affected.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and repairing and painting Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. Up Fast and Up Slow Goods lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Dryclough Junction and Halifax.—Sunday, 8th August, 8-0 a.m. to 5-30 p.m., painting underside of Holdsworth Bridge. Flagmen will be out.

Low Moor No. 3 Box.—Sunday, 8th August, 6-0 a.m. to 6-0 p.m, relaying connections. The Down loop will be blocked.

Alterations in the Hours of Signal-boxes.

Thornhill No. 2.—5-0 a.m. Monday to 5-0 a.m. Sunday. 9-15 a.m. to 12-0 noon and 3-30 p.m. to 9-15 p.m. Sunday.

Bradford Coal Shoots.—Open 2 30 a.m. Monday to 8-0 a.m. Sunday.

Liversedge Station.—Open 5-0 a.m. Monday to 5-0 a.m. Sunday.

Cooper Bridge Station.—Open 5 0 a.m. Monday to 12-0 midnight Saturday.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Thornhill, Ingham's Siding.—Laying in New Midland Junction. Up and Down South lines.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Pontefract.—Relaying near West Junction. Up and Down lines.

Between Lightcliffe and Wyke.—Relaying.—Down line.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Midland Company's Notices.

Holbeck.—Sunday, 8th August, from 6-0 a.m. until the work is completed (about 5-0 p.m.), the Engineer will, between the running of traios, have possession of the up and down fast and up and down slow lines, as required, at Holbeck, for the purpose of examining the Bridge carrying the G.N. Railway over the Midland Railway. Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Between Leeds and Hunslet.—Sunday, 8th August, from 6-0 a.m. until the work is completed (about 6-30 p.m.), the Engineer will, between the running of trains, have possession of all the main lines, alternately, as required, between Water Lane and Engine Shed Junction, for the purpose of painting the L. & N.W. Overbridge. Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

Passenger Station Box, Bradford.—Sunday, 8th August, commencing at 6-30 a.m., some of the points and signals will be disconnected from the signal box for repairs to connections.

Between Wath Road Junction and Swinton Junction.—Sunday, 8th August, from 6-0 a.m. until the work is completed (about 2-0 p.m.), the Engineer will, between the running of passenger trains, have possession of the down passenger line between Swinton Junction and Wath Road Junction, for the purpose of fixing cables on the down side of the line. Mr. Simmons will make the necessary arrangements.

Brightside.—Sunday, 8th August, from 6-0 a.m. until the work is completed, the Engineer will have possession of the up local and up goods lines at Brightside Junction, for the purpose of renewing points and crossings. Mr. Simmons will make the necessary arrangements.

Dentonholme Goods Yard, Carlisle.—Monday, 9th August, from 7-0 a.m. until the work is completed, the Engineer will have possession of the connections leading to the shed roads and brake sidings at Dentonholme goods yard, for the purpose of renewing points and crossings. Mr. Hawkins will make the necessary arrangements.

North Junction, Appleby.—Monday, 9th August, commencing at 8-0 a.m., the distant signal for the down main line, applicable to trains and engines going on to the N.E. Railway, will be dispensed with.

No. 2 Goods Yard Box, Normanton.—Closed from 2-0 p.m. to 10-0 p.m. on Sundays.

Nos. 3 and 4 Boxes, North Sidings, Normanton.—These signal-boxes will be closed as soon as circumstances will permit after 2-0 p.m. until 10-0 p.m. on Sundays.

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Between Wath Road Junction and Kilnhurst.—Until further notice, the Engineer will be engaged painting bridges between Wath Road Junction and Kilnhurst.

Between Shipley and Calverley.—Until further notice, the Engineer will be engaged painting bridges between Thackley Tunnels and Calverley.

Rawdon Junction Box.—This box will be closed from 8-45 p.m. to 6-45 a.m. on weekdays, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3550.

General Superintendent's Office,

YORK, 12th August, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 14th August, 1909,

TO

SATURDAY MIDNIGHT, 21st August, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 172¼ miles, Down line and 174¼ miles, Up line.
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Croft Junction and Black Banks Junction, Up Line	20 miles	Slag ballasting and lifting line. A warning board as per Rule 253 (e) is fixed for the Up line.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
Normanton to Newcastle.			
York (between Holgate Bridge, Locomotive Yard and Waterworks boxes)	Alterations at York Station	All lines	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Ferryhill	Relaying from 8¼ miles to 8¾ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Newcastle to Berwick.			
Beal	Relaying from 57 miles to 59 miles...	Down	
Newsham to Blyth.			
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
Newcastle to Carlisle.			
Blaydon	Relaying from 4 miles to 4¾ miles ...	Down	
Haltwhistle Tunnel, between Haltwhistle & Blackett Colliery	Relaying from 35¾ miles to 36 miles	Up and Down	
Burnt Walls	Relaying from 41 miles to 41⅓ miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up and Down	
Scotswood to North Wylam.			
Between West Wylam Junction and North Wylam Station	Relaying from 5¾ miles to 6½ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Allendale Branch.		
Between Border Counties Junction and Glendue	Relaying from ½ mile to 2¼ miles ...	Single	
	Newcastle to Tynemouth (via Backworth).		
Monkseaton	Relaying from 2¼ miles to 2½ miles and from 2¾ miles to 3 miles	Down	
	Pelaw to South Shields.		
Tyne Dock Tunnel ...	Relaying from 4½ miles to 5 miles ...	Up and Down	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
Pesspool Bank, Haswell	Relaying from 9¾ miles to 10 miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ..	Up	
Hylton	Relaying from 2¼ miles to 2½ miles	Down	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles ...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	,, ,, ½ ,, ,, 2 ,, ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	
East of West Auckl'nd	Re-sleepering from 11¼m. to 11½m.	Down	
West Auckland ...	,, ,, 11½m. to 11¾m.	Up	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Wear Valley Junction to Wearhead.		
West of Witton Drift	Relaying from 15½ miles to 16¼ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
Redcar	Relaying from 20¾ miles to 21½ miles	Down	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Relaying from ¼ mile to ¾ mile ...	Down	
	Leeds to Hull.		
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¼ miles	Up	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 14 miles to 14¾ miles	Up	
	Church Fenton to Harrogate.		
Between Thorparch and Wetherby	Re-sleepering from 8¾ mls. to 9¼ mls.	Up	
Between Spofforth and Harrogate	,, ,, 15 ,, 16 ,,	Up	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 798.

BETWEEN CROFT JUNCTION AND BLACK BANKS JUNCTION.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up line between the above named points.

For speed restriction see page 798.

SOUTH SIGNAL-BOX, SUNDERLAND.

Until the new signal box is opened all the signals will stand at danger, and the points be disconnected and worked by groundmen.

Drivers must keep their trains under control so as to be able to act upon the hand signals of the groundmen.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

WEST SIGNAL BOX, MALTON.

Until further notice the Signalling Department will be engaged repairing the levers in this box.

Signals will be disconnected from time to time and drivers must keep a good look out for hand signals

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

PRESTON GATES BOX (BETWEEN MARFLEET AND HEDON).

The following signals have been thrown out of use :—

Up Home signal. Up Advance signal.

All other signals will remain unaltered.

CHERRY TREE CROSSING SIGNAL-BOX, BEVERLEY.

The temporary facing connection from the Down Main to the Down Excursion Loop line, about 135 yards north of the signal-box has been dispensed with.

Down Starting signals.

The treble bracketed Down Starting signals—Main, and Main—To Excursion Loop have been dispensed with.

All other signals remain unaltered.

JUNCTION SIGNAL-BOX, BEVERLEY.

The following signals have been dispensed with :—

Down Starting—From Excursion Loop—To Down Main.
Down Auxiliary Distant—To York.
Down Auxiliary Distant—To Scarborough.

All other signals remain unaltered.

SAFETY POINTS.

Additional safety points have been provided as under :—

Line.	Between	Distance from nearest station or signal-box.			Distance from nearest stop signal in advance.		On which line.
			M.	C.	M.	C.	
Benton South West Curve	Benton Quarry and Benton B. & T.	Benton Quarry	0	7	0	14	Down line.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	BEVERLEY TO YORK.			Yds.		
Barswick ...	Station ...	Up Distant ...	1	445	Up	
	YORK TO SCARBOROUGH.					
York	Burton Lane...	Up Main Distant	1	369	Up	To assist signalman at Bootham Junction box.
	LEEDS TO STOCKTON.					
Northallerton...	Low Junction	Down Distant from High Junction	1	212	Down	
,, ...	South Junction	Up Distants ...		—		
Brompton ...	Station ...	Up Distant ...	1	315	Up	
,, ...	Long Lane ...	Down Distant		511		
Welbury ...	Station ...	Up Distant ...	1	373	Up	
,, ...	,, ...	Down Distant	1	383	Down	
,, ...	Rounton Gate	Up Distant ...	1	384	Up	
Picton ...	Station ...	Down Main Distant	1	298	Down	
	LEEDS TO HULL.					
Hemingbrough	Station ...	Up Distant ...	1	538	Up	
Wressle ...	,, ...	Down Distant	1	300	Down	
,, ...	,, ...	Up Distant ...	1	387	Up	
Howden ...	,, ...	Down Distant	1	400	Down	

Sunday, 15th August.

BETWEEN BROTHERTON QUARRY AND FERRYBRIDGE STATION.

6-0 a.m. to about 4-0 p.m., taking out the cast iron girders and completing the concrete mattress over bridges Nos. 13 and 14,

6-0 a.m. to 10-0 a.m., the Engineering Department will have possession of the Up line between Ferrybridge and Brotherton Quarry boxes and single line working by pilotman will be in operation on the Down line between the same points.

10-0 a.m. to about 4 0 p.m., the Engineering Department will have possession of the Down line between Brotherton Quarry and Pontefract South boxes and single line working by pilotman will be in operation on the Up line.

Flagmen will be provided.

Signalmen at Ferrybridge Station and Brotherton Quarry boxes to be on duty during the time the work is in progress.

A special train will leave York at 5-0 a.m., returning to York on completion of the work about 5-0 p.m.

ASKHAM BOG SIGNAL-BOX, COPMANTHORPE.

This box will be closed until further notice and the following signals will be dispensed with :—

Down Advance—Leeds Line.

Down Advance—Normanton Line.

All other signals will remain unaltered.

No. 36 BRIDGE, NABURN.

6-20 a.m. to about 4-0 p.m., renewing waybeams on No. 36 bridge south of Naburn Station.

The Up line between Chaloner Whin Junction and Escrick will be blocked from 6-0 a.m. to 11-0 a.m. and single line working by pilotman will be in operation on the Down line.

The Down line between Escrick and Naburn will be blocked from 11-0 a.m. to about 4-0 p.m., and single line working by pilotman will be in operation between Naburn and Escrick on the Up line.

The Engineering Department will provide pilotman, flagmen and men to wedge points.

Signalman at Escrick to be on duty during the time the work is in progress.

A ballast train will leave the Old P. Way Yard at 6-0 a.m., returning to York on completion of the work about 4-0 p.m.

Sunday, 15th August,

Continued.

CHALONER WHIN JUNCTION SIGNAL-BOX, YORK.

6-0 a.m. to about 5-0 p.m. the interlocking will be disconnected for the purpose of alterations.

All signals will stand at danger, and traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

The following alterations will be made in the signalling arrangements at this place :—

Down Distant signals—Leeds Line.

The existing signals will be dispensed with and replaced by a new double bracketed signal fixed on the Down side of the Leeds line, about 1450 yards south of the signal-box, which will read :—

1. Down Distant—Leeds line—To Normanton line.
2. Down Distant—Leeds line.

Down Distant signals—Normanton Line.

The existing signals will be dispensed with and replaced by a new double bracketed signal fixed on the Down side of the Normanton line, about 1450 yards south of the signal-box, which will read :—

1. Down Distant—Normanton line—To Leeds line.
2. Down Distant—Normanton line.

Down Outer Home signal—Leeds Line.

A new single armed signal fixed on the down side of the line about 650 yards south of the signal-box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

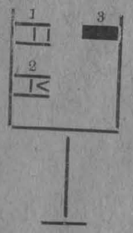
Sunday, 15th August,

Continued.

CHALONER WHIN JUNCTION SIGNAL-BOX, YORK—*Continued.*

Up Advance signal—Leeds Line.

The existing signal will be dispensed with, and replaced by a new double bracketed signal fixed about 3 yards further from the signal-box, which will read :—



1. Up Advance—Leeds line.
2. Up Distant—Leeds line (*worked from Askham Bog signal-box*)
3. Down Outer Home—Normanton line.

Down Outer Home signal—Doncaster Line.

A new single armed signal fixed on the Down side of the line about 560 yards south of the signal-box.

All other signals will remain unaltered.

STATION AND SESSAY WOOD JUNCTION SIGNAL-BOXES, PILMOOR.

7-0 a.m. to 6-0 p.m., between the running of ordinary traffic, re-looping points and re-rivetting crossings.

Flagmen will be provided.

Signalmen at Pilmoor Station and Sessay Wood Junction boxes to be on duty during the time the work is in progress.

BETWEEN NORTHALLERTON AND DANBY WISKE.

5-0 a.m. to 6-0 p.m., renewal of timbers at Water Troughs. The Engineer will have possession of Down Main line between Castle Hills Junction and Wiske Moor signal-boxes during the time named and single line working by pilotman will be in operation on Up Main line. Pilotman, flagmen and men to wedge points where necessary will be provided by Engineering Department.

Signalmen at Castle Hills Junction and Wiske Moor to be on duty during progress of the work.

In connection with this work, a special train will leave Northallerton for Wiske Moor at 4-30 a.m., returning about 6-0 p.m.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 15th August,

Continued.

BANK TOP CUT BRIDGE, DARLINGTON.

After passing of 8-40 a.m. ex Darlington until about 4-0 p.m. the Engineer will have possession of Down Main line between Darlington Platform West and North Junction boxes for the purpose of renewal of waybeams on Down Main line. Flagmen will be provided.

During the time the work is in progress, any Down passenger or other train which has to stop at the station will be dealt with at No. 4 platform, south section, and if the train goes forward it will be run on the Down Independent from Platform West to North Junction, and on No. 1 Siding line from North Junction to Parkgate. Engineer to wedge facing points on No. 1 siding.

DRIVERS TO RUN AT REDUCED SPEED OVER THESE LINES.

NORTH JUNCTION, DARLINGTON.

8-30 a.m. to 5-0 p.m., renewal of Horse Dock and Loading Dock Sidings, Up side, and Nos. 38 and 40 points and trap points. Main line traffic will not be interfered with. Flagmen will be provided.

HIGH LEVEL BRIDGE, NEWCASTLE.

12-5 a.m. to 12-0 midnight, re-decking north end of High Level Bridge.

12-5 a.m. to 6-0 a.m., all lines will be closed.

6-0 a.m. to 12-0 midnight, the Up line only will be open for passenger traffic.

Passenger trains from Pelaw to Newcastle must run to Greensfield Junction and set back into Gateshead West Station to set down passengers, and travel via King Edward Bridge.

Passengers by Team Valley and Annfield Plain trains to and from Gateshead will be conveyed by a special service of trains between Gateshead and Low Fell.

An engine with crane and wagons of material will leave Park Lane, Gateshead, at 12-5 a.m.

For further notice of work at this place see page 814.

BETWEEN DEAN STREET AND HEATON SOUTH JUNCTION BOXES.

12-5 a.m. to 6-0 p.m., alterations to through roads, Manors Junction. The Up and Down Main North lines will be closed between Dean Street and Heaton South Junction from 12-5 a.m. to 6-0 a.m. when the Down Main line will be opened and the Down Tynemouth line closed between these points till 6-0 p.m. The electric current for lines that are closed to be switched off as required between Dean Street and Argyle Street boxes. Signalmen to be on duty at Jesmond Station and Manors North Station boxes to pass works train during the progress of the work. The Engineer will provide flagmen and men to remove the necessary terminals.

An engine will leave Heaton Junction at 11-0 p.m. on Saturday, 14th August for New Bridge Street Goods Yard and will convey cranes and material to Manors Junction as required.

Sunday, 15th August,

Continued.

ALNMOUTH.

6-0 a.m. to 5-0 p.m., renewing points and crossings on Down line opposite south box. Flagmen will be provided. Alnmouth South box to be open.

BETWEEN WALBOTTLE AND NEWBURN STATION BOXES.

6-45 a.m. to about 4-20 p.m., stone ballasting. Both lines will be in possession of the Engineer during the progress of the work, except that single line working by pilotman will be in operation between Walbottle and Newburn Station boxes on the Up line for the passing of the following trains :—

1-30 p.m. passenger train ex Newcastle.
2-5 p.m. passenger train ex North Wylam.

Pilotman and flagmen will be provided by the Engineer.

Walbottle and Newburn Station boxes to be open during the progress of the work.

An engine and van will leave Hexham at 6-0 a.m. for Newburn, returning thence at about 4-20 p.m.

West Wylam Colliery Junction and North Wylam Station boxes to be open to pass the special in both directions.

BETWEEN JUNCTION AND HELL BECK SIGNAL-BOXES, BRAMPTON.

Commencing at 6-0 a.m., laying of 4 inch water main under level crossing at Brampton Fell Gates.

Flagmen will be provided by the Engineer.

No. 5 SIGNAL-BOX, CARLISLE.

7-0 a.m. to 6-0 p.m. repairing point connections. Drivers to be prepared to work to hand signals.

ALLENDALE BRANCH.

6-0 a.m. to 6-30 p.m., repairing Woodhall and Elfoot Bridges.

An engine with van and carriage will leave Carlisle at 4-0 a.m. for Hexham, picking up men en route, leaving Hexham for Allendale Branch at about 6-0 a.m. with cranes and wagons, and returning thence to Hexham and Carlisle at 6-30 p.m.

A signalman to be on duty at Border Counties Junction Box to pass the special in both directions.

Sunday, 15th August,

Continued.

JUNCTION SIGNAL-BOX, TYNEMOUTH.

1-0 a.m. to 6 0 a.m., cleaning and overhauling switchgear.

BETWEEN ST. BEDE'S JUNCTION BOX AND HARTON JUNCTION BOX, TYNE DOCK.

6-0 a.m. to about 1-0 p.m. slewing Up line Tyne Dock Tunnel.

The Up line between the above-named points will be closed and single line working by Pilotman will be in operation on the Down line.

Pilotman and flagmen will be provided by the Engineer.

St. Bedes' Junction and Harton Junction Boxes to be open during the progress of the work.

DIAMOND HALL NEW JUNCTION, MILLFIELD.

6-0 a.m. to about 6-0 p.m., erecting signals. Flagmen will be provided by the Engineer. Signalmen to be on duty at Diamond Hall and Millfield Station boxes during the progress of the work.

An engine with hand crane and wagons will leave Park Lane, Gateshead, at 5-0 a.m. for Millfield and will return thence about 6-0 p.m.

BLACKHALL COLLIERY, BETWEEN BLACKHALL ROCKS AND HORDEN.

After the passing of the No. 1 Up Goods and No. 1 Down Express, the Contractor will be engaged laying a culvert under the Railway near Blackhall Colliery. Flagmen will be provided.

THORNLEY COLLIERY BRANCH.

6-0 a.m. to 5-0 p.m., the Contractor will be engaged laying water pipes under the railway at Wheatley Hill.

STANHOPE.

8-0 a.m. to 6-0 p.m., between the running of ordinary trains, the Engineering Department will be engaged renewing the subway at Stanhope Gas Works. Flagmen will be provided.

A special will leave Bishop Auckland at 7-30 a.m., returning about 6-0 p.m.

The signalman at Stanhope Junction and the engineman and guard will not be required on duty between 10-30 a.m. and 3-30 p.m.

Signalmen to be on duty at Bishop Auckland West, Wear Valley Junction, Witton West, Witton-le-Wear, Harperley, Stanners Close, Wolsingham, Bishopley Junction and Broadwood, to pass the special in both directions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 15th August,

Continued.

BETWEEN SANDSEND AND WEST CLIFF.

4-0 a.m. until about 8-0 p.m., repairs to waybeams, East Row Viaduct. Engineer will have possession of the line. Flagmen will be provided.

BETWEEN NEWTON DALE SIGNAL-BOX, LEVISHAM, AND SUMMIT SIGNAL-BOX, GOATHLAND.

After the passing of the 8-23 a.m. O.P. ex Malton until the passing of the 6-0 p.m. O.P. ex Whitby the Up and Down Main lines between Newton Dale and Summit signal-boxes will be occupied with wagons and cranes for the purpose of loading timber on the line side. If the line is required to be cleared for the passage of an unbooked train the Traffic Inspector who will be in charge of the operations will make the necessary arrangements.

Signalmen at Newton Dale and Summit signal-boxes to remain on duty.

BETWEEN OTLEY STATION BOX AND MILNERWOOD JUNCTION.

4-0 a.m. to about 6-0 p.m., re-timbering Helen Gill Bridge No. 6, Otley Branch.

The Engineering Department will have possession of the Up line between Otley and Milnerwood Junction between the times named, and single line working by pilotman will be in operation on the Down line.

Pilotman, flagmen and men to wedge points will be provided by the Engineering Department.

Signalmen at Otley Station and Milnerwood Junction to be on duty during the time the work is in progress.

A special train will leave Starbeck at 3-30 a.m. for the bridge, returning to Starbeck about 6-0 p.m.

Signalmen at Starbeck, Pannal Junction, Rigton Crossing, Arthington North and Arthington West to be on duty to pass the special in both directions.

The engine will run to Arthington about 12-0 noon to take water and will be required during the day.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 15th August,

Continued.

NORTH SIGNAL-BOX, HARROGATE.

6-0 a.m. to about 5-30 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

SOUTH SIGNAL-BOX, HARROGATE.

6-0 a.m. to about 5-30 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

EAST SIGNAL-BOX, LEEDS.

6-0 a.m. to about 5-0 p.m., the Engineering Department will have possession of Nos. 8 and 9 platform lines for the purpose of renewing No. 46 facing points.

Flagmen will be provided.

STATION SIGNAL-BOX, GOOLE.

5-0 a.m. to about 6-0 p-m , the Engineer will be engaged putting in a new junction at Boothferry Road. Ordinary traffic will not be interfered with. Flagmen will be provided.

Signalman to be on duty during the progress of the work.

An engine will leave Dairycoates Shed at 5-0 a.m. and proceed to Paragon to attach carriages and pick up workmen, leaving Paragon for Goole at 5-30 a.m. After leaving the workmen at Goole the engine will run to Thorne Moor Ends, returning immediately to Goole. The special will return to Hull Paragon on completion of the work, probably about 5-0 p.m., the engine afterwards proceeding to Dairycoates Shed.

Signalmen at Paragon Yard, Park Street, Anlaby Road Junction, Hessle Road Junction, Welton Crossing, Brough East, Broomfleet, Oxmardike, Staddlethorpe Junction, Saltmarshe, Goole North and South, and gatemen and gatewomen at St. George's Road, Hawthorne Avenue, Melton Gates, Cave Crossing, Gilberdyke, Mill Lane, Greenoak, Balkholme Lane and Saltmarshe Gates to be on duty to pass the engine and special in each direction.

Signalmen at Potter's Grange, Dutch River, Thorne Moor Ends and Thorne to be on duty to pass the engine on its journey from Goole to Thorne and back.

Monday, 16th August.

HIGH LEVEL BRIDGE, NEWCASTLE.

12-1 a.m. to 5-0 a.m. redecking north end of High Level Bridge. The Up line only will be open for passenger traffic.

GROUND SIGNAL FRAME, NAWORTH.

At 10-0 a.m., the following new signal will be brought into use :—

1. **Down Distant.**

Fixed as shewn to Down Home post at Denton Mill Crossing.

BRADLEY CROSSING SIGNAL-BOX, LEADGATE.

From 8-30 a.m. to 12-0 midnight, altering point rodding. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

STATION BOX, SEATON.

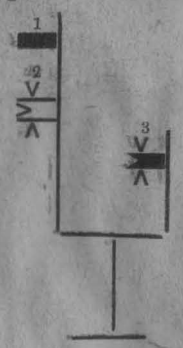
At 10-0 a.m. the intermediate Up Home signal will be removed 110 yards further from the box.

STATION SIGNAL-BOX, GOOLE.

The following alterations will be made in the signalling arrangements at this place :—

Up Home signal.

The existing signal will be dispensed with and replaced by the top arm of the left hand post of the new double bracketed signal, fixed on the Up side of the line about 280 yards east of the signal-box, which will read :—



1. Up Home.
2. At present out of use.
3. At present out of use.

All other signals will remain unaltered.

Tuesday, 17th August.

BRADLEY CROSSING SIGNAL-BOX, LEADGATE.

12-1 a.m. to 4-30 p.m., altering point rodding. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Thorne Jcn. and Thorne (N.E.) Station Boxes.—On Sunday morning, 15th August, after the passing of the last train to 12-0 midnight. taking off old super-structure of bridge at 8 miles 55 chains and putting temporary timbers under both lines, 8½ and 8¾ mileage. The Up and Down lines between the above named points will be absolutely blocked. Thorne Junction box will be open.

Between Thorne Jcn. and Thorne (N.E.).—Until further notice, Repairing abutments and renewing superstructure of bridge at 8 miles 55 chains, 8½ and 8¾ mileage. Up and Down lines. Warning boards provided in accordance with the notice on page 12 of the instructions to N.E. servants when working over G.C. line. **Trains must reduce speed to 5 miles per hour when passing over the bridge. Flagmen at the bridge.**

West of Mexborough West Junction—Until further notice, painting Mid. Rly. overbridge 14¾ and 15 mileage, Up and Down lines, from 6-0 a.m. to 6-0 p.m.

Service in Signal-boxes.

Broughton Lane, Carbrook North Box.—Closed from 12-0 midnight, Saturday to 6-0 a.m. Monday.

Parkgate and Aldwarke, Main box.—Closed from 6 0 a.m. Sunday to 6-0 a.m. Monday.

Mexborough, No. 4 Box.—Closed on Sunday after passing of last booked Goods or Coal train until 5-0 a.m. Mondays.

Barnby Dun Station Box.—Closed from 2-0 a.m to 6-0 a.m. week-days, and from 12-0 midnight Saturday to 6-0 a.m. Monday.

St. James Junction Box, Hexthorpe.—Closed from 6-0 a m. Sundays to 4-0 a.m. Mondays, commencing July 18th.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop,

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Rotherham Road.—Until further notice, repairing and setting back of platform walls 5½ and 5¾ mileage. Up and Down lines. Daily

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4 0 a.m. Monday.

Marshgate Goods Siding.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction.—Closed after the passing of the last passenger train until 12 1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m Monday.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Dock Hills, Doncaster.—Sunday, 15th August, at 12-0 noon the Up Advance signal will be moved and refixed 64 yards nearer the box.

Between Marshgate Junction and Bentley Crossing Signal-boxes.—Sunday, 15th August, 5-0 a.m. to about 8-0 p.m., erecting girders over Up and Down lines at Bridge carrying new G.C. avoiding line over W.R. & G. Joint Railway, 156 miles 50 chains mileage. Engineer will have absolute possession of Down line, and during time named all truins must be worked over Up line between Marshgate Junction and Bentley Crossing signal-boxes under single line working regulations.

Under no circumstances must anything foul the single line unless the pilotman is present and gives permission.

Flagmen will be at Marshgate, Dock Hills and Bentley Crossing boxes, at Bentley Crossing Up Distant signal and at the place where the work is in hand.

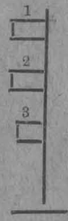
Wagons with steel work, engine and brake, will work on the Down line, and the contractors will lift the steelwork into position between trains on the Up line. A Traffic Inspector will be in charge of the working, and no steelwork must be lifted foul of the Up line unless he gives permission.

Dock Hills and Moat Hills signal-boxes will be open and signalmen on duty.

All points run through facing way will be clamped over and padlocked.

Between Shakespeare and Sand Bank Boxes, Doncaster.—Sunday, 15th August, 6-0 a.m. to about 6-0 p.m., between trains, repairing arch and piers of Balby Bridge. Up Fast Goods line affected. Ladders and trestles in use.

Sand Bank, Doncaster.—Tuesday, 17th August, 12-0 noon, new signal on west side of Down Transfer line, 79 yards south of box :—



	Whistles.
1. Down Transfer to Up Fast Goods (Race accommodation only)	2
2. Down Transfer to Up Slow Goods ...	2 pause 3
3. Down Transfer to Spur (miniature) ...	2, 1 crow.

Old two-armed signal and disc No. 38 have been taken away.

New miniature signal, west of incline line, 74 yards south of box :—

	Whistles.
1. Incline line to Up Slow Goods ...	1 long.
2. Incline line to Spur	1 long, 1 crow.

Old one-armed signul and disc No. 43 have been taken away.

Carcroft Station.—Until further notice, trimming off face of abutment of Bridge No. 11, and fixing slopes at south end of platform. Up and Down lines affected.

Barnby Dun Branch, Between Adwick Junction and Skellow Junction.—The catch points in line when going from Adwick Junction to Skellow have been brought back and refixed 82 yards nearer Adwick Junctlon signal-box, and now read "Catch points in line when going from Adwick Junction to Skellow Junction, between 0 and ¼ mile, 78 yards after passing Adwick Junction signal-box."

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Brodsworth Colliery Branch.—Catch points, facing for trains proceeding towards Castle Hills, are laid in 20 yards east of the Brodsworth Colliery Siding Points and are controlled by an Annetts Lock, the key of which is on the Train Staff. A board is fixed opposite the catch points and north of the single line lettered as follows :—"Engines must not pass this board until the points are unlocked and in the right position."

A board is also fixed 30 yards east of the catch points and south of the single line lettered as above, and applies to trains proceeding from Castle Hills to the Colliery.

Leeds Central Station.—Until further notice. Cleaning and painting Station roof. All lines affected.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and repairing and painting Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. Up Fast and Up Slow Goods lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Headfield Junction, Thornhill.—Sunday, 15th August, 6-0 a.m. to 6-0 p.m., renewing leading off timbers. All points and signals will be disconnected.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Dryclough Junction and Halifax.—Sunday, 15th August, painting underside of Holdsworth Bridge, 8-0 a.m. to 5-30 p.m. Flagmen will be out.

Thornhill Station Bridge.—Sunday, 15th August, refixing and painting smoke plates, 6-0 a.m. to 6-0 p.m., between truins. Up and Down south lines. Flagmen will be out.

Alterations in the Hours of Signal-boxes.

Thornhill No. 2.—5-0 a.m. Monday to 5-0 a.m. Sunday. 9-15 a.m. to 12-0 noon and 3-30 p.m. to 9-15 p.m. Sunday.

Bradford Coal Shoots.—Open 2 30 a.m. Monday to 8-0 a.m. Sunday.

Liversedge Station.—Open 5-0 a.m. Monday to 5-0 a.m. Sunday.

Cooper Bridge Station.—Open 5-0 a.m. Monday to 12-0 midnight Saturday.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Thornhill, Ingham's Siding.—Laying in New Midland Junction. Up and Down South lines.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Pontefract.—Relaying near West Junction. Up and Down lines.

Between Lightcliffe and Wyke.—Relaying.—Down line.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Midland Company's Notices.

Between Leeds and Hunslet.—Sunday, 15th August, from 6-0 a.m. until the work is completed (about 6-30 p.m.), the Engineer will, between the running of truins, have possession of all the main lines, ulternately, as required, between Water Lane and Enyine Shed Junction, for the purpose of painting the L. & N.W. Overbridge. Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Brightside.—Sunday, 15th August, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Down Local and Up Goods lines at Brightside Junction, for the purpose of renewing points and crossings. Mr. Simmons will make the necessary arrangements.

Between Kirkstall and Armley.—Sunday, 15th August, from 6-0 a.m. until the work is completed, the Engineer will, between the running of trains, have possession of the Up and Down Main lines alternately, as required, between Armley Canal Junction and Armley Station, for the purpose of fixing girder bedstones at the Armley Canal Bridge. Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out, who, should single line working be necessary, will act as Pilotman.

No. 2 Goods Yard Box, Normanton.—Closed from 2-0 p.m. to 10-0 p.m. on Sundays.

Nos. 3 and 4 Boxes, North Sidings, Normanton.—These signal-boxes will be closed as soon as circumstances will permit after 2-0 p.m. until 10-0 p.m. on Sundays.

Rawdon Junction Box.—This box will be closed from 8-45 p.m. to 6-45 a.m. on weekdays, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Wath Road Junction and Kilnhurst.—Until further notice, the Engineer will be engaged painting bridges between Wath Road Junction and Kilnhurst.

Between Shipley and Calverley.—Until further notice, the Engineer will be engaged painting bridges between Thackley Tunnels and Calverley.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

Rec & Copies & Ack aug 20th/09
P.7

823

NORTH EASTERN RAILWAY.

O. 3555.

General Superintendent's Office,

YORK, 19th August, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 21st August, 1909,

TO

SATURDAY MIDNIGHT, 28th August, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 172¼ miles, Down line and 174¼ miles, Up line.
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Croft Spa Station and Dalton Bank, Up and Down Lines	20 miles	Slag ballasting, lifting and slewing lines. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn. 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
Normanton to Newcastle.			
Between Castleford and West Riding Colliery	Relaying from 21½ miles to 22¼ miles	Up	
Between Fryston and Castleford	Relaying from 19 miles to 20 miles Relaying from 21¼ miles to 22 miles	Up Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Croft Spa	Relaying from 40 miles to 41¾ miles	Down	
,, ...	Relaying from 40 miles to 43 miles	Up	
Ferryhill	Relaying from 8¼ miles to 8¾ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Newcastle to Berwick.			
Beal	Relaying from 57 miles to 59 miles...	Down	
Newsham to Blyth.			
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
Newcastle to Carlisle.			
Blaydon	Relaying from 4 miles to 4¾ miles ...	Down	
Haltwhistle Tunnel, between Haltwhistle & Blackett Colliery	Relaying from 35¾ miles to 36 miles	Up and Down	
Burnt Walls	Relaying from 41 miles to 41⅓ miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up and Down	
Scotswood to North Wylam.			
Between West Wylam Junction and North Wylam Station	Relaying from 5¾ miles to 6½ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Allendale Branch.		
Between Border Counties Junction and Glendue	Relaying from ½ mile to 2¼ miles ...	Single	
	Newcastle to Tynemouth (via Backworth).		
Monkseaton	Relaying from 2¼ miles to 2½ miles and from 2¾ miles to 3 miles	Down	
	Pelaw to South Shields.		
Tyne Dock Tunnel ...	Relaying from 4½ miles to 5 miles ...	Up and Down	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Hylton	Relaying from 2¼ miles to 2½ miles	Down	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles ...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	,, ,, ½ ,, ,, 2 ,, ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	
East of West Auckl'nd	Re-sleepering from 11¼m. to 11½m.	Down	
West Auckland ...	,, ,, 11½m. to 11¾m.	Up	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Wear Valley Junction to Wearhead.		
West of Witton Drift	Relaying from 15½ miles to 16¼ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down	
		Mineral	
Redcar	Relaying from 20¾ miles to 21½ miles	Down	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Relaying from ¼ mile to ¾ miles ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between South Milford & Micklefield	Relaying from 9¼ miles to 9¾ miles	Up	
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¾ miles	Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 14 miles to 14¾ miles	Up	
	Church Fenton to Harrogate.		
Between Thorparch and Wetherby	Re-sleepering from 8¾ mls. to 9¼ mls.	Up	
Between Spofforth and Harrogate	,, ,, 15 ,, 16 ,,	Up	
	York to Beverley.		
Market Weighton ...	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
	Burton Salmon to Dearne Junction.		
Between Burton Salmon and Brotherton Quarry	Realignment of curves from 0 mile to ½ mile	Up and Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 824.

BETWEEN CROFT SPA STATION AND DALTON BANK.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up and Down lines between the above named points.

For speed restriction see page 824.

BETWEEN CROFT JUNCTION AND BLACK BANKS JUNCTION.

The speed restriction of 20 miles per hour on the Up line between the above named points shewn on page 798 of Signalling Programme week ending 21st August has been withdrawn.

SOUTH SIGNAL-BOX, SUNDERLAND.

Until the new signal box is opened all the signals will stand at danger, and the points be disconnected and worked by groundmen.

Drivers must keep their trains under control so as to be able to act upon the hand signals of the groundmen.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

LEVEL CROSSING, BEDALE STATION.

Until further notice the Signalling Department will be engaged renewing the gates at this place.

Drivers to keep a good look out for hand signals.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

WEST SIGNAL BOX, MALTON.

Until further notice the Signalling Department will be engaged repairing the levers in this box.

Signals will be disconnected from time to time, and drivers must keep a good look out for hand signals

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

PRESTON GATES BOX (BETWEEN MARFLEET AND HEDON).

The following signals have been thrown out of use :—

Up Home signal. Up Advance signal.

All other signals will remain unaltered.

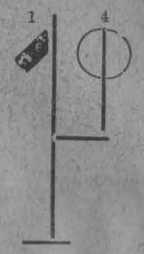
AMENDED NOTICE.

"A" AND DOCTOR PIT LINES, BEDLINGTON.

Referring to page 765 of signalling pragromme, week ending 7th August, the notice re "A and Doctor Pit lines" should read as follows :—

A ground frame fixed on Up side of Colliery lines, about 312 yards from Bedlington South signal-box has been brought into use with signals, to be operated therefrom as follows.

1. **To Doctor Pit** (*controlled from Bedlington South box*).
4. **From Pass by Shunting.**



Fixed as shewn on Down side of lines, about 20 yarde north of ground frame.

From Siding.

Fixed on Up side of siding line, about 13 yards west of ground frame.

To Doctor Pit Starting.

Fixed on Down side of Doctor Pit line, about 94 yards west of ground frame.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

"A" AND DOCTOR PIT LINES, BEDLINGTON—*continued.*

From Doctor Pit.

Fixed on Down side of Doctor Pit line, about 124 yards west of ground frame.

From Doctor Pit Distant.

Erected on Down side of Doctor Pit line, about 624 yards west of ground frame.

GATES SIGNAL-BOX, CASTLEFORD.

An additional siding connected with the present Down siding to Messrs. Lumb & Co.'s Bottle Works has been brought into use, and the following alterations have been made in the signalling arrangements at this place :—

Shunting Signals.

A new ground disc signal fixed between Nos. 1 and 2 Bottle Works sidings, about 60 yards south of the signal-box, which will read :—From Bottle Works siding No. 2.

A new ground disc signal fixed on the Down side of No. 1 Bottle Works siding, about 65 yards south of the signal-box, which will read :—From Bottle Works siding No. 1.

The ground disc signal reading From Bottle Works sidings has been dispensed with.

All other signals will remain unaltered.

SAFETY POINTS.

Additional safety points have been provided as under :—

Line.	Between	Distance from nearest station or signal-box.			Distance from nearest stop signal in advance.		On which line.
			M.	C.	M.	C.	
Benton South West Curve	Benton Quarry and Benton B. & T.	Benton Quarry	0	7	0	14	Down line.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	YORK TO SCARBOROUGH.			Yds.		
York	Bootham Jct.	Up Main Distant	1	430	Up	
Haxby... ...	Road	Down Distant		360		
,, ...	,, ...	Up Distant ...	1	380	Up	
,, ...	Station ..	Down Distant	1	420	Down	
Strensall ..	,, ...	Up Distant ...	1	510	Up	
Flaxton ...	,, ...	Down Distant	1	430	Down	
Barton Hill ..	,, ...	Up Distant ...	1	470	Up	
,, ,, ..	Howsham ...	Down Distant	1	360	Down	
Kirkham Abbey	Station ...	Up Distant ...	1	214	Up	
Castle Howard	,, ...	Up Distant ...	1	270	Up	
Malton ...	East	Down Distant to Scarborough	1	130	Down	
,, ...	Station ...	Up Home ...		—		
,, ...	,, ...	Down Distant	1	450	Down	
,, ..	East	Up Main Distant from Scarborough	1	257	Up	
,, ...	Houlbeckfield	Down Distant		243		
Rillington ...	Junction ...	Up Distant from Scarborough	1	583	Up	
Knapton ...	Station ...	Down Distant		391		
,, ...	,, ...	Up Distant ...	1	346	Up	
Heslerton ...	,, ...	Down Distant	1	412	Down	
,, ...	,, ...	Up Distant ...	1	449	Up	
	LEEDS TO HULL.					
Micklefield ...	Peckfield Coll.	Up Distant ..	1	120	Up	To assist signalman at Micklefield Junct. box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 22nd August.

CANAL SIGNAL-BOX, SELBY.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, lifting the Up and Down Main lines and all the points and connections 5 inches at Canal box.

The Up and Down Independents between Canal and Selby West Junction boxes will be blocked between the times named.

In connection with this work it will probably be necessary to disconnect many of the points and signals temporarily, and drivers must keep a sharp look out for hand signals on the ground.

Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

A ballast train will leave York at 5-0 a.m. and run via Sherburn Junction and Cascoigne Wood, arriving Selby at 6-0 a.m., returning to York via Cascoigne Wood and Sherburn at 5-0 p.m.

Signalman at Sherburn-in-Elmet Junction box to be on duty to pass the return ballast train.

WEST JUNCTION SIGNAL-BOX, SELBY.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of renewing and lifting point and signal connections.

All Up and Down Doncaster line signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

BETWEEN ULLESKELF AND CHURCH FENTON NORTH BOX.

6-0 a.m. to about 6-0 p.m., squaring joints and adjusting expansion on the Up Normanton line between the above named points

After the passing of the 7-55 a.m. train ex York, all Up traffic must be worked on the Up Leeds line between Chaloner Whin Junction and Church Fenton North signal-box.

Flagmen will be provided.

SEVERUS JUNCTION SIGNAL-BOX, YORK.

6-0 a.m. to about 5-0 p.m., the Signalling Department will be engaged connecting new cables to Nos. 23, 25, 28, 40, 42 and 88 points, and No. 24, 27, 29, and 87 signals at this place.

A number of signals will be temporarily affected during the time the work is in progress, and drivers should keep a good look out for hand signals.

Signalman to be on duty.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 22nd August,

Continued.

BETWEEN NORTHALLERTON AND DANBY WISKE.

5-0 a.m. to 6-0 p.m., renewal of timbers at water troughs. The Engineer will have possession of Up Main line between Castle Hills and Danby Wiske during the time named and single line working by pilotman will be in operation on the Down Main line. Pilotman, flagmen and men to wedge points where necessary will be provided by Engineering Department.

Signalmen at Castle Hills, Wiske Moor and Danby Wiske to be on duty during progress of the work.

In connection with this work a special train will leave Northallerton for Danby Wiske at 4-30 a.m., returning about 6-0 p.m.

CROFT SPA STATION.

6-0 a.m. to 5-0 p.m., loading up dirty ballast and tipping slag between platforms. Traffic will not be interfered with.

Signalmen at Black Banks, Croft Spa Station, Dalton Bank and Eryholme to be on duty during progress of the work.

A special train will work between Croft Junction and Eryholme during time work is in progress.

BETWEEN HEATON SOUTH JUNCTION AND MANORS JUNCTION.

12-5 a.m. until 6-0 p.m., cleaning and painting third rails between the above points.

The Up and Down Tynemouth lines will be closed against traffic between the Heaton South and Manors Junctions and all traffic will be diverted on to the Up and Down north Main lines. The current will be switched off between Argyle Junction and Heaton South Junction. Flagmen will be provided.

BETWEEN AMBLE JUNCTION AND ACKLINGTON STATION SIGNAL-BOXES.

6-0 a.m. to 5-0 p.m., renewing Culvert north of Amble Junction. Flagmen will be provided by the Engineer. Signalmen at Amble Junction and Acklington Station boxes to be on duty during the progress of the work.

An engine with crane and material will leave Park Lane, Gateshead at 5-0 a.m., returning after completion of the work.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 22nd August,

Continued.

HIRST JUNCTION SIGNAL-BOX, ASHINGTON.

12-5 a.m. to 6-0 p.m., raising and renewing point connections. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. Signalman to be on duty during the progress of the work.

NEWSHAM.

6-0 a.m. to 5-0 p.m., renewal of points and crossings on Up line of Blyth Branch. Signalman at Isabella Colliery Junction to be on duty during the progress of the work. Flagmen will be provided.

STATION SIGNAL-BOX, BACKWORTH.

1-0 a.m. to 6-0 a.m., cleaning and overhauling switchgear.

BETWEEN WALBOTTLE AND NEWBURN STATION BOXES.

6-45 a.m. to about 4-20 p.m., stone ballasting. Both lines will be in possession of the Engineer during the progress of the work, except that single line working by pilotman will be in operation between Walbottle and Newburn Station boxes on the Up line for the passing of the following trains :—

1-30 p.m. passenger train ex Newcastle.
2-5 p.m. passenger train ex North Wylam.

Pilotman and flagmen will be provided by the Engineer.

Walbottle and Newburn Station boxes to be open during the progress of the work.

An engine and van will leave Hexham at 6-0 a.m. for Newburn, returning thence at about 4-20 p.m.

West Wylam Colliery Junction and North Wylam Station boxes to be open to pass the special in both directions.

ALLENDALE BRANCH.

6-0 a.m. to 6-30 p.m., repairing Staward West and Staward Hall Bridges near Staward Station.

An engine with van and carriage will leave Carlisle at 4-0 a.m. for Hexham, picking up men en route, leaving Hexham for Allendale Branch at about 6-0 a.m. with cranes and wagons, and returning thence to Hexham and Carlisle at 6-30 p.m.

A signalman to be on duty at Border Counties Junction box to pass the special in both directions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 22nd August,

Continued.

BETWEEN PONTOP JUNCTION & STATION BOXES, JARROW.

12-5 a.m. to 2-0 p.m., renewing waybeams on High Lane Bridge and Bridge over Hebburn Colliery wagonway.

The Up line will be blocked and single line working by pilotman will be in operation on the Down line between Pontop Junction box and Jarrow Station box through the west shunt.

Pilotman and flagmen will be provided by the Engineer.

Pontop Junction and Jarrow Station boxes to be open during the progress of the work.

MILLFIELD STATION.

6-0 a.m. to 6-0 p.m., alterations to through roads.

Both lines will be affected, and flagmen will be provided by the Engineer. A signalman to be on duty at Millfield Station box during the progress of the work.

BETWEEN WEARMOUTH JUNCTION BOX AND STATION BOX, MONKWEARMOUTH.

7-0 a.m. to about 6-0 p.m., painting Southwick Road Bridge.

Flagmen will be provided by the Engineer.

BALLAST CROSSING SIGNAL-BOX, HARTLEPOOL.

6-30 a.m. till 4-30 p.m., between the running of ordinary trains, the Engineer will have possession of Down line for the purpose of altering and renewing Junction.

The present cross-over, with signals from mineral sidings to ballast sidings, will be dispensed with on this date.

Signalman to be on duty during the progress of the work.

BARNARD CASTLE.

4-0 a.m. to 6-0 p.m., between the running of ordinary trains, the Engineer will be engaged lowering the lines under the Bridge west of Barnard Castle at 15 miles 67 chains. Flagmen will be provided.

SHILDON.

6-0 a.m. to 6-0 p.m., the Engineer will have possession of the Main lines for the purpose of renewing portion of Shildon Junction and No. 36 Up independent points. Arrangements will be made to pass 8-40 a.m. passenger train ex Darlington. Flagmen will be provided. Signalman at Shildon Junction to be on duty during the progress of the work.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 22nd August,

Continued.

STILLINGTON.

6-0 a.m. to 5-0 p.m., the Engineer will have possession of all lines for the purpose of renewing the Subway at Stillington Station.

An engine with workmen and material will leave Bishop Auckland at 5-0 a.m. via Shildon, returning about 5-0 p.m.

The Signalman at Stillington Station and the enginemen will be required on duty during the progress of the work.

Signalmen at Bishop Auckland East, Tunnel North, Shildon Junction, Simpasture Junction, Travellers' Rest, Elstob Lane, Stillington Junction, and Stillington Station to be on duty to pass the Special in both directions.

WEST SIGNAL-BOX, MIDDLESBROUGH.

6-0 a.m. to 5-0 p.m., the shunt at the west end of the station, connecting the Up platform line with the middle line, together with the ground disc signals applying thereto, will be removed about 24 yards further from the signal-box.

The Engineer will have possession of the Up Main line between the running of trains, and of connection to middle siding from west end of Up Main during time work is in progress. The Middle siding will be available for use from east end of station.

8-30 a.m. to about 5-30 p.m., the Signalling Department will be engaged erecting a new outer home signal on the Station Up platform.

Flagmen will be provided by the Engineering Department to act under the signalman's instructions.

Signalman to be on duty.

At 5-0 p.m. the following alterations will be made in the signalling arrangements.

Up Outer Home signal—Main.

The existing signal will be thrown out of use, and will be replaced by a new overhanging bracketed signal fixed on the station Up platform about 27 yards further from the signal-box, and will read as at present.

All other signals will remain unaltered.

Sunday, 22nd August,

Continued.

SOUTH SIGNAL-BOX, STARBECK.

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of cleaning, repairs, &c.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

NORTH SIGNAL-BOX, STARBECK.

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of cleaning, repairs, &c.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

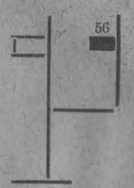
Signalman to be on duty during the time the work is in progress.

Monday, 23rd August,

CLIFF HOUSE SOUTH JUNCTION SIGNAL-BOX, WEST HARTLEPOOL.

At 10-0 a.m., the following new signal will be brought into use :—

56. From Nos. 2 or 3 West Sidings to Main Up or Down Independent Backover.



Bracketed as shewn to post, erected between the No. 1 siding and Branch, about 164 yards south of the box.

SIGNAL DISPENSED WITH.

From Nos. 2 or 3 West Sidings to Main Up or Down Independent Backover.

Monday, 23rd August,

Continued.

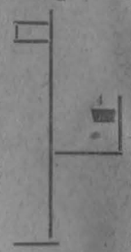
STATION SIGNAL-BOX, HARPERLEY.

At 12-0 noon, the following new signals will be brought into use :—

11. Down Platform Up Starting.
17. To Refuge Siding.

Erected as shewn on the Up side of the Down platform line, about 118 yards east of the box.

4. Up Line to Down Platform Backover.



Bracketed as shewn to Up Home post, erected about 205 yards west of the box.

SIGNAL DISPENSED WITH.

To Refuge Siding.

Tuesday, 24th August.

CLIFTON SIGNAL-BOX, YORK.

The following alterations will be made in the signalling arrangements at this place :—

Shunting Signals.

The existing single-armed signal reading from Engine line and Engine Shed sidings will be dispensed with, and replaced by a new half-bracketed signal fixed about 30 yards further from the signal-box, which will read :—

1. From Engine Shed Sidings.
2. From Engine Line.

All other signals will remain unaltered.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Thursday, 26th August.

STATION SIGNAL-BOX, BEDALE.

The following alterations will be made in the signalling arrangements at this place :—

Up Distant signal.

The existing signal will be removed and fixed 210 yards further from the signal-box.

Down Distant signal

The existing signal will be removed and fixed 145 yards further from the signal-box.

All other signals will remain unaltered.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal ; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Woodburn Junction and Tinsley.—Until further notice, from 6-0 a.m. to 6-0 p m. daily, cleaning and tarring bridges, 0 and 2½ mileage. Up and Down lines.

Between Thorne Jcn. and Thorne (N.E.) Station Boxes.—On Sunday morning, 22nd August, after the passing of the last train about 7-30 a.m. to 12-0 midnight, taking off old super-structure of bridge at 8 miles 55 chains and putting temporary timbers under both lines, 8½ and 8¾ mileage. The Up and Down lines between the above named points will be absolutely blocked. Thorne Junction box will be open.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Between Thorne Jcn. and Thorne (N.E.).—Until further notice, Repairing abutments and renewing superstructure of bridge at 8 miles 55 chains, 8½ and 8¾ mileage. Up and Down lines. Warning boards provided in accordance with the notice on page 12 of the instructions to N.E. servants when working over G.C. line.

Trains must reduce speed to 5 miles per hour when passing over the bridge.

Flagmen at the bridge.

West of Mexborough West Junction.—Sunday, 22nd August, from 6-0 a.m. to 6-0 p.m., painting Mid. Rly. overbridge 14¾ and 15 mileage, Up and Down lines.

Service in Signal-boxes.

Marshgate, Goods Box **Barnby Dun, Kirk Sandall Junction Box** **Stainforth, Junction Box** **Thorne, Junction Box**	Closed on Sundays after the passing of the 9-30 a.m. passenger train ex Barnetby, until 12-15 p.m., also after passing of the 1-15 p.m. passenger train Sheffield to Frodingham until 6-0 p.m., and again after the passing of the 8-25 p.m passenger train ex Cleethorpes to Deepcar until 12-1 a.m. Monday.

Broughton Lane, Brown Bayley's Siding box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Broughton Lane, Station box.—Closed on Sunday after passing of the last booked Goods train, booked to attach or detach, until 12-0 midnight, Sunday.

Broughton Lane, Carbrook North Box.—Closed from 12-0 midnight, Saturday to 6-0 a.m. Monday.

Tinsley, East Junction box.—Closed from 12-0 midnight Saturday to 7-0 a.m , Monday.

Rotherham and M., Main box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Conisboro', Lowfield Crossing box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Conisboro', Cadeby box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Hexthorpe, Cherry Tree Siding box.—Closed from 12-0 midnight Saturday to 6-0 a.m, Monday.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Parkgate and Aldwarke, Main box.—Closed from 6-0 a.m. Sunday to 6-0 a.m. Monday.

Mexborough, No. 4 Box.—Closed on Sunday after passing of last booked Goods or Coal train until 5-0 a.m. Mondays.

Barnby Dun Station Box.—Closed from 2-0 a.m. to 6-0 a.m. week-days, and from 12-0 midnight Saturday to 6-0 a.m. Monday.

St. James Junction Box, Hexthorpe.—Closed from 6-0 a.m. Sundays to 4-0 a.m. Mondays, commencing July 18th.

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4-0 a.m. Monday.

Marshgate Goods Siding.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction. Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Rotherham Road.—Until further notice, repairing and setting back of platform walls 5½ and 5¾ mileage. Up and Down lines. Daily

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Lofthouse North Junction.—Sunday, 52nd August, 9-0 a.m. to about 5-0 p.m., renewing facing point lock No. 70, Down Main to Down Goods, No. 69 facing points, Down Main and Down Goods, and No. 70 facing point lock will be disconnected whilst work is in hand.

Leeds Central Station.—Sunday, 22nd August, 6-0 a.m. to about 6-0 p.m., between trains, cleaning and oiling electric fouling bars, also removing sand, etc., off insulated rails in all seven platform lines.

Between Red Bank and Decoy No. 2 Boxes.—Sunday, 22nd August, 6-0 a.m. to about 6-0 p.m., between trains, examining gas mains. **Speed of trains on the Up Fast and Up Coal lines not to exceed 15 miles per hour.**

Marshgate Crossing, Doncaster.—Sunday, 22nd August, 6 0 a.m. to about 12-0 noon, between trains, contractors unloading steelwork and loading weights, tackle, etc. Engineer will have possession of Up and Down Fast lines between trains.

An engine and crane will be engaged and flagmen will be out.

Between Shakespeare and Sand Bank Boxes, Doncaster.—Sunday, 22nd August, 6-0 a.m. to about 6-0 p.m., between trains, repairing arch and piers of Balby Bridge. Up Slow Goods line affected. Ladders and trestles in use.

Between Dock Hills and Adwick Junction.—Until further notice, cleaning and painting signals. All lines affected.

Leeds Central Station.—Until further notice. Cleaning and painting girders of Northern Street bridge.

Carcroft Station.—Until further notice, trimming off face of abutment of Bridge No. 11, and fixing slopes at south end of platform. Up and Down lines affected.

Barnby Dun Branch, Between Adwick Junction and Skellow Junction.—The catch points in line when going from Adwick Junction to Skellow have been brought back and refixed 82 yards nearer Adwick Junctlon signal-box, and now read "Catch points in line when going from Adwick Junction to Skellow Junction, between 0 and ¼ mile, 78 yards after passing Adwick Junction signal-box."

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Brodsworth Colliery Branch.—Catch points, facing for trains proceeding towards Castle Hills, are laid in 20 yards east of the Brodsworth Colliery Siding Points and are controlled by an Annetts Lock, the key of which is on the Train Staff. A board is fixed opposite the catch points and north of the single line lettered as follows:—"Engines must not pass this board until the points are unlocked and in the right position."

A board is also fixed 30 yards east of the catch points and south of the single line lettered as above, and applies to trains proceeding from Castle Hills to the Colliery.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and asphalting floor of Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. Up Fast and Up Slow Goods lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Brighouse Station.—Sunday and Monday, 22nd and 23rd August, 6-0 a.m. to 6-0 p.m., painting underside of Huddersfield Road and Gooder Lane bridges. Flagmen will be out.

Thornhill.—Sunday and Monday, 22nd and 23rd August, 6-0 a.m. to 6-0 p.m., between trains, refixing and painting smoke plates at Station Bridge. Up and Down south. Flagmen will be out.

Wyke Junction.—Monday, 23rd August, 7-0 a.m. to 5-0 p.m. The Down Distant from Clifton Road Branch will be moved 420 yards further from the box. The Down Home from Clifton Road Branch will be replaced by a new and similar signal fixed about the same position.

TRAINS DETAINED AT HOME OR STARTING SIGNALS, RULE 55.

Referring to page 39 of the Instructions to N.E. Servants when working over other Companies' lines.

Insert:—

Name of Box.	Name of Signals.	Apparatus.	Position of ringing key.	Remarks.
Wakefield East Junction	Up Homes from Normanton direction	Track circuit with key operating indicator	On signal post	The key must be pressed immediately a train has been brought to a stand at the signals.
" "	Up Homes from Goole direction	" "	" "	" " "

Alterations in the Hours of Signal-boxes.

Thornhill No. 2.—5-0 a.m. Monday to 5-0 a.m. Sunday. 9-15 a.m. to 12-0 noon and 3-30 p.m. to 9-15 p.m. Sunday.

Bradford Coal Shoots.—Open 2 30 a.m. Monday to 8-0 a.m. Sunday.

Liversedge Station.—Open 5-0 a.m. Monday to 5-0 a.m. Sunday.

Cooper Bridge Station.—Open 5 0 a.m. Monday to 12-0 midnight Saturday.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.).—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Thornhill, Ingham's Siding.—Laying in New Midland Junction. Up and Down South lines.

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Re-ballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Pontefract.—Relaying near West Junction. Up and Down lines.

Between Lightcliffe and Wyke.—Relaying.—Down line.

Bowling Tunnel.—Relaying.—Up line.

Northorpe and Mirfield.—Relaying.—Up line.

Between Healey Mills and Horbury.—Relaying.—Up North line.

Midland Company's Notices.

Between Armley and Leeds.—Sunday, 22nd August, from 6-0 a.m. until the work is completed, the Engineer will, between the running of trains, have possession of the Up and Down main lines, alternately, as required, at Armley Station, for the purpose of taking down girders at the Armley Station Bridge.

On the same day, from 6-0 a.m. until the work is completed, the Engineer will, between the running of trains, have possession of the Up and Down Fast Up and Down Slow lines, as required, at Wortley Junction, for the purpose of lifting the permanent way.

On the same day, from 6-0 a.m until the work is completed (about 6-0 p.m.), the Engineer will, between the running of trains, be engaged painting the bridge carrying the L. & N.W. Railway over the Midland Railway at Holbeck Station. Ladders will be placed on the main lines as required for the purpose of reaching the bridge.

Mr. Hawkins will make the necessary arrangements, and appoint competent men to be in attendance during the time the work is being carried out.

Between Leeds and Hunslet.—Sunday, 22nd August, from 6-0 a.m. until the work is completed (about 6-30 p.m.), the Engineer will, between the running of trains, have possession of all the main lines, alternately, as required, between Water Lane and Engine Shed Junction, for the purpose of painting the L. & N.W Over-bridge. Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Wakefield Road, between Hunslet and Woodlesford.—Sunday, 22nd August, commencing at 7-30 a.m., some of the points and signals will be disconnected from the signal box for repairs to connections.

Manvers Main Colliery Sidings, between Wath and Swinton.—Sunday, 22nd August, commencing at 6-0 a.m., the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs. The Wath North, Wath Station and Manvers Main Colliery Sidings signal-boxes will be open,

No. 2 Goods Yard Box, Normanton.—Closed from 2-0 p.m. to 10-0 p.m. on Sundays.

Nos. 3 and 4 Boxes, North Sidings, Normanton.—These signal-boxes will be closed as soon as circumstances will permit after 2-0 p.m. until 10-0 p.m. on Sundays.

Rawdon Junction Box.—This box will be closed from 8-45 p.m. to 6-45 a m. on weekdays, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Wath Road Junction and Kilnhurst.—Until further notice, the Engineer will be engaged painting bridges between Wath Road Junction and Kilnhurst.

Between Shipley and Calverley.—Until further notice, the Engineer will be engaged painting bridges between Thackley Tunnels and Calverley.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

849

NORTH EASTERN RAILWAY.

O. 3565.

General Superintendent's Office,

YORK, 26th August, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 28th August, 1909,

TO

SATURDAY MIDNIGHT, 4th September, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 172¼ miles, Down line and 174¼ miles, Up line.
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Croft Spa Station and Dalton Bank, Up and Down Lines	20 miles	Slag ballasting, lifting and slewing lines. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
Normanton to Newcastle.			
Between Castleford and West Riding Colliery	Relaying from 21¼ miles to 22¼ miles	Up	
Between Fryston and Castleford	Relaying from 19 miles to 20 miles	Up	
	Relaying from 21¼ miles to 22 miles	Down	
Otterington	Relaying from 26¾ miles to 28 miles	Up	
Ferryhill	Relaying from 8¼ miles to 8⅞ miles	Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Newcastle to Berwick.			
Beal	Relaying from 57 miles to 59 miles. .	Down	
Newsham to Blyth.			
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
Newcastle to Carlisle.			
Blaydon	Relaying from 4 miles to 4¾ miles ...	Down	
Burnt Walls	Relaying from 41 miles to 41½ miles	Up	
Scotby Station ...	Slewing from 57¾ miles to 58 miles, and rebuilding platform wall	Up and Down	
Scotswood to North Wylam.			
Between West Wylam Junction and North Wylam Station	Relaying from 5⅞ miles to 6½ miles	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Allendale Branch.		
Between Border Counties Junction and Glendue	Relaying from ½ mile to 2¼ miles ...	Single	
	Pelaw to South Shields.		
Tyne Dock Tunnel ...	Relaying from 4½ miles to 5 miles ...	Up and Down	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Hylton	Relaying from 2¼ miles to 2½ miles	Down	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles ...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	,, ,, ½ ,, ,, 2 ,, ...	Down	
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13 miles	Up Mineral	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Ferryhill to Bishop Auckland.		
East Howle	Relaying from 22 miles to 22¾ miles	Down	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
East of Etherley ...	Relaying from 12¼m to 12¾ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Wear Valley Junction to Wearhead.		
West of Witton Drift	Relaying from 15½ miles to 16¼ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down	
Redcar	Relaying from 20¾ miles to 21½ miles	Mineral Down	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29¼ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles' ..	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Relaying from ¼ mile to ¾ miles ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Garforth	Relaying 13 miles to 13¼ miles ...	Up	
Between South Milford & Micklefield	Relaying from 9¼ miles to 9¾ miles	Up	
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¾ miles	Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 14 miles to 14¾ miles	Up	
	Church Fenton to Harrogate.		
Between Thorparch and Wetherby	Re-sleepering from 8¾ mls. to 9¼ mls.	Up	
Between Spofforth and Harrogate	,, ,, 15 ,, 16 ,,	Up	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¼ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4½ miles to 7 miles ...	Down	
Beverley	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
	Burton Salmon to Dearne Junction.		
Between Burton Salmon and Brotherton Quarry	Realignment of curves from 0 mile to ½ mile	Up and Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 850.

BETWEEN CROFT SPA STATION AND DALTON BANK.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up and Down lines between the above named points.

For speed restriction see page 850.

SOUTH SIGNAL-BOX, SUNDERLAND.

Until the new signal box is opened at 5-0 p.m., Sunday, 29th August, all the signals will stand at danger, and the points be disconnected and worked by groundmen.

Drivers must keep their trains under control so as to be able to act upon the hand signals of the groundmen.

For further notice of work at this place see page 861.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

WEST SIGNAL BOX, MALTON.

Until further notice the Signalling Department will be engaged repairing the levers in this box.

Signals will be disconnected from time to time and drivers must keep a good look out for hand signals

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

SAFETY POINTS.

Additional safety points have been provided as under :—

Line.	Between	Distance from nearest station or signal-box.			Distance from nearest stop signal in advance.		On which line.
			M.	C.	M.	C.	
Benton South West Curve	Benton Quarry and Benton B. & T.	Benton Quarry	0	7	0	14	Down line.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	YORK TO	**HULL.**		Yds.		
Earswick ...	Station ..	Down Distant	—	320	Down	
York	Bootham Jct.	Up Home ...	1	—		
	YORK TO SCARBOROUGH.					
Weaverthorpe	Station ..	Down Distant	1	388	Down	
,, ...	,, ..	Up Distant ...	—	437		
Ganton ..	Station ..	Down Distant	1	531	Up	
,, ...	,, ...	Up Distant ...	1	523	Up	
Seamer ...	Spital Cross'ng	Down Distant	1	548	Down	
		Up Distant ...	—	105		
,, ...	Junction ..	Down Distant	1	—	Up	
,, ...	,, ...	Up Distant to York	1	420	Up	
,, ..	Station ...	Up Distant ...	1	321	Up	

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 29th August.

BETWEEN ULLESKELF AND CHURCH FENTON NORTH BOXES.

6-0 a.m. to about 6-0 p.m., squaring joints and adjusting expansion, Up Normanton line.

After the passing of the 7-55 a.m. train ex York, all Up trains must be worked on the Up Leeds line between Chaloner Whin and Church Fenton North signal-boxes.

Flagmen will be provided.

BETWEEN CROFT SPA AND ERYHOLME.

6-0 a.m. to 5-0 p.m., between trains, collecting old material.

Signalmen at Croft Junction, Croft Spa and Eryholme to be on duty during progress of work.

BETWEEN FERRYHILL, BRADBURY AND PRESTON-LE-SKERNE.

6-0 a.m. to 2-0 p.m., the Engineer will be engaged loading up old material from relaying the Down Main line between Ferryhill and Bradbury, and from 2-0 p.m. to 4-0 p.m., ballasting between Bradbury and Preston-le-Skerne. Flagmen will be provided.

Signalmen at Ferryhill Nos. 2 and 3 boxes to be on duty during the progress of the work, and at Bradbury Station and Preston-le-Skerne from 2-0 p.m. until completion of work.

ALL GOODS TRAINS FROM DARLINGTON TO THE NORTH WILL BE DIVERTED THROUGH FERRYHILL STATION BETWEEN 6-0 A.M. AND 2-0 P.M.

A special train will leave Ferryhill at 6-0 a.m. running as required.

BETWEEN OUSTON BOX, BIRTLEY, AND STATION BOX, CHESTER-LE-STREET.

4-0 a.m. to 7-0 p.m., lowering lines at Flatts Cutting. Both lines will be in possession of the Engineer after the passing of the 3-27 a.m. passenger train ex York, except that single line working by pilotman will be in operation on the Down line between Ouston box and Chester-le Street Station box for the passing of the following trains :—

9-17 a.m. passenger train ex Durham.
9-35 a.m. passenger train ex Newcastle.

THE 3-35 A.M. AND 3-45 A.M. PASSENGER TRAINS EX YORK, AND THE 10-10 A.M. PASSENGER TRAIN EX NEWCASTLE MUST BE RUN VIA LEAMSIDE AND DURHAM, AND ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST RUN VIA LEAMSIDE AND SHINCLIFFE.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 29th August.

Continued.

BETWEEN OUSTON BOX, BIRTLEY, AND STATION BOX, CHESTER-LE-STREET—*Continued.*

THROUGH EAST COAST TRAINS DIVERTED VIA SHINCLIFFE AND LEAMSIDE MUST BE RUN VIA KING EDWARD BRIDGE EAST LOOP AND GREENSFIELD JUNCTION IN BOTH DIRECTIONS IN ORDER TO AVOID REVERSING TRAINS AT NEWCASTLE.

Pilotman and flagmen will be provided by the Engineer.

Signalman at Ouston, Chester-le-Street Station and Birtley Junction boxes to be on duty during the progress of the work.

An engine and van will leave Park Lane, Gateshead, at 3-0 a.m. for Chester-le-Street, picking up men en route, returning at about 7-0 p.m. An engine and van will also leave Durham at 4 0 a.m. with men for Chester-le-Street, returning immediately. This engine will also be required to leave Durham at 5-15 p.m. for Chester-le-Street to take men back to Durham.

No. 1 SIGNAL-BOX, CENTRAL STATION NEWCASTLE.

6-0 a.m. to 6-0 p.m., renewal of and alterations to points and crossings.

Trains on the Main Up North line will not be able to get to Nos. 6, 7, 8, 9 or 10 platforms and therefore North trains must be dealt with at Nos. 1, 2, 3, 4 or 5 platforms.

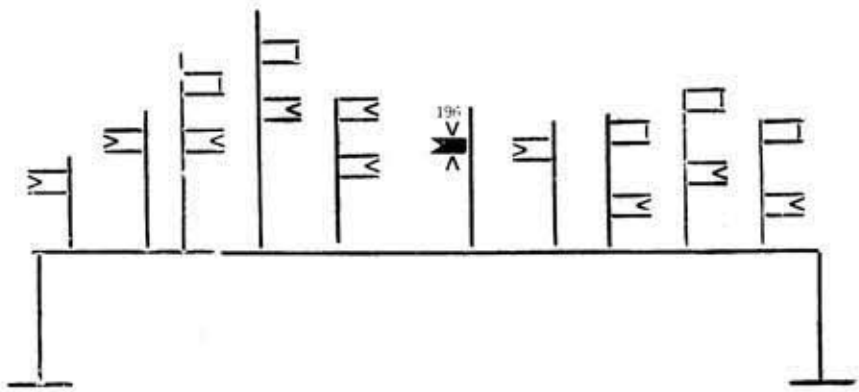
The road will be made ready to admit the 12-10 p.m. express passenger train ex Edinburgh into a through platform at 2-50 p.m.

At 10-0 a.m. the following point connections will be dispensed with :—

Slip between Tynemouth Down and North Up lines
Crossover between North Up and Up Goods.

The following signals will be thrown out of use and crossed :—

196. **North Goods Up Distant.**



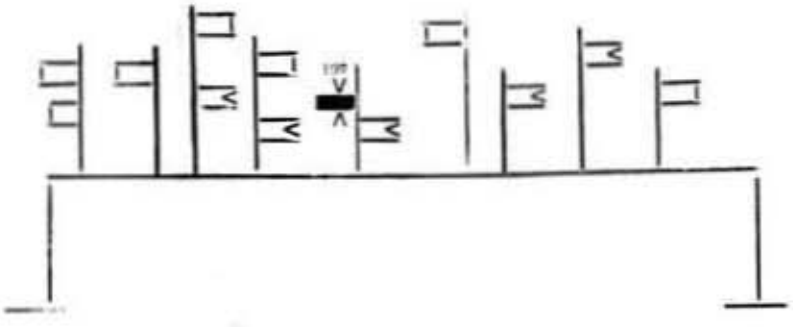
Fixed as shewn to the bridge, about 390 yards north of the box.

Sunday, 9th August,

Continued.

No. 1 SIGNAL-BOX, CENTRAL STATION, NEWCASTLE—*Continued.*

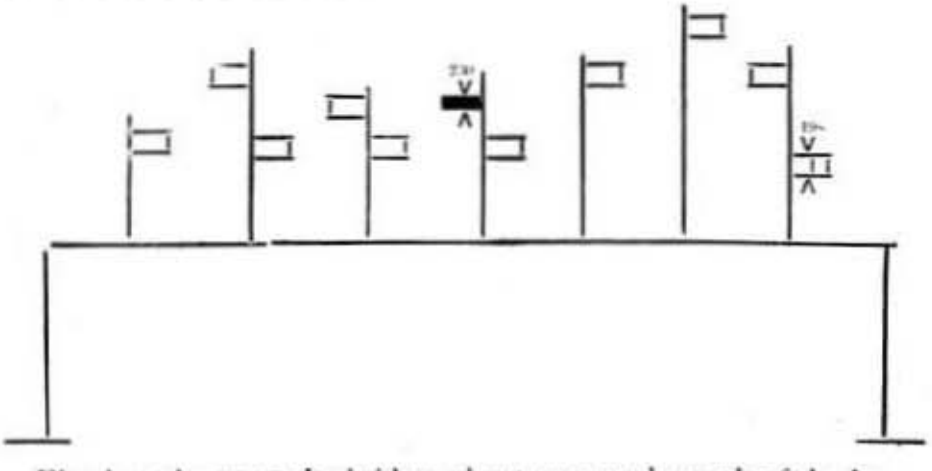
197. North Goods Intermediate Main Up.



Fixed as shewn to the bridge, about 260 yards north of the box.

230. North Down Goods.

198. North to Goods Yard.

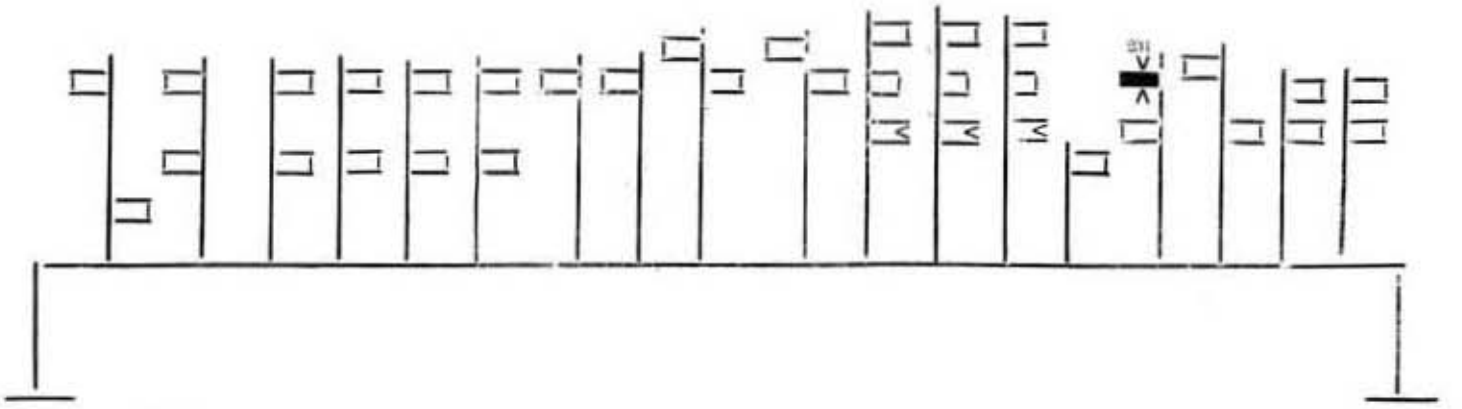


Fixed as shewn to the bridge, about 150 yards north of the box.

Sunday, 29th August—*Continued.*

No. 1 SIGNAL-BOX, CENTRAL STATION, NEWCASTLE—*Continued.*

231. Goods to North.



Fixed as shewn to the Bridge, about 50 yards west of the box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 29th August,

Continued.

BETWEEN OUSTON BOX, BIRTLEY, AND STATION BOX, CHESTER-LE-STREET—*Continued.*

THROUGH EAST COAST TRAINS DIVERTED VIA SHINCLIFFE AND LEAMSIDE MUST BE RUN VIA KING EDWARD BRIDGE EAST LOOP AND GREENSFIELD JUNCTION IN BOTH DIRECTIONS IN ORDER TO AVOID REVERSING TRAINS AT NEWCASTLE.

Pilotman and flagmen will be provided by the Engineer.

Signalman at Ouston, Chester-le-Street Station and Birtley Junction boxes to be on duty during the progress of the work.

An engine and van will leave Park Lane, Gateshead, at 3-0 a.m. for Chester-le-Street, picking up men en route, returning at about 7-0 p.m. An engine and van will also leave Durham at 4-0 a.m. with men for Chester-le-Street, returning immediately. This engine will also be required to leave Durham at 5-15 p.m. for Chester-le-Street to take men back to Durham.

No. 1 SIGNAL-BOX, CENTRAL STATION, NEWCASTLE.

6-0 a.m. to 6-0 p.m., renewal of and alterations to points and crossings.

Trains on the Main Up North line will not be able to get to Nos. 6, 7, 8, 9 or 10 platforms and therefore North trains must be dealt with at Nos. 1, 2, 3, 4 or 5 platforms.

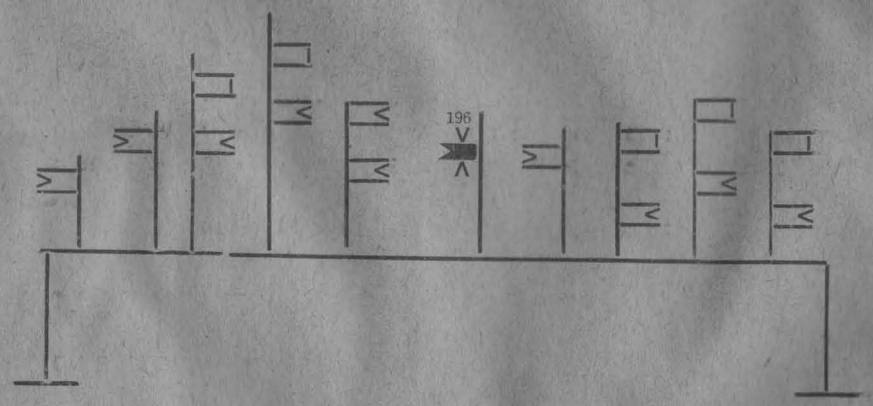
The road will be made ready to admit the 12-10 p.m. express passenger train ex Edinburgh into a through platform at 2-50 p.m.

At 10-0 a.m. the following point connections will be dispensed with :—

Slip between Tynemouth Down and North Up lines
Crossover between North Up and Up Goods.

The following signals will be thrown out of use and crossed :—

196. North Goods Up Distant.



Fixed as shewn to the bridge, about 390 yards north of the box.

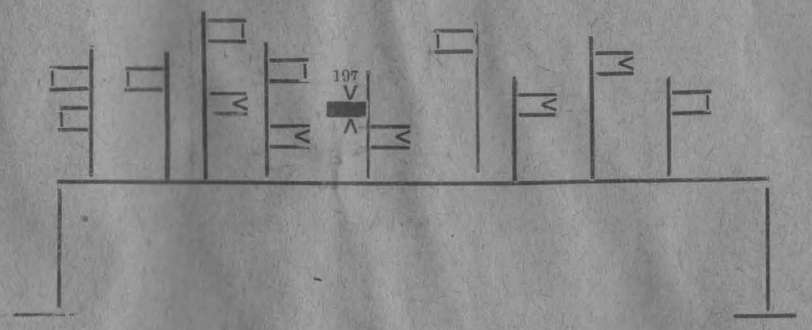
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 29th August,

Continued.

No. 1 SIGNAL-BOX, CENTRAL STATION, NEWCASTLE—*Continued.*

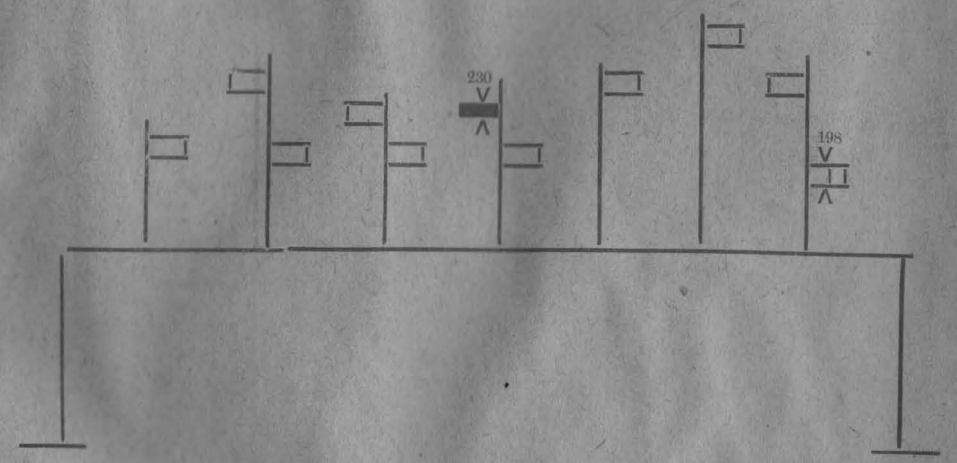
197. North Goods Intermediate Main Up.



Fixed as shewn to the bridge, about 260 yards north of the box.

230. North Down Goods.

198. North to Goods Yard.



Fixed as shewn to the bridge, about 150 yards north of the box.

Sunday, 29th August—*Continued.*

No. 1 SIGNAL-BOX, CENTRAL STATION, NEWCASTLE—*Continued.*

231. Goods to North.

Fixed as shewn to the Bridge, about 50 yards west of the box.

Sunday, 29th August.

Continued.

BETWEEN DEAN STREET AND MANORS JUNCTION.

12-5 a.m. to about 6 0 p m., re sle-pering and re-ballasting Tynemouth lines. The Up and Down lines will be in possession of the Engineer, and all traffic must be diverted on to the North lines. The current will be switched off on the Tynemouth lines between Argyle Street and Dean Street. Flagmen will be provided.

An engine and wagons will leave Heaton Junction at 11-30 p.m. on the 28th for the site of the work.

WOODHORN COLLIERY JUNCTION SIGNAL-BOX, NEWBIGGIN.

12-5 a.m. to about 5-0 p.m., renewing wall boxes and point connections. All points and signals will be disconnected, s gnals will stand at danger, and traffic will be conducted under the instructions of the signalman by fl gmen pro vided by the Engineer. Signalman to to be on duty during the progress of the work

DIAMOND HALL NEW JUNCTION, MILLFIELD.

6-0 a.m. to 6-0 p.m., erecting signals Flagmen will be provided by the Engineer. Signalmen to be on duty at Diamond Hall Junction and Millfield station boxes during the progress of the work.

An engine with hand crane and wagons will leave Park Lane, Gateshead, at 5-0 a.m. for Millfield, and will return thence about 6-0 p.m.

SOUTH SIGNAL-BOX, SUNDERLAND.

At 5-0 p.m., the new signal-box, with all point and signal connections hitherto worked from the old box, will be brought into use, at the same time the flagmen will be withdrawn and ordinary working resumed.

BETWEEN BAXTER WOOD No. 1 AND BEARPARK COLLIERY, BOXES, ALDIN GRANGE.

After the passing of the 8-29 a.m. passenger train ex Blackhill till about 6 p.m., the Engineer will have possession of both lines for the purpose of erecting parapet girders on bridge about 80 yards east of Aldin Grange Station.

Signalman to be on duty at Bearpark Colliery and Relly Mill Junction boxes during progress of the work.

Flagmen will be provided by the Engineer.

An engine with steam cranes and wagons will leave Park Lane, Gateshead, at 6-30 a.m. for Aldin Grange, via Leamside, and will return thence same route about 6 0 p.m.

EAST SIGNAL-BOX, MARSH LANE.

6 0 a.m. to about 4-30 p m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 29th August,

Continued.

WATERLOO JUNCTION SIGNAL-BOX, MARSH LANE.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, changing and re-sleepering crossings on Down Main line.

Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

BETWEEN BROOMFLEET AND STADDLETHORPE.

6-0 a.m. to 5-0 p.m., the Engineer will have possession of the Up and Down Slow lines between Broomfleet and Staddlethorpe. Flagmen will be provided-

Signalmen at Broomfleet, Oxmardike Crossing and Staddlethorpe East to be on duty during the time the work is in progress.

A special will leave Chalk Lane at 5-0 a.m. for the site of the work between Broomfleet and Market Weighton Canal.

A light engine will leave Chalk Lane at 5-0 a.m. for Paragon Station, and after attaching carriages and picking up workmen will leave Paragon at 5-30 a.m. for Staddlethorpe, attaching a train of slag at the latter place and returning on the Down Slow line to the site of the work at Market Weighton Canal and Broomfleet.

The specials will return from Staddlethorpe to Chalk Lane at about 3-30 and 4-30 p.m. respectively, the engines afterwards proceeding to Dairycoates Shed.

Signalmen at Hessle Road Junction, Anlaby Road Junction, Park Street, Paragon Yard, Welton Crossing, and Brough East, and gatemen at Chalk Lane, St. George's Road, Anlaby Road, Melton Crossing, and Cave Crossing to be on duty to pass the engine, etc., in each direction.

WEST PARADE JUNCTION SIGNAL-BOX, HULL.

6-0 a.m. to about 5-0 p.m., the facing point connections from the Scarborough line to the Hull and Withernsea Branch lines will be disconnected for renewal.

Flagmen will be provided by the Engineer.

Signalman to be on duty during the time the work is in progress.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 29th August,

Continued.

MIDDLESBROUGH STATION.

7-0 a.m. to 4-0 p.m., fixing of temporary girders for new luggage subway. After the passing of 10-2 a.m. ex Middlesbrough, the lines through the station will be in possession of the Engineer. Ordinary traffic will not be interfered with. Flagmen will be provided.

Signalmen at Middlesbrough West and East, and gatemen at Sussex Street Crossing to be on duty during progress of the work.

In connection with this work, a special train with steam crane, wagons containing material, etc., will leave Old Coach Shops Yard, Darlington, for Middlesbrough at 6-0 a.m., returning about 4-0 p.m.

Engine to be out at 5-30 a.m. to marshal special.

Signalmen at Hopetown Junction, Oak Tree, Urlay Nook, Eaglescliffe South and North, Thornaby East and Middlesbrough West required to pass the special in both directions.

Engine required for shunting purposes during progress of the work.

BALLAST CROSSING SIGNAL-BOX, HARTLEPOOL.

12-5 a.m. to 12-0 midnight, altering interlocking and signals. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagman provided by the Engineer. Signalman to be duty during the progress of the work.

6-30 a.m. to about 4-30 p.m., between the running of ordinary trains, the Engineer will have possession of the Up line, for the purpose of altering and renewing Junction. Flagmen will be provided.

Signalmen at Ballast Crossing and Hartlepool Station Boxes to be on duty during the progress of the work.

The Crossover from Mineral Sidings to Main Up will be dispensed with on this date, and a new cross-over from Chalk Crane Siding to Main Up will be brought into use.

THROSTON BRIDGE, HARTLEPOOL.

12-5 a.m. to 5-0 p.m., the Engineer will be engaged renewing the above bridge. Mineral lines only affected. Flagmen will be provided. Signalmen at Hartlepool Station box and Ballast Crossing box to be duty during the progress of the work.

A West Hartlepool engine and guard will assist from 12-30 a.m.

Sunday, 29th August.

Continued.

BETWEEN ST. BEDE'S JUNCTION AND HARTON JUNCTION SIGNAL-BOXES, TYNE DOCK.

8-0 a.m. to 4-0 p.m., loading up old permanent way material, Tyne Dock Tunnel.

St. Bede's Junction and Harton Junction boxes to be open during the progress of the work.

An engine with wagons will leave Tyne Dock Bottom at 7-45 a.m. for Harton Junction, returning about 4-0 p.m., via St. Bede's Junction.

Tyne Dock Bottom and Bank Top boxes to be open at 4-0 p.m. to receive train and engine respectively.

BETWEEN TRENHOLME BAR AND STOKESLEY.

6-0 a.m. to 6-0 p.m. The line will be in possession of Engineer for the purpose of re-building bridge near Black Horse Gates, between Trenholme Bar and Potto, fixing new waybeams on bridge near Busby Gates, between Potto and Sexhow, and re-fixing stones on bridge between Sexhow and Stokesley.

Flagmen will be provided Signalmen to be on duty at Trenholme Bar, Potto, Sexhow and Stokesley during the time the work is in progress.

In connection with this work, a special train consisting of hand travelling crane, wagons, workmen's carriage, and vans will leave Northallerton for Stokesley at 5-0 a.m., returning about 6-0 p.m. Signalmen at Boroughbridge Road, Northallerton Low Junction, Northallerton Low Gates, Brompton, Long Lane, Welbury, Rounton Gates and Picton, to be on duty to pass special in both directions.

Enginemen not required from 9-0 a.m. to 3-0 p.m.

BOWES.

8-0 a.m. to 5-0 p.m., the Engineering Department will have possession of both lines for the purpose of lowering the Up line under the bridge at Bowes Gate, 19 miles 64 chains.

Arrangements will be made for the passing of the 2-0 p.m. empty train ex Barnard Castle.

A Special will leave Barnard Castle about 7-20 a.m., returning when the work is completed about 5-0 p.m. The enginemen will be required on duty during the day.

Signalmen at Barnard Castle East and West and Bowes to be on duty to pass the Special in both directions, and signalman at Bowes to be on duty from 1-30 p.m. until after the passing of the empty train.

Sunday, 29th August,

Continued.

STATION SIGNAL-BOX, BEDALE.

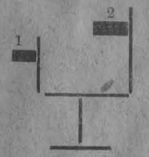
12-1 a.m. to about 6-0 p.m., the Signalling Department will have possession of this signal-box for the purpose of putting in a new locking apparatus.

All signals will stand at danger, and traffic will be conducted by flagmen provided by the Engineering Department under the signalman's instructions.

The following alterations will be made in the Signalling arrangements.

Up Home signals—Main.

The existing signal will be altered in form and the signal will now read :—



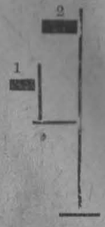
1. Up Home—Main—To Loop line.
2. Up Home—Main.

Up Starting signal.

The existing signal will be dispensed with and replaced by a new single armed signal fixed at the end of the platform, about 185 yards east of the signal-box.

Down Starting signal—Main.

The existing signal will be dispensed with and replaced by a new single armed signal with a half bracket on the left hand side, fixed on the Down side of the line, about 105 yards east of the signal-box, which will read :—



1. From Main—To Carriage Dock.
2. Down Starting—Main.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

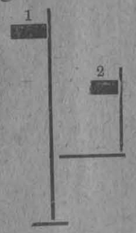
Sunday, 29th August,

Continued.

STATION SIGNAL-BOX, BEDALE—*Continued.*

Down Advanced Starting signal—Main.

A new single armed signal with a half bracket on the right hand side fixed on the Down side of the line, about 35 yards east of the signal-box, which will read :—



1. Down Advanced Starting—Main.
2. From Down Main—To North Siding.

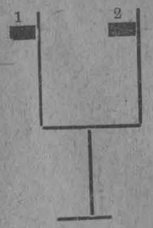
Shunting Signals.

A new ground disc signal fixed at the trap points on the Carriage Dock Siding, about 45 yards east of the signal-box, which will read :—From Carriage Dock—To Main.

A small semaphore signal fixed at the trap points on the Loop line, about 95 yards east of the signal-box, which will read :—From Loop line—To Main.

A small semaphore signal fixed at the trap points on the loop line about 185 yards east of the signal-box, which will read :—From Loop Line—To Up Main.

A new small double bracketed signal fixed on the Up side of the line, about 245 yards east of the signal-box, which will read :—



1. Backing—From Up Main—To Down Main.
2. Backing—From Up Main—To Loop line.

All other signals will remain unaltered.

BEDALE GROUND FRAME.

The existing ground frame will be dispensed with and replaced by a new one fixed about the same site together with the following signals :—

Shunting Signals.

A new ground disc signal fixed at the trap points on the Depot Siding, about 75 yards west of the ground frame, which will read :—From Warehouse Siding or Depots Siding.

A new small semaphore signal fixed at the points on the Up Main opposite the ground frame, which will read :—Backing—Up Main—To Warehouse Siding or Depots Siding.

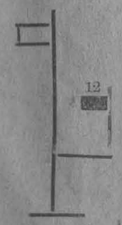
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 30th August.

HIRST JUNCTION SIGNAL-BOX, ASHINGTON.

At 10-0 a.m. the following new signal will be brought into use.

12. Branch Down to Main Up Backover.



Bracketed as shewn to post erected between the Linton and Ashington Colliery lines, about 272 yards west of the box.

BALLAST CROSSING SIGNAL-BOX, HARTLEPOOL.

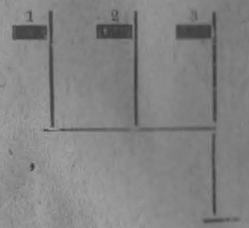
12-1 a.m. to 12-0 midnight, altering and interlocking signals. All points and signals will be disconnected. Signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

At 10-0 a.m. the following shunting signals to be worked by guards and others will be brought into use.

1. Incoming line to Jetty (*worked by a ground lever fixed on the Up side of the Jetty line, about 160 yards south of the signals*).

2. Incoming line to dock side of new staiths (*worked by a ground lever fixed at the south end of new staiths, about 427 yards south of the signals*).

3. Incoming line to harbour side of new staiths (*worked by a ground lever fixed at the south end of new staiths, about 427 yards south of the signals*).



Erected as shewn on the Down side of No. 6 line, at the north end of Throston bridge.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 30th August,

Continued.

OAK TREE JUNCTION SIGNAL-BOX, DINSDALE.

The following alterations will be made in the signalling arrangements at this place :—

Down Distant Signal—Main.

The existing signal will be dispensed with and replaced by a new one fixed on the same side of the line about 100 yards further from the signal-box.

Down Distant Signal—Branch.

The existing signal will be dispensed with and replaced by a new one fixed on the same side of the line about 120 yards further from the signal-box.

All other signals will remain unaltered.

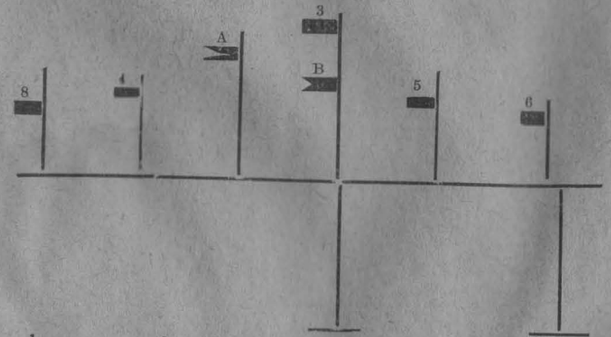
Tuesday, 31st August.

BALLAST CROSSING SIGNAL-BOX, HARTLEPOOL.

12-1 a.m. to about 4-0 p.m., altering interlocking and signals. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalmen by flagmen provided by the Engineer.

At about 4-0 p.m. the following new signals will be brought into use :—

8. Chalk Crane Siding to Independent.
4. Chalk Crane Siding to Main Up.
A Up Distant (*worked from Cemetery South*).
3. Up Home.
B Distant to Hart (*worked from Cemetery South*).
5. Down to Up Backover.
9. Down to Ballast Road Backover.



Erected as shewn on the Down side of the line, about 96 yards north of the box.

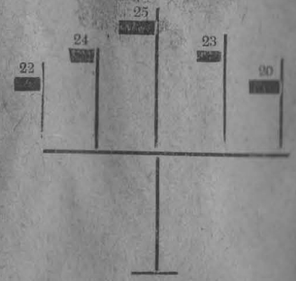
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Tuesday, 31st August,

Continued.

BALLAST CROSSING SIGNAL-BOX, HARTLEPOOL—*Continued.*

22. Ballast Road to Sand Siding.
24. Ballast Road to Down.
25. Down Home.
23 Up to Down Backover.
20. Main Up to Chalk Crane Siding Backover.



Erected as shewn on the Down side of the line, about 8 yards south of the box.

19. Independent to Chalk Crane Siding Disc.

Erected between the Independent and Main Up, about 48 yards north of the box.

10. From Sand Siding.

Erected on the Down side of the siding, about 32 yards north of the box.

SIGNALS DISPENSED WITH—

Up Home. Down to Up Backover. Down to Ballast Road Backover. Ballast Road to Main Down. No. 1 Independent Stop. No. 1 Independent to Ballast Road. No. 1 Independent to Main Up. No. 2 Independent to Ballast Road. Main Up to Independent Backover. Ballast Road to Yard. Independent Down Signal No. 1.

STATION SIGNAL-BOX, GOOLE.

The following alterations will be made in the signalling arrangements at this place :—

Down Distant signals.

Lower notched arms fixed on the Boothferry Road Junction signal-box Down Main and Down Branch Home signals, as described in the notice for that signal-box.

Down Auxiliary Distant signal.

The lower notched arm fixed on the Boothferry Road Junction signal-box Down Starting signal, as described in the notice for that signal-box.

SIGNALS DISPENSED WITH.

Up Starting signal. Down Home signal. Down Calling-on signal.

All other signals will remain unaltered.

The shunt between the Main lines south of the level crossing will now be worked from Boothferry Road Junction signal-box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Tuesday, 31st August,

Continued.

BOOTHFERRY ROAD JUNCTION SIGNAL-BOX, GOOLE—*Continued.*

Shunting Signals.

A ground disc signal fixed at the points on the Down Main opposite the signal-box, which will read :—Backing—Down Main—To Up Main.

POTTERS GRANGE JUNCTION SIGNAL-BOX, GOOLE.

The following alterations will be made in the signalling arrangements at this place :—

Up Distant signals.

The existing signals will be dispensed with, and replaced by the lower notched arms fixed on the signal bridge carrying the Boothferry Road Junction signal-box Up Starting signals, as described in the notice for that signal-box.

Down Home signal—Main—From Doncaster.

The existing signal will be dispensed with, and replaced by a new double armed signal fixed about the same site, which will read :—

1. Down Main—From Doncaster.
2. Down Distant — Main — From Doncaster (*worked from Boothferry Road Junction signal-box.*)

Down Home signal—Main—From Wakefield.

The existing signal will be dispensed with, and replaced by a new double armed signal fixed about the same site, which will read :—

1. Down Home—Main—From Wakefield.
2. Down Distant—Main—From Wakefield (*worked from Boothferry Road Junction signal-box.*)

All other signals will remain unaltered.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Woodburn Junction and Tinsley.—Until further notice, from 6-0 a.m. to 6-0 p m. daily, cleaning and tarring bridges, 0 and 2½ mileage. Up and Down lines.

Between Thorne Jcn. and Thorne (N.E.) Station Boxes, 8½ and 8¾ mileage.—On Sunday, 29th August, after the passing of the last train about 7-30 a.m. to 12-0 midnight, fixing new steelwork on bridge at 8 miles 55 chains and putting temporary timbers under both lines. The Up and Down lines between the above named points will be absolutely blocked. Thorne Junction box will be open.

Between Thorne Jcn. and Thorne (N.E.).—Until further notice, Repairing abutments and renewing superstructure of bridge at 8 miles 55 chains, 8½ and 8¾ mileage. Up and Down lines. Warning boards provided in accordance with the notice on page 12 of the instructions to N.E. servants when working over G.C. line.

Trains must reduce speed to 5 miles per hour when passing over the bridge. Flagmen at the bridge.

West of Mexborough West Junction.—Sunday, 29th August, 6-0 a.m. to 6-0 p.m., painting Midland Railway overbridge, 14¾ and 15 mileage, Up and Down lines.

Service in Signal-boxes

Marshgate, Goods Box **Barnby Dun, Kirk Sandall Junction Box** **Stainforth, Junction Box** **Thorne, Junction Box**	Closed on Sundays after the passing of the 9-30 a.m. passenger train ex Barnetby, until 12-15 p.m., also after passing of the 1-15 p m. passenger train Sheffield to Frodingham until 6-0 p.m., and again after the passing of the 8-25 p.m. passenger train ex Cleethorpes to Doncaster until 12-1 a.m. Monday.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Broughton Lane, Brown Bayley's Siding box.—Closed from 12-0 midnight Saturday to 6-0 a m. Monday.

Broughton Lane, Station box.—Closed on Sunday after passing of the last booked Goods train, booked to attach or detach, until 12-0 midnight, Sunday.

Broughton Lane, Carbrook North Box.—Closed from 12-0 midnight, Saturday to 6-0 a.m. Monday.

Tinsley, East Junction box.—Closed from 12-0 midnight Saturday to 7-0 a.m , Monday.

Rotherham and M., Main box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Conisboro', Lowfield Crossing box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Conisboro', Cadeby box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Hexthorpe, Cherry Tree Siding box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Parkgate and Aldwarke, Main box.—Closed from 6 0 a.m. Sunday to 6-0 a.m. Monday.

Mexborough, No. 4 Box.—Closed on Sunday after passing of last booked Goods or Coal train until 5-0 a.m. Mondays.

Barnby Dun Station Box.—Closed from 2-0 a m. to 6-0 a.m. week-days, and from 12-0 midnight Saturday to 6-0 a.m. Monday.

St. James Junction Box, Hexthorpe.—Closed from 6-0 a m. Sundays to 4-0 a.m. Mondays, commencing July 18th.

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4 0 a.m. Monday.

Marshgate Goods Siding.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction. Closed after the passing of the last passenger train until 12 1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Rotherham Road.—Until further notice, repairing and setting back of platform walls 5½ and 5¾ mileage. Up and Down lines. Daily

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Bridge Junction and Decoy No. 2 Boxes, Doncaster.—Sunday, 29th August, 6-0 a.m. to about 6 0 p.m., between trains, pulling back rails in Up Fast line, 155½ to 154¼ miles. **Speed of trains must not exceed 15 miles per hour.**

Immediately South of Shaftholme Junction.—Sunday, 29th August, 6-30 a.m. to about 4-0 p.m., cleaning and tarring underside of bridge carrying Barnby Dun Branch over Main line, the work affecting the Up and Down lines. Ladders and trestles in use.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Between Shakespeare and Sand Bank Boxes, Doncaster.—Sunday, 29th August, 6-0 a.m. to about 6-0 p.m., between trains, repairing arch and piers of Balby Bridge. Up Slow Goods line affected. Ladders and trestles in use.

Marshgate Crossing, Doncaster.—Sunday, 29th August, 6 0 a.m. to about 12-0 noon, between trains, contractors unloading steelwork and loading weights, tackle, etc. Engineer will have possession of Up and Down Fast lines between trains.

An engine and crane will be engaged and flagmen will be out.

Between Dock Hills and Adwick Junction.—Until further notice, cleaning and painting signals. All lines affected.

Leeds Central Station.—Until further notice. Cleaning and painting girders of Northern Street bridge.

Carcroft Station.—Until further notice, trimming off face of abutment of Bridge No. 11, and fixing slopes at south end of platform. Up and Down lines affected.

Barnby Dun Branch, Between Adwick Junction and Skellow Junction.—The catch points in line when going from Adwick Junction to Skellow have been brought back and refixed 82 yards nearer Adwick Junctlon signal-box, and now read "Catch points in line when going from Adwick Junction to Skellow Junction, between 0 and ¼ mile, 78 yards after passing Adwick Junction signal-box."

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Brodsworth Colliery Branch.—Catch points, facing for trains proceeding t wards Castle Hills, are laid in 20 yards east of the Brodsworth Colliery Siding Points and are controlled by an Annetts Lock, the key of which is on the Train Staff. A board is fixed opposite the catch points and north of the single line lettered as follows :—"Engines must not pass this board until the points are unlocked and in the right position."

A board is also fixed 30 yards east of the catch points and south of the single line lettered as above, and applies to trains proceeding from Castle Hills to the Colliery.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and asphalting floor of Don Bridge No. 332. Up and Down lines affected. Ladders in use.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. Up Fast and Up Slow Goods lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

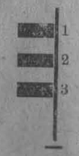
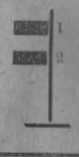
Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Brighouse Station.—Sunday, 29th August, 8-0 a.m. to 6-0 p.m., painting underside of Huddersfield Road and Gooder Lane bridges. Flagmen will be out.

Goole Goods Junction.—Sunday, 29th August, 6-0 a.m. to 5-30 p.m. A new crossover road will be brought into use between the Up and Down L. and Y. Coal Sidings, 50 yards from the box.

The following new signals will be brought into use :—

Form of Signal.	Situate.	Yards from Signal Box.	Description.
	Down side of line	50	1. Along Down L. & Y. Coal sidings. 2. Down L. & Y. coal siding to Up L. & Y. coal siding. 3. Not to be brought into use at present.
	Up side of line ...	133	1. Up L. & Y. coal siding to Up Main. 2. Up L. & Y. coal sidings to Down sidings.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

WORKING OF WAGONS WITHOUT BRAKE VAN.

Station.	Points.	Remarks.
Normanton	Lockes Siding and Goose Hill Junction ...	Wagons.

TRAINS DETAINED AT HOME OR STARTING SIGNALS, RULE 55.

Referring to page 39 of the Instructions to N.E. Servants when working over other Companies' lines.

Insert :—

Name of Box.	Name of Signals.	Apparatus.	Position of ringing key.	Remarks.
Wakefield East Junction	Up Homes from Normanton direction	Track circuit with key operating indicator	On signal post	The key must be pressed immediately a train has been brought to a stand at the signals.
,, ,,	Up Homes from Goole direction	,, ,,	,, ,,	,, ,, ,,

Alterations in the Hours of Signal-boxes.

Thornhill No. 2.—5-0 a.m. Monday to 5-0 a.m. Sunday. 9-15 a.m. to 12-0 noon and 3-30 p.m. to 9-15 p.m. Sunday.

Bradford Coal Shoots.—Open 2 30 a.m. Monday to 8-0 a.m. Sunday.

Liversedge Station.—Open 5-0 a.m. Monday to 5-0 a.m. Sunday.

Cooper Bridge Station.—Open 5 0 a.m. Monday to 12-0 midnight Saturday.

Knottingley, Goole line.—Strengthening of Austwicks underbridge, Up and Down lines. **Speed of trains to be reduced to 10 miles per hour.**

Heaton Lodge Junction (L. & Y.) and Heckmondwike Junction (L. & N.W.)—Relaying. Up and Down South.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Between Milner Road Junction and Dryclough Junction.—Relaying Down Line.

Thornhill, Ingham's Siding.—Laying in New Midland Junction. Up and Down South lines.

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract and Knottingley.—Between 57 and 57¼ mile posts. Repairing Stump Cross bridge. All week. **Speed of trains to be reduced to 15 miles per hour.**

Pontefract, between East and West Junctions.—All week and until further notice. Relaying Up and Down lines.

Sharlston Station and Herrings Bridge Snydale West.—All week. Reballasting Up and Down lines.

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.
Speed of trains to be reduced to 20 miles per hour

Between Wakefield and Normanton.—Painting Goose Hill Bridge, Up and Down Main lines and loop.

Between Low Moor Station and Oakenshaw Tunnel.—Relaying—Up line. All week.

Lightcliffe.—Relaying between Brookes' Siding and Tunnel, Down line.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Notices Relating to the Permanent Way, &c.

Owing to Permanent Way Operations, Subsidences from Coal Workings, &c., drivers must keep a sharp look-out, **and on the exhibition of a green hand signal** at once reduce speed to 15 miles per hour at the following places :—

Pontefract.—Relaying near West Junction. Up and Down lines.
Between Lightcliffe and Wyke.—Relaying.—Down line.
Bowling Tunnel.—Relaying.—Up line.
Northorpe and Mirfield.—Relaying.—Up line.
Between Healey Mills and Horbury.—Relaying.—Up North line.

FOREIGN COMPANIES' NOTICES—*Continued.*

London & North Western Company's Notices.

Leeds Viaduct Box and Canal Junction.—Sunday, 29th August, from 6-0 a.m. to 5-30 p.m., 41½ and 42½ mile posts, drawing rails back. Up and Down lines will be blocked between trains.

Midland Company's Notices.

Between Armley and Leeds.—Sunday, 29th August, from 6-0 a.m until the work is completed (about 6-0 p.m.), the Engineer will, between the running of trains, be engaged painting the bridge carrying the L. & N.W. Railway over the Midland Railway at Holbeck Station. Ladders will be placed on the main lines as required for the purpose of reaching the bridge.

Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

Leeds Junction.—Sunday, 29th August, commencing at 12-0 noon, an alteration will be made in the interlocking.

Heeley Carriage Sidings, between Heeley and Ecclesall.—Sunday, 29th August, commencing at 6-0 a.m., some of the points and signals will be disconnected from the signal-box for repairs to connections.

No. 2 Goods Yard Box, Normanton.—Closed from 2-0 p.m. to 10-0 p.m. on Sundays.

Nos. 3 and 4 Boxes, North Sidings, Normanton.—These signal-boxes will be closed as soon as circumstances will permit after 2-0 p.m. until 10-0 p.m. on Sundays.

Rawdon Junction Box.—This box will be closed from 8-45 p.m. to 6-45 a.m. on weekdays, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Wath Road Junction and Kilnhurst.—Until further notice, the Engineer will be engaged painting bridges between Wath Road Junction and Kilnhurst.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3575.

General Superintendent's Office,

YORK, 9th September, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 11th September, 1909,

TO

SATURDAY MIDNIGHT, 18th September, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 174¼ miles, Down line and 174¼ miles, Up line.
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Croft Spa Station and Dalton Bank, Up and Down Lines	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Leeds to Hartlepool.		
Throston Bridge, Hartlepool ...	5 miles (Down line)	Renewal of bridge. Warning board as per Rule 253 (e) is fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19¼ miles. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions
Normanton to Newcastle.			
Between Castleford and West Riding Colliery	Relaying from 21¼ miles to 22¼ miles	Up	
Between Fryston and Castleford	Relaying from 19 miles to 20 miles Relaying from 21¼ miles to 22 miles	Up Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Ferryhill to Newcastle via Leamside.			
Shincliffe	Resleepering 61½ miles to 62 miles...	Up	
Newsham to Blyth.			
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
Blyth Junction ...	Relaying 1¼ miles to 1½ miles ..	Up and Down	
Newcastle to Tynemouth via Backworth.			
Benton East Junction to Backworth	Relaying from 4¾ miles to 5¼ miles	Down	
Alnwick to Coldstream.			
Between Edlingham and Alnwick	Turning rails from 29 miles to 35½ miles	Single	
Mindrum	Relaying from 3 to 3½ miles ...	Single	
Newcastle to Carlisle.			
Blaydon	Relaying from 4 miles to 4¾ miles .	Down	
Wylam	Relaying from 8¼ miles to 8¾ miles...	Down	
Hard Bank Curve ...	Relaying from 52 miles to 52½ miles	Down	
Scotswood to North Wylam.			
Between West Wylam Junction and North Wylam Station	Relaying from 5¾ miles to 6½ miles	Up	
Tyne Dock to Annfield Plain.			
Beamish Junction ...	Slewing lines	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Allendale Branch.		
Between Border Counties Junction and Glendue	Relaying from ½ mile to 2¼ miles ...	Single	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	,, ,, ½ ,, ,, 2 ,, ...	Down	
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13¾ mls.	Up Mineral	
	Ferryhill to Bishop Auckland.		
East Howle	Relaying from 22 miles to 22¾ miles	Down	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Shildon	Relaying 6¾ miles to 8¼ miles ...	Down	
East of Etherley ...	Relaying from 12¼m. to 12¾ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Wear Valley Junction to Wearhead.		
Between Witton West Junction and Witton-le-Wear	Relaying from 14¼ miles to 14¾ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Newport	Relaying 13¼ miles to 13¾ miles ..	Up Mineral	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down	
		Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29¼ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Relaying from ¼ mile to ¾ miles ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Garforth	Relaying 13 miles to 13¼ miles ...	Up	
Between South Milford & Micklefield	Relaying from 9¼ miles to 9¾ miles	Up	
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¾ miles	Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 14 miles to 14¾ miles	Up	
	Church Fenton to Harrogate.		
Between Spofforth and Harrogate	Re-sleepering from 15 mls. to 16 mls.	Up	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 4¼ miles to 6¼ miles...	Up	
,, ...	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
Carnaby	,, ,, 26¾ miles to 29¼ miles	Down	
Seamer	,, ,, 50 miles to 50½ miles	Up	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
	Burton Salmon to Dearne Junction.		
Between Burton Salmon and Brotherton Quarry	Realignment of curves from 0 mile to ½ mile	Up and Down	
	Wear Valley Junction to Wearhead.		
West of Witton West Junction	Relaying from 14¼ miles to 15 miles	Single	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 924.

BETWEEN CROFT SPA STATION AND DALTON BANK.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up and Down lines between the above named points.

For speed restriction see page 924.

BETWEEN RYHOPE COLLIERY JUNCTION AND HALL DENE STATION BOXES.

After the passing of the 8-20 a.m. train ex Seaham, on Sunday, 12th September, the Up and Down lines will be slewed together at Ryhope Colliery Junction for the purpose of allowing the Engineer to strengthen Ryhope Dene Bridge.

At 10-30 a.m. single line working by electric tablet will be brought into operation on the Down line and will continue until further notice.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Commencing at 6-0 p.m., Sunday, 12th September, the Up line will be closed and single line working by electric tablet will be brought into operation on the Down line and will continue until further notice.

For further notice of work at this place see page 934.

ALBANY ROAD CROSSING SIGNAL-BOX, GATESHEAD.

From 7-0 a.m., Monday, 13th September, to about 4-0 p.m., 27th September, renewing level crossing gates. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

POTTER'S GRANGE JUNCTION SIGNAL-BOX, GOOLE.

The temporary connection from the Up Branch line to the new Down Siding together with the signals applying thereto has been dispensed with.

SAFETY POINTS.

Additional safety points have been provided as under:—

Line.	Between	Distance from nearest station or signal-box.		Distance from nearest stop signal in advance.		On which line.
			M. C.	M.	C.	
Benton South West Curve	Benton Quarry and Benton B. & T.	Benton Quarry	0 7	0	14	Down line.
Manors and Backworth	Manors Junct. and Manors North	Manors Junct.	0 8½	0	10	Down line.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	SELBY TO DRIFFIELD.			Yds.		
Highfield ...	Station ..	Down Distant	1	350	Down	
Foggathorpe ...	,, ...	Up Distant ...	1	396	Up	
Holme... ...	,, ...	Down Distant	1	313	Down	
Everingham ...	,, ...	Up Distant ...	1	580	Up	
Market Weighton	West	Down Distant from Selby	1	401	Down	
,,	,, ...	Down distant from York	1	400	Down	
	BEVERLEY TO YORK.					
Londesborough	Station ..	Down Distant	1	420	Down	
Nunburnholme	,, ...	Up Distant ...	1	420	Up	
Fangfoss ...	,, ...	Down Distant	1	455	Down	
Stamford Bridge	,, ...	Up Distant ...	1	340	Up	
Holtby ...	,, ...	Down Distant	1	445	Down	
Warthill ...	,, ...	Up Distant ...	1	430	Up	
	LEEDS TO HULL.					
Marsh Lane ...	East	Down Main Distant	1	375	Down	
Cross Gates ...	,, ...	Up Fast Distant	1	650	Up	
,, ,, ...	Manston ...	Up Distant ...	1	400	Up	
Garforth ...	West	Down Distant	1	390	Down	
,, ..	East	Down Distant to Micklefield	1	440	Down	
,, ...	,, ...	Up Distant ...	1	600	Up	
,, ...	Black Pits ...	Down Distant	1	200	Down	
Micklefield ...	Junction ...	Down Distants	1	830	Down	

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 12th September.

BETWEEN ULLESKELF AND CHURCH FENTON.

8-0 a.m. to 7-0 p.m., the Engineering Department will have possession of the Up Leeds line between Chaloner Whin Junction and Church Fenton North Boxes for the purpose of lifting girders on Bridge No. 17 over the River Wharfe, near Ulleskelf.

All Up trains between these points to be run on the Up Normanton line.

Flagmen will be provided.

BETWEEN EAST AND WEST JUNCTION SIGNAL-BOXES, SELBY.

6-45 a.m. to about 5-0 p.m. the Up platform line will be blocked for re-laying.

Arrangements will be made for dealing with the 12-20 p.m. G.N. express from York at the Up platform.

All Up Passenger trains stopping at Selby with the exception of the 12-20 p.m. G.N. express ex York must be run on the Up Main from Selby East to West Junction, and set back into the Up Bay platform.

The Down traffic will not be interfered with.

A ballast train will leave York at 5-0 a.m., arrive Selby at 6-40 a.m., and return to York on completion of the work at 5-0 p.m.

SEVERUS JUNCTION SIGNAL-BOX, YORK.

6-0 a.m. to about 4-30 p.m., the Signalling Department will be engaged repairing motors.

A number of signals will be temporarily affected during the time the work is in progress, and drivers should keep a good look out for hand signals.

BETWEEN CROOK HALL AND NEWTON HALL JUNCTION SIGNAL-BOXES, DURHAM.

7-30 a.m. to about 6-0 p.m., painting Crook Hall Colliery Bridge. Flagmen will be provided by the Engineer.

OUSTON SIGNAL-BOX, BIRTLEY.

6-0 a.m. to 6-0 p.m., renewal of bridge carrying Beamish Wagonway over Main Lines at Ouston.

The Engineer will be engaged on the wagonway in erecting the new girders.

Flagmen will be provided for the protection of the Main lines.

Signalmen to be on duty at South Pelaw Junction and Beamish Junction boxes during the progress of the work.

An engine with steam cranes and girders will leave Park Lane, Gateshead, at 4-30 a.m., travelling via Team Valley and South Pelaw Junction, returning about 6-0 p.m.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 12th September,

Continued.

BETWEEN OUSTON BOX, BIRTLEY, AND STATION BOX, CHESTER-LE-STREET.

4-0 a.m. to 7-0 p.m., lowering lines at Flatts Cutting. Both lines will be in possession of the Engineer after the passing of the 3-27 a.m. passenger train ex York, except that single line working by pilotman will be in operation on the Up line between Ouston box and Chester-le-Street Station box for the passing of the following trains :—

9-17 a.m. passenger train ex Durham.
9-35 a.m. passenger train ex Newcastle.

THE 3-35 A.M. AND 3-45 A.M. PASSENGER TRAINS EX YORK, AND THE 10-10 A.M. PASSENGER TRAIN EX NEWCASTLE MUST BE RUN VIA LEAMSIDE AND DURHAM, AND ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST RUN VIA LEAMSIDE AND SHINCLIFFE.

THROUGH EAST COAST TRAINS DIVERTED VIA SHINCLIFFE AND LEAMSIDE MUST BE RUN VIA KING EDWARD BRIDGE EAST LOOP AND GREENSFIELD JUNCTION IN BOTH DIRECTIONS IN ORDER TO AVOID REVERSING TRAINS AT NEWCASTLE.

Pilotman and flagmen will be provided by the Engineer.

Signalmen at Ouston, Chester-le-Street Station and Birtley Junction boxes to be on duty during the progress of the work.

An engine and van will leave Park Lane, Gateshead, at 3-0 a.m. for Chester-le-Street, picking up men en route, returning at about 7-0 p.m. An engine and van will also leave Durham at 4-0 a.m. with men for Chester-le-Street, returning immediately. This engine will also be required to leave Durham at 5-15 p.m. for Chester-le-Street to take men back to Durham.

BETWEEN JUNCTION SIGNAL-BOX, MANORS, AND NO. 1 BOX, CENTRAL STATION, NEWCASTLE.

6-0 a.m. to 6-0 p.m., erecting signals at Dean Street box, and altering permanent way. The Tynemouth lines between the above named points will be closed and all traffic worked over the Main North Lines ; goods traffic to and from the North to be worked through Nos. 8, 9 and 10 platforms.

Flagmen will be provided by the Engineer.

An engine with hand and steam cranes will leave Park Lane, Gateshead, at 5-30 a.m. for Newcastle, via King Edward Bridge, and return thence about 6-0 p.m.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 12th September,

Continued.

CITADEL STATION, CARLISLE.

6-0 a.m. to 5-30 p.m., painting underside of girders of No. 8 (viaduct) bridge and station footbridges Nos. 3 and 5. All lines will be blocked between trains.

Drivers must keep their trains under control so as to be able to act upon the hand signals of the groundmen.

BEARPARK COLLIERY BOX, ALDIN GRANGE.

8-0 a.m. to about 6-0 p.m., altering point and signal connections.

A signalman to be on duty during the progress of the work.

Safety points will be laid in on the Up line, about 300 yards west of the box, and at 6-0 p.m. the following new signal will be brought into use :—

26. Siding to Up.

Erected on the Up side of the line, about 300 yards west of the box.

SIGNAL DISPENSED WITH—

Down to Up Backover No. 2.

The Down Advanced Starting will be put out of use and crossed.

STATION BOX, WITTON GILBERT.

8-0 a.m. to about 6-0 p.m., altering point and signal connections.

A signalman to be on duty during the progress of the work.

At about 6-0 p.m. the following altered arrangements will come into force :—

Safety points will be laid in on the Up line, about 170 yards east of the box.

The crossover east of the box will be reversed and worked as a facing crossover from the Up line.

The following new signals will be brought into use :—

3. Siding to Up Backover.

Erected on the Up side of the line, about 170 yards east of the box.

SIGNAL DISPENSED WITH.

Down to Up Backover No. 1.

The Up Advanced Starting will be put out of use and crossed.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 12th September,

Continued.

BRANDON COLLIERY.

9-0 a.m. to 4-0 p.m., the Contractor will be engaged renewing a water pipe under the railway.

HASWELL.

After the passing of the 7-45 a.m. West Hartlepool to Sunderland train, until 4-0 p.m., the Engineer will have possession of the Down line, and after the passing of the 9-8 a.m. Sunderland to West Hartlepool train, until 4-0 p.m., possession of the Up line for the purpose of renewing the underbridge situated at 9 miles 41 chains.

Signalmen at Haswell Station and Pesspool Junction boxes to be on duty during the progress of the work.

An engine and van will leave Throston Bridge, Hartlepool, at 6-45 a.m., returning to West Hartlepool on completion of the work about 4-0 p.m.

Signalmen at Castle Eden Junction and Cemetery North boxes to be on duty to pass the special in both directions.

THROSTON BRIDGE, HARTLEPOOL.

12-5 a.m. to 5-0 p.m., the Engineer will have possession of the Down Passenger line for the purpose of renewing the bridge. Single line working by pilotman will be in operation on the Up line between Cemetery South and Hartlepool Station signal-boxes after the passing of the 12-28 a.m. train ex West Hartlepool.

Pilotman and flagmen will be provided.

Signalmen at Hartlepool Station box, Ballast Crossing and Cemetery South to be on duty during the progress of the work.

A West Hartlepool engine and guard will assist from 12-30 a.m.

For speed restriction see page 924.

CARFORTH STATION.

7-0 a.m. to 3-0 p.m., the Engineering Department will take down the old footbridge on Garforth Station platforms.

Signalman to be on duty at Garforth West signal-box during the time the work is in progress.

A special train containing men and materials will leave York at 6-0 a.m. for site of work, and return on completion of work about 3-0 p.m.

BETWEEN SUTTON-ON-HULL AND SWINE.

8-30 a.m. to about 2-30 p.m., the Engineer will have possession of the Up line for the purpose of repairing bridge at 5 miles, 825 yards. Ordinary traffic will not be interfered with.

Flagmen will be provided.

Sunday, 12th September,

Continued.

BETWEEN COTTINGHAM AND BEVERLEY.

6-0 a.m. to about 5-30 p.m., the Engineer will tip new material for renewal purposes, and afterwards load up second hand material, which is being turned out of the Down line. Ordinary traffic will not be interfered with.

Signalmen at Cottingham North, Beverley Park, Fleming Gates, Beverley Station and Cherry Tree Boxes, and gatemen at Snuff Mill Lane and England Springs to be on duty during the time the work is in progress.

An engine and train of material will leave Hessle Road Junction (Hull), at 6-0 a.m. for Beverley, via Newington and Cottingham Junction. On reaching Beverley, the special will await the arrival of the 7-0 a.m. Ordinary Passenger train ex Paragon, after which the work will be commenced and continued during the day.

The Special will return to Hessle Road Junction (Hull), via Cottingham Junction and Newington, probably about 5-0 p.m.; the engine subsequently going into Dairycoates Shed.

Signalmen at Hessle Road Junction, Newington and Cottingham Junction, and gatemen and gatewomen at Thwaite Gates, Chantry Lane, Grove Hill and Cherry Tree Crossings to be on duty to pass the special in each direction.

Monday, 13th September.

STATION SIGNAL-BOX, GOSWICK.

At 10-0 a.m. the "Calling-on to Independent Signal" will be dispensed with.

CITADEL STATION, CARLISLE.

6-0 a.m. to 5-30 p.m., the Engineer will be engaged painting girders underneath No. 8 (viaduct) Bridge All lines will be blocked between trains.

Drivers must keep their trains under control so as to be able to act upon the hand signals of the groundsmen.

BEAMISH JUNCTION SIGNAL-BOX, WASHINGTON.

At 8 0 a.m. the following signalling alterations will take place :—

The "Siding to Main Down Signal No. 1" will in future be worked as "Sidings Down Signal."

No. 1 Crossover will be removed 50 yards further south.

The Siding to Main Down points will be dispensed with.

Monday, 13th September,

Continued.

USHAW MOOR STATION.

At 4-0 p.m. a new ground frame, erected on the Down side of the Down line, about 421 yards east of New Brancepeth Colliery signal-box, will be brought into use, from which the following connections will be worked.

POINTS.

Connection between the Down line and a new Goods Siding, by points close to the frame.

SIGNALS.

3. **Down to Siding Backover** (*controlled from New Brancepeth Colliery box*).

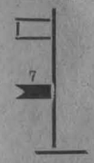
Erected on the Down side of the line, about 2 yards east of the frame.

5. **From Siding** (*controlled from New Brancepeth Colliery box*).

Erected on the Down side of the Siding, about 38 yards west of the frame.

The Down Starting from Brancepeth Colliery Box will be controlled from the ground frame.

7. **Down Distant.**



Fixed as shewn to the "Down Home" post at New Brancepeth Colliery box.

BLEATH GILL SIGNAL-BOX BARRAS.

9-0 a.m. to about 4-30 p.m, renewing beams inside of box.

All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

Saturday, 18th September.

OUSTON SIGNAL-BOX, BIRTLEY.

5-0 a.m. to 9-0 p.m., renewal of bridge carrying Beamish wagonway over Main lines at Ouston.

The Engineer will be engaged on the wagonway removing existing girders and raising bridge over slow lines.

Flagmen will be provided by the Engineer.

Beamish Junction box to be open during the progress of the work.

An engine with two 15 ton steam cranes and wagons will leave Park Lane, Gateshead, at 4-0 a.m., via Slow line from Low Fell to South Pelaw Junction. Engine to return light to Gateshead at 10-0 a.m.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Thorne Junction and Thorne (N.E.) Station Boxes, 8½ and 8¾ mileage.—On Sunday morning, 12th September, after the passing of the last train (about 7-30 a.m.) to 12-0 midnight, the Up and Down lines between the above named points will be absolutely blocked, for the purpose of removing temporary rail timbers from bridge at 8 miles 55 chains, and lowering both roads into permanent position. Thorne Junction box will be open.

Between Wath Junction and Mexborough No. 1 Boxes. Relaying 14¾ and 15 mileage.—On Sunday, 12th September, from 6-0 a.m. to 6 0 p.m., the Down line between the above named points will be absolutely blocked, and during this time all traffic will be worked over the Up line in charge of pilotman.

Mexborough West Junction and No. 1 boxes will be open.

The Up and Down Goods lines between Wath Junction and Mexborough West Junction will also be blocked during the time the work is in hand.

Mexborough West Junction.—Sunday, 12th September. The Up Goods and Up Home signals will be removed and refixed 30 yards west of their present position.

Mexborough and Hexthorpe.—Until further notice, from 6-0 a.m. to 6-0 p.m. daily, Up and Down, cleaning and tarring bridges 16 and 22 mileage.

Tinsley—West Junction Box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Conisboro'—Cadeby Signal Box.—Temporary alteration during re-construction ofbridge over River Don.

The Up main line has been diverted on to the new portion of the bridge.

The diversion commences 100 yards west of the bridge, and on the east side of the bridge the former shunting neck now becomes the Up main line, the diversion terminating 200 yards east of the bridge.

Trap points have been laid in the western outlet from Nos. 2 and 3 Sidings at the fouling with diverted Up main line.

The western outlet from No. 1 Siding has been closed.

The closed portion of the Up main line is now used as a Siding.

Conisboro' Up Starter, which is also Cadeby Outer Home Signal, is now on the right hand side of the Up main line during the diversion.

The signal controlling trains from western outlet of Sidings to Down main line has been removed and refixed by the side of the outlet traps from Nos. 2 and 3 Sidings and apply from these Sidings only.

Cadeby Up Distant signals will stand at "Danger."

Between Thorne Jcn. and Thorne (N.E.).—Until further notice, Repairing abutments and renewing superstructure of bridge at 8 miles 55 chains, 8½ and 8¾ mileage. Up and Down lines. Warning boards provided in accordance with the notice on page 12 of the instructions to N.E. servants when working over G.C. line.

Trains must reduce speed to 10 miles per hour when passing over the bridge.

Service in Signal-boxes.

Marshgate, Goods Box **Barnby Dun, Kirk Sandall Junction Box** **Stainforth, Junction Box** **Thorne, Junction Box**	Closed on Sundays after the passing of the 9-30 a.m. passenger train ex Barnetby, until 12-15 p.m., also after passing of the 1-15 p m. passenger train Sheffield to Frodingham until 6-0 p.m., and again after the passing of the 8-25 p.m. passenger train ex Cleethorpes to Deepcar until 12-1 a.m. Monday.

Broughton Lane, Brown Bayley's Siding box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Broughton Lane, Station box.—Closed on Sunday after passing of the last booked Goods train, booked to attach or detach, until 12-0 midnight, Sunday.

Broughton Lane, Carbrook North Box.—Closed from 12-0 midnight, Saturday to 6-0 a.m. Monday.

Tinsley, East Junction box.—Closed from 12-0 midnight Saturday to 7-0 a.m , Monday.

Rotherham and M., Main box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Conisboro', Lowfield Crossing box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Conisboro', Cadeby box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Hexthorpe, Cherry Tree Siding box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Parkgate and Aldwarke, Main box.—Closed from 6-0 a.m. Sunday to 6-0 a.m. Monday.

Mexborough, No. 4 Box.—Closed on Sunday after passing of last booked Goods or Coal train until 5-0 a.m. Mondays.

Barnby Dun Station Box.—Closed from 2-0 a m to 6-0 a.m. week-days, and from 12-0 midnight Saturday to 6-0 a.m. Monday.

St. James Junction Box, Hexthorpe.—Closed from 6-0 a.m. Sundays to 4-0 a.m. Mondays, commencing July 18th.

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4 0 a.m. Monday.

Marshgate Goods Siding—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

CLOSING OF SIGNAL-BOXES.

At the undermentioned signal-boxes which are closed at 12-0 midnight on Saturdays, the signal lamps will be left burning until the arrival on the Sunday morning of the porter whose duty it is to put out the lights :—

Broughton Lane—Carbrook North Box.

Tinsley—West Junction Box.

Tinsley—East Junction Box.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Between Doncaster and Conisborough.—Until further notice. renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works. Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between South Yorkshire and B Boxes, Doncaster.—Sunday, 12th September, 3-0 p m. to about 5-0 p.m., between trains, taking out temporary connection. Western platform line affected.

Between Frenchgate and Marshgate Boxes, Doncaster.—Sunday, 12th September, 6-0 a.m. to about 3-0 p.m., between trains, taking out temporary crossover road. Up and Down lines affected. **Speed of trains over the work must not exceed 15 miles per hour.**

Between Marshgate Junction and Arksey.—Sunday, 12th September, 7-0 a.m. to 8-0 a.m., between trains, contractors unloading timber from Up line 156½ to 156¾ miles. Up and Down Main lines affected. Engine engaged. Flagmen out. Arksey box will be open.

Barnby Dun Branch, Between Adwick Junction and Skellow Junction.—The catch points in line when going from Adwick Junction to Skellow have been brought back and refixed 82 yards nearer Adwick Junctlon signal-box, and now read "Catch points in line when going from Adwick Junction to Skellow Junction, between 0 and ¼ mile, 78 yards after passing Adwick Junction signal-box."

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Brodsworth Colliery Branch.—Catch points, facing for trains proceeding towards Castle Hills, are laid in 20 yards east of the Brodsworth Colliery Siding Points and are controlled by an Annetts Lock, the key of which is on the Train Staff. A board is fixed opposite the catch points and north of the single line lettered as follows :—"Engines must not pass this board until the points are unlocked and in the right position."

A board is also fixed 30 yards east of the catch points and south of the single line lettered as above, and applies to trains proceeding from Castle Hills to the Colliery.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and asphalting floor of Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. Up Fast and Up Slow Goods lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Between Sharlston and Featherstone and Streethouse West.—Monday, 13th September, 8-0 a.m. to 3-0 p m The Up Home with Distant for Sharlston will be out of use during repairs to fittings.

WORKING OF WAGONS WITHOUT BRAKE VAN.

Station.	Points.	Remarks.
Normanton	Lockes Siding and Goose Hill Junction ...	Wagons.

TRAINS DETAINED AT HOME OR STARTING SIGNALS, RULE 55.

Referring to page 39 of the Instructions to N.E. Servants when working over other Companies' lines.

Insert :—

Name of Box.	Name of Signals.	Apparatus.	Position of ringing key.	Remarks.
Wakefield East Junction	Up Homes from Normanton direction	Track circuit with key operating indicator	On signal post	The key must be pressed immediately a train has been brought to a stand at the signals.
" "	Up Homes from Goole direction	" "	" "	" " "

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Alterations in the Hours of Signal-boxes.

Thornhill No. 2.—5-0 a.m. Monday to 5-0 a.m. Sunday. 9-15 a.m. to 12-0 noon and 3-30 p.m. to 9-15 p.m. Sunday.

Bradford Coal Shoots.—Open 2 30 a.m. Monday to 8-0 a.m. Sunday.

Liversedge Station. – Open 5-0 a.m. Monday to 5-0 a.m Sunday.

Cooper Bridge Station.—Open 5 0 a.m. Monday to 12-0 midnight Saturday.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

Midland Company's Notices.

Between Guiseley and Ilkley.—Until further notice, the Engineer will be engaged cleaning and painting bridges between Guiseley and Ilkley.

Armley.—Until further notice, drivers must not exceed a speed of 15 miles an hour on the Up and Down Main lines when passing under the Armley Station Bridge.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

No. 2 Goods Yard Box, Normanton.—Closed from 2-0 p.m. to 10-0 p.m. on Sundays.

Nos. 3 and 4 Boxes, North Sidings, Normanton.—These signal-boxes will be closed as soon as circumstances will permit after 2-0 p.m. until 10-0 p.m. on Sundays.

Rawdon Junction Box.—This box will be closed from 8-45 p.m. to 6-45 a.m. on weekdays, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Wath Road Junction and Kilnhurst.—Until further notice, the Engineer will be engaged painting bridges between Wath Road Junction and Kilnhurst.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

947

NORTH EASTERN RAILWAY.

O. 3596.

General Superintendent's Office,

YORK, 16th September, 1909

PROGRAMME OF

Signalling Alterations, Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 18th September, 1909,

TO

SATURDAY MIDNIGHT, 25th September, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 172¼ miles, Down line and 174¼ miles, Up line.
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Croft Spa Station and Dalton Bank, Up and Down Lines	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
Normanton to Newcastle.			
Between Castleford and West Riding Colliery	Relaying from 21¼ miles to 22¼ miles	Up	
Between Fryston and Castleford	Relaying from 19 miles to 20 miles Relaying from 21¼ miles to 22 miles	Up Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Ferryhill to Newcastle via Leamside.			
Shincliffe	Resleepering 61½ miles to 62 miles...	Up	
Newsham to Blyth.			
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
Blyth Junction ...	Relaying 1¼ miles to 1½ miles ...	Up and Down	
Newcastle to Tynemouth via Backworth.			
Benton East Junction to Backworth	Relaying from 4¾ miles to 5¼ miles	Down	
Alnwick to Coldstream.			
Between Edlingham and Alnwick	Turning rails from 29 miles to 35½ miles	Single	
Mindrum	Relaying from 3 to 3½ miles ...	Single	
Newcastle to Carlisle.			
Blaydon	Relaying from 4 miles to 4¾ miles ...	Down	
Wylam	Relaying from 8¼ miles to 8¾ miles...	Down	
Blackett Colliery ...	Relaying from 34¼ miles to 34½ miles	Up	
Hard Bank Curve ...	Relaying from 52 miles to 52½ miles	Down	
Scotswood to North Wylam.			
Between West Wylam Junction and North Wylam Station	Relaying from 5¾ miles to 6½ miles	Up	
Tyne Dock to Annfield Plain.			
Beamish Junction ...	Slewing lines	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Allendale Branch.		
Between Border Counties Junction and Glendue	Relaying from ½ mile to 2¼ miles ...	Single	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope Colliery Junction	Relaying from 2½ miles to 2¾ miles	Down	
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles ...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	,, ,, ½ ,, ,, 2 ,, ...	Down	
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13¾ mls.	Up Mineral	
	Ferryhill to Bishop Auckland.		
East Howle	Relaying from 22 miles to 22¾ miles	Down	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Shildon	Relaying 6¾ miles to 8¼ miles ..	Down	
East of Etherley ..	Relaying from 12¼m. to 12¾ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
	Wear Valley Junction to Wearhead.		
Between Witton West Junction and Witton-le-Wear	Relaying from 14¼ miles to 14¾ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Newport	Relaying 13¼ miles to 13¾ miles ..	Up Mineral	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Hutton Gate... ...	Relaying from 8 miles to 9 miles ...	Up	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ¼ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
Commondale	Re-sleepering from 17¼ mls to 18¼ mls	Single	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Norton East Junction	Renewal and alteration of points and crossings	Up and Down	
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	
	Relaying from ¼ mile to ¾ miles ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Garforth	Relaying 13 miles to 13¼ miles ...	Up	
Between South Milford & Micklefield	Relaying from 9¼ miles to 9¾ miles	Up	
Between Gascoigne Wood and South Milford	Relaying from 6¼ miles to 7¾ miles	Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	Church Fenton to Micklefield.		
Between Church Fenton & Micklefield	Relaying from 14 miles to 14¾ miles	Up	
	Church Fenton to Harrogate.		
Between Spofforth and Harrogate	Re-sleepering from 15 mls. to 16 mls.	Up	
	York to Beverley.		
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 4¼ miles to 6¼ miles...	Up	
,, ...	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
Carnaby	,, ,, 26¾ miles to 29¼ miles	Down	
Seamer	,, ,, 50 miles to 50½ miles	Up	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
	Burton Salmon to Dearne Junction.		
Between Burton Salmon and Brotherton Quarry	Realignment of curves from 0 mile to ½ mile	Up and Down	
	Wear Valley Junction to Wearhead.		
West of Witton West Junction	Relaying from 14¼ miles to 15 miles	Single	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 948.

BETWEEN CROFT SPA STATION AND DALTON BANK.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up and Down lines between the above named points.

For speed restriction see page 948.

BETWEEN RYHOPE COLLIERY JUNCTION AND HALL DENE STATION BOXES.

Until after the passing of the 8-20 a.m. train ex Seaham on Sunday, 19th September, the Up and Down lines will be slewed together at Ryhope Colliery Junction for the purpose of allowing the Engineer to strengthen Ryhope Dene Bridge, and single line working by electric tablet will be in operation on the Down line.

After the passing of the 8-20 a.m. train ex Seaham the Up and Down lines will be slewed together at Hall Dene, and single line working by electric tablet will be in operation on the Up line until further notice.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

ALBANY ROAD CROSSING GATE-BOX, GATESHEAD.

From 12-1 a.m., Sunday, 19th September, to about 4-0 p.m., Monday, 27th September, renewing level crossing gates. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

THROSTON BRIDGE, HARTLEPOOL.

The speed restriction of 5 miles per hour on the Down line at this place shewn on page 924 of Signalling Programme week ending 18th September, has been withdrawn.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

SAFETY POINTS.

Additional safety points have been provided as under :—

Line.	Between	Distance from nearest station or signal-box.			Distance from nearest stop signal in advance.		On which line.
			M.	C.	M.	C.	
Benton South West Curve	Benton Quarry and Benton B. & T.	Benton Quarry	0	7	0	14	Down line.
Manors and Backworth	Manors Junct. and Manors North	Manors Junct.	0	8½	0	10	Down line.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
NORMANTON TO DARLINGTON.						
Burton Salmon	Junction ...	Down Passenger Distant from Sheffield	1	476	Down	
DEARNE JUNCTION TO BURTON SALMON.						
Ferrybridge ...	Junction ...	Up Distant to Swinton	1	300	Up	
,, ...	,, ...	Down Distant	1	630	Up	
Pontefract ...	,, ...	Up Distant		572		
,, ...	,, ...	Down Distant to York	1	220	Up	
	SELBY TO DRIFFIELD.					
Cliff Common ...	Station ...	Up Distant	1	589	Down	
Menthorpe Gate	,, ...	Down Distant		557		
Bubwith ...	,, ...	Up Distant ...	1	368	Up	

Sunday, 19th September.

CATES BOX, CASTLEFORD.

6-0 a.m. to 6-0 p.m., between the running of ordinary trains, re-sleepering level crossing. Flagmen will be provided.

Sunday, 19th September,

Continued.

BETWEEN JUNCTION & BROTHERTON QUARRY SIGNAL-BOXES, BURTON SALMON.

7-0 a.m. to about 6-0 p.m. between the running of ordinary traffic, re-alignment and superelevation of curve between the above named points.

Flagmen will be provided.

Signalman at Brotherton Quarry to be on duty during the time the work is in progress.

A ballast train will leave York at 6-0 a.m., arrive Brotherton Quarry 7-0 a.m., returning to York on completion of the work about 6-0 p.m.

CHALONER WHIN JUNCTION SIGNAL-BOX, YORK.

6-0 a.m. to 5-0 p.m., between the running of ordinary trains, re-rivetting points and crossings. Flagmen will be provided.

LOCOMOTIVE YARD SIGNAL-BOX, YORK.

6-0 a.m. to about 6-0 p.m. the interlocking will be disconnected for the purpose of alteration.

All signals will stand at danger and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

The following alterations will be made in the signalling arrangements :—

Shunting Signal.

A new small semaphore signal fixed on the Up side of the line, about 220 yards south of the signal-box, which will read :—Backing—Up Excursion Platform.

All other signals will remain unaltered.

PLATFORM SIGNAL-BOX, YORK.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of alterations.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

WATERWORKS SIGNAL-BOX, YORK.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of alterations.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Sunday, 19th September,

Continued.

LEEMAN ROAD SIGNAL-BOX, YORK.

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of alteration.

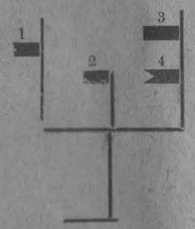
All signals will stand at danger and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

A new connection leading from the Engine Line to the Old Permanent Way Yard Sidings, about 120 yards south of the signal-box will be brought into use.

The following alterations will be made in the signalling arrangements :—

Up Starting signals—Goods Line.

The existing double bracketed signal will be dispensed with and replaced by a new treble bracketed signal on the same site which will read :—



1. Up Starting—Goods—To Engine Line.
2. Up Starting—Goods—To Old Permanent Way Yard Sidings.
3. Up Starting—Goods.
4. Up Distant—Goods. (*Worked from North Junction signal-box*).

Shunting Signals.

A new small semaphore signal fixed at the trap points on the Old Permanent Way Yard Sidings, about 155 yards south of the signal-box, which will read :—From Old Permanent Way Yard Sidings—To Down Goods.

All other signals will remain unaltered.

CLIFTON SIGNAL-BOX, YORK.

6-0 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Sunday, 19th September,

Continued.

NORTH JUNCTION SIGNAL-BOX, YORK.

The following alterations will be made in the signalling arrangements at this place :—

Up Distant signal—Goods.

The lower notched arm on the right hand post of the existing double bracketed signal carrying the Leeman Road Up Starting signals will be dispensed with, and replaced by the lower notched arm on the right hand post of the new treble bracketed signal as described in the notice for the Leeman Road signal-box.

All other signals will remain unaltered.

BETWEEN BISHOPHOUSE JUNCTION AND ALNE.

7-0 a.m. to about 6-0 p.m. between the running of ordinary traffic, re-adjusting expansion and replating weber joints.

Flagmen will be provided.

NEWTON HALL JUNCTION SIGNAL-BOX, DURHAM.

7-30 a.m. to about 6-0 p.m., painting Newton Hall Road Bridge, close to signal-box.

Flagmen will be provided by the Engineer.

OUSTON SIGNAL-BOX, BIRTLEY.

5-0 a.m. to 9-0 p.m., renewal of bridge carrying Beamish Wagonway over Main lines at Ouston.

The Engineer will be engaged on the wagonway removing existing girders and raising bridge over the slow lines, and will be in possession of the slow lines between Ouston and Birtley Junction signal-boxes. Annfield Plain branch trains to be run on fast lines.

Flagmen will be provided for protection of the Main lines.

Signalmen to be on duty at South Pelaw Junction, Beamish Junction and Ouston boxes during the progress of the work.

An engine with steam crane and wagons will leave Park Lane, Gateshead, at 4-0 a.m. for the bridge, via the Slow lines from Low Fell to South Pelaw Junction, returning at 9-0 p.m.

Sunday, 19th September,

Continued.

BETWEEN OUSTON BOX, BIRTLEY, AND STATION BOX, CHESTER-LE-STREET.

4-0 a.m. to 7-0 p.m., lowering lines at Flatts Cutting. Both lines will be in possession of the Engineer after the passing of the 3-27 a.m. passenger train ex York, except that single line working by pilotman will be in operation on the Up line between Ouston box and Chester-le-Street Station box for the passing of the following trains :—

9-17 a.m. passenger train ex Durham.

9-35 a.m. passenger train ex Newcastle.

☞ THE 3-35 A.M. AND 3-45 A.M. PASSENGER TRAINS EX YORK, AND THE 10-10 A.M. PASSENGER TRAIN EX NEWCASTLE MUST BE RUN VIA LEAMSIDE AND DURHAM, AND ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST RUN VIA LEAMSIDE AND SHINCLIFFE.

THROUGH EAST COAST TRAINS DIVERTED VIA SHINCLIFFE AND LEAMSIDE MUST BE RUN VIA KING EDWARD BRIDGE EAST LOOP AND GREENSFIELD JUNCTION IN BOTH DIRECTIONS IN ORDER TO AVOID REVERSING TRAINS AT NEWCASTLE.

Pilotman and flagmen will be provided by the Engineer.

Signalmen at Ouston, Chester-le-Street Station and Birtley Junction boxes to be on duty during the progress of the work.

An engine and van will leave Park Lane, Gateshead, at 3-0 a.m. for Chester-le-Street, picking up men en route, returning at about 7-0 p.m. An engine and van will also leave Durham at 4-0 a.m with men for Chester-le-Street, returning immediately. This engine will also be required to leave Durham at 5-15 p.m. for Chester-le-Street to take men back to Durham.

Sunday, 19th September,

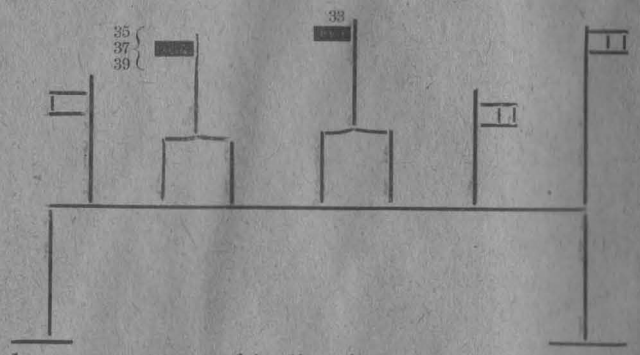
Continued.

No. 1 SIGNAL-BOX, CENTRAL, NEWCASTLE.

At 8-0 p.m. the following new signals will be brought into use :—

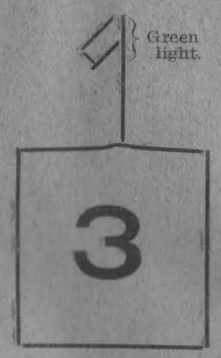
35. } South to A, B, Sidings and Platforms Nos. 4, 5, 6,
37. } 7, 8, 9 and 10.
39. }

33. South to No. 3 Platform.



Will be a new type of indicating signal, fixed as shewn to Bridge on the north end of the High Level bridge, about 120 yards south of the box.

When the points have been set for the platforms mentioned, and the line is clear for a train, the arm of the signal will be lowered and the number of platform to which the train is to proceed will be exhibited, thus :—



SIGNALS DISPENSED WITH—

33. South to No. 3 Platform.
35. South to No. 4 Platform.
37. South to Nos. 5 or 6 Platforms.
39. South Main Down.

Sunday, 19th September,

Continued.

BETWEEN MANORS JUNCTION AND No. 1 BOX, CENTRAL STATION, NEWCASTLE.

2-0 a.m. to 1-0 p.m., renewal of points and crossings at No. 1 Box.

The Up North line between the above named points will be closed and single line working by pilotman will be in operation on the Down North line.

Pilotman and Flagmen will be provided by the Engineer.

BETWEEN DEAN STREET BOX, NEWCASTLE AND ARGYLE STREET BOX, MANORS.

12-5 a.m. to 6-0 p.m., scraping and painting third rail. 12-5 a.m. to 10 0 a.m., all traffic between these points will be diverted on to the Main North lines, and from 10-0 a.m. to 6-0 p.m. all traffic will be diverted on to the Tynemouth lines, the electric current to be switched on and off accordingly. Flagmen will be provided.

ALLENDALE BRANCH.

8-45 a.m. to about 6-0 p.m. loading rails West Wood to Glendue.

A signalman to be on duty at Border Counties Junction Box, Hexham, during the progress of the work.

An engine and wagons will leave Park Lane, Gateshead, at 7-0 a.m. for Hexham and the Allendale Branch, returning thence at about 6-0 p.m.

BETWEEN RYHOPE COLLIERY JUNCTION, RYHOPE, AND HALL DENE STATION BOX. STRENGTHENING RYHOPE DENE BRIDGE.

After the passing of the 8-20 a.m. train ex Seaham the Up and Down lines will be slewed together at Hall Dene.

Single line working by electric tablet will be brought into operation on the Up line and will continue until further notice.

For further notice of work at this place, see page 953.

STATION SIGNAL-BOX, PENSHAW.

7-0 a.m. to 6-0 p.m., erecting signals and connecting new points to signal-box. Signalman to be on duty during the progress of the work.

At about 6-0 p.m. the following new connections will be brought into use.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 19th September,

Continued.

STATION SIGNAL-BOX, PENSHAW—*Continued.*

POINTS.

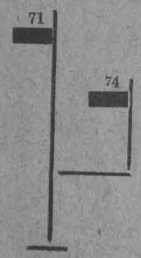
Crossover between Up and Down Lambton lines, by points about 170 yards north of the box.

Connection between the Down Lambton and Rainton Siding and Independent, by points about 178 yards north of the box.

Safety points on the Lambton Independent, about 88 yards north of the box.

SIGNALS.

71. Lambton Independent to Down Goods.
74. Lambton Independent to Independent or Rainton Siding.



Erected as shewn on the Down side of the Lambton Independent, about 85 yards north of the box.

SIGNALS DISPENSED WITH—

Lambton Independent to Down Goods.
Lambton Independent to Independent or Rainton Siding.

BETWEEN SHOTTON BRIDGE AND HASWELL.

7-30 a.m. to 3-30 p.m , the Engineer will have possession of both lines between the running of ordinary trains for the purpose of renewing the beams on Pesspool overbridge.

Signalmen at Pesspool Junction and Shotton Colliery as well as the enginemen to be on duty during the progress of the work.

A special train will leave Bishop Auckland at 6-0 a.m., returning when the work is completed, about 3-30 p.m.

Signalmen at Bishop Auckland East, Coundon, Burnhouse Junction, Page Bank Colliery Junction, Merrington Lane, Dean and Chapter Colliery, East Howle, Coxhoe Junction, Ferryhill No. 1, West Cornforth, Trimdon Grange and Castle Eden Junction to be on duty to pass the special in both directions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 19th September,

Continued.

BOWESFIELD JUNCTION SIGNAL-BOX, THORNABY.

1-0 a.m. to about 5-30 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

EXCURSION GROUND FRAME, REDCAR.

8-30 a.m. to about 5-30 p.m., the Signalling Department will be engaged renewing the Up Home signal at this place.

A flagman will be provided by the Engineering Department to act for this signal during the time it is out of use.

Signalman to be on duty at West box.

BETWEEN SANDSEND AND WEST CLIFF.

5-0 a.m. to 7-0 p.m., the Engineer will have possession of line. for purpose of repairs to Waybeams, Newholme Viaduct. Flagmen will be provided.

BETWEEN KILDALE AND COMMONDALE.

6-0 a m. to 5-0 p.m., renewing waybeams and decking of bridge near Kildale Station. The line will be in possession of Engineer. Flagmen will be provided.

STATION SIGNAL-BOX, CROSMONT.

6-0 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the Signalman's instructions.

Signalman to be on duty during the time the work is in progress.

WEST SIGNAL-BOX, LEEDS..

6-0 a.m. to about 4-30 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Sunday, 19th September,

Continued.

GARFORTH STATION.

7-0 a.m. to 5-0 p.m., the Engineering Department will erect a footbridge on Garforth Station platforms.

Signalman at Garforth West box to be on duty during the time the work is in progress.

A special train conveying men and materials will leave York at 6-0 a.m., and return on completion of the work about 5-0 p.m.

ANLABY ROAD JUNCTION SIGNAL-BOX, HULL.

12-1 a.m. to about 12-0 noon, the interlocking will be disconnected for the purpose of renewing gate connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

Monday, 20th September.

No. 1 UP GOODS SIGNAL-BOX, YORK.

The following alterations will be made in the signalling arrangements at this place.

Up Starting signals—Nos. 2 and 3 Independents.

The existing Up Starting signals hitherto worked from No. 3. Up Goods signal-box, will be transferred to the above signal-box and worked therefrom.

All other signals will remain unaltered.

No. 3 UP GOODS SIGNAL-BOX, YORK.

This signal-box will be closed and all signals worked therefrom temporarily dispensed with, with the exception of the Up Starting signals from Nos. 2 and 3 Independents—To Shunting Yards, which will be worked from No. 1 Up Goods signal-box.

DIAMOND HALL JUNCTION SIGNAL-BOX, MILLFIELD.

From 8-0 a.m., the Down Home signal from Millfield Junction box will in addition be worked and controlled from Diamond Hall Junction box as "Down Advanced Starting."

Tuesday, 21st September.

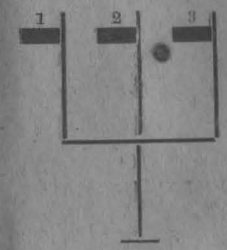
No. 2 UP GOODS SIGNAL-BOX, YORK.

A new crossover from No. 3 Independent to No. 4 Independent, about 50 yards east of the signal-box, will be brought into use.

The following alterations will be made in the signalling arrangements :—

Up Starting signals—Nos. 3 and 4 Independents.

The existing single armed signal will be dispensed with and replaced by a new treble bracketed signal fixed on the Up side of the line about 50 yards east of the signal-box, which will read :—



1. Up Starting—From No. 4 Independent.
2. Up Starting—From No 3 Independent—To No. 4 Independent.
3. Up Starting—From No. 3 Independent.

All other signals will remain unaltered.

STATION SIGNAL-BOX, BEDALE.

The following alterations will be made in the signalling arrangements at this place :—

Up Advance Signal.

A new single armed signal fixed on the Up side of the line, about 685 yards east of the signal-box.

All other signals will remain unaltered.

FOREIGN COMPANIES' NOTICES.

South Yorkshire Joint Line Committee's Notices.

Fogsignalling Arrangements.—Until further notice no fogsignalmen will be provided on this Joint line between Kirk Sandall Junction and Dinnington Up Home signal; and signalmen will act in accordance with Rule 85 of the General Rules and Regulations.

Speed restrictions, South Yorkshire Joint Line.—Engine drivers must reduce speed when passing over the high embankments at Brookhouse (5½ miles to 6 miles), Maltby (7¼ miles to 7¾ miles), and Kirk Sandal (19¼ miles to 20¼ miles).

Drivers to sound engine whistles when passing round curves on the Joint line until further notice.

Great Central Company's Notices.

Between Warmsworth Siding and Conisborough Station Boxes, Relaying 18¾ to 18¼ mileage.—On Sunday, 19th September, from 6-0 a.m. to 6-0 p.m., the Down line between the above named points will be absolutely blocked, and during this time all traffic will be worked over the Up line in charge of pilotman.

Warmsworth Siding, Cadeby and Hexthorpe Junction boxes will be open.

Sheffield Nos. 3 and 4 Boxes.—Until further notice, painting station roof and buildings, 41¼ and 41½ mileage, from 6-0 a.m. to 6-0 p.m. daily. Up and Down Mains, Loops and Sidings. It is important that all engines arriving and standing are quiet in steam, and clean fires to prevent steam and smoke interfering with the work.

Between Wath Junction and Mexborough No. 1 Boxes. Relaying 14¾ and 15 mileage.—On Sunday, 19th September, from 6-0 a.m. to 6 0 p.m., the Up line between the above named points will be absolutely blocked, and during this time all traffic will be worked over the Down line in charge of pilotman.

Mexborough West Junction and No. 1 boxes will be open.

The Up Goods line between Wath Junction and Mexborough No. 1 will also be blocked during the time the work is in hand.

Mexborough West Junction.—The Up Goods and Up Home signals have been removed and refixed 30 yards west of their former position.

Mexborough and Hexthorpe.—Until further notice, from 6-0 a.m. to 6-0 p.m. daily, Up and Down, cleaning and tarring bridges 16 and 22 mileage.

Tinsley—West Junction Box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Conisboro'—Cadeby Signal Box.—Temporary alteration during re-construction ofbridgeover River Don.

The Up main line has been diverted on to the new portion of the bridge.

The diversion commences 100 yards west of the bridge, and on the east side of the bridge the former shunting neck now becomes the Up main line, the diversion terminating 200 yards east of the bridge.

Trap points have been laid in the western outlet from Nos. 2 and 3 Sidings at the fouling with diverted Up main line.

The western outlet from No. 1 Siding has been closed.

The closed portion of the Up main line is now used as a Siding.

Conisboro' Up Starter, which is also Cadeby Outer Home Signal, is now on the right hand side of the Up main line during the diversion.

The signal controlling trains from western outlet of Sidings to Down main line has been removed and refixed by the side of the outlet traps from Nos. 2 and 3 Sidings and apply from these Sidings only.

Cadeby Up Distant signals will stand at "Danger."

Between Thorne Jcn. and Thorne (N.E.).—Until further notice, Repairing abutments and renewing superstructure of bridge at 8 miles 55 chains, 8½ and 8¾ mileage. Up and Down lines.

Service in Signal-boxes.

Marshgate, Goods Box **Barnby Dun, Kirk Sandall Junction Box** **Stainforth, Junction Box** **Thorne, Junction Box**	Closed on Sundays after the passing of the 9-30 a.m. passenger train ex Barnetby, until 12-15 p.m., also after passing of the 1-15 p m. passenger train Sheffield to Frodingham until 6-0 p.m., and again after the passing of the 8-25 p.m. passenger train ex Cleethorpes to Deepcar until 12-1 a.m. Monday.

Broughton Lane, Brown Bayley's Siding box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Broughton Lane, Station box.—Closed on Sunday after passing of the last booked Goods train, booked to attach or detach, until 12-0 midnight, Sunday.

Broughton Lane, Carbrook North Box.—Closed from 12-0 midnight, Saturday to 6-0 a.m. Monday.

Tinsley, East Junction box.—Closed from 12-0 midnight Saturday to 7-0 a.m , Monday.

Rotherham and M., Main box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Conisboro', owfield Crossing box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Conisboro', Cadeby box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Hexthorpe, Cherry Tree Siding box.—Closed from 12-0 midnight Saturday to 6-0 a.m. Monday.

Parkgate and Aldwarke, Main box.—Closed from 6-0 a.m. Sunday to 6-0 a.m. Monday.

Mexborough, No. 4 Box.—Closed on Sunday after passing of last booked Goods or Coal train until 5-0 a.m. Mondays.

Barnby Dun Station Box.—Closed from 2-0 a.m. to 6-0 a.m. week-days, and from 12-0 midnight Saturday to 6-0 a.m. Monday.

St. James Junction Box, Hexthorpe.—Closed from 6-0 a.m. Sundays to 4-0 a.m. Mondays, commencing July 18th.

Altered hours of duty in signal-boxes, Sunday, 6th June, and each Sunday, until 26th September inclusive.

Hexthorpe Junction.—Closed from 10-0 a.m. to 7-0 p.m., and from 11-0 p.m. to 4 0 a.m. Monday.

Marshgate Goods Siding—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Kirk Sandal Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Stainforth Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

Thorne Junction.—Closed after the passing of the last passenger train until 12-1 a.m. Monday.

CLOSING OF SIGNAL-BOXES.

At the undermentioned signal-boxes which are closed at 12-0 midnight on Saturdays, the signal lamps will be left burning until the arrival on the Sunday morning of the porter whose duty it is to put out the lights :—

Broughton Lane—Carbrook North Box.

Tinsley—West Junction Box.

Tinsley—East Junction Box.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice: Temporary buffer stops will be fixed.

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 5 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro' River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 10 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Marshgate Junction and Dock Hills.—Sunday, 19th September, 5-30 a.m. to about 7-30 a.m., between trains, moving derrick from W. R. and G. Down line side to Up side of York line at new bridge of G.C. avoiding line. Up and Down lines affected. Flagmen will be out.

Between Marshgate Junction and Moat Hills Boxes.—Sunday, 19th September, 6-0 a.m. to about 3-0 p.m., between trains. Contractors moving derrick from west to east side of line at new G.C. avoiding line btidge. Engineer will have possession of Up and Down lines between trains. Moat Hills box will be open.

Loads of Passenger trains into Leeds Central.—No passenger train running into Leeds Central Station must exceed 14 six-wheeled vehicles.

Barnby Dun Branch, Between Adwick Junction and Skellow Junction.—The catch points in line when going from Adwick Junction to Skellow have been brought back and refixed 82 yards nearer Adwick Junctlon signal-box, and now read "Catch points in line when going from Adwick Junction to Skellow Junction, between 0 and ¼ mile, 78 yards after passing Adwick Junction signal-box."

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Brodsworth Colliery Branch.—Catch points, facing for trains proceeding towards Castle Hills, are laid in 20 yards east of the Brodsworth Colliery Siding Points and are controlled by an Annetts Lock, the key of which is on the Train Staff. A board is fixed opposite the catch points and north of the single line lettered as follows:—"Engines must not pass this board until the points are unlocked and in the right position."

A board is also fixed 30 yards east of the catch points and south of the single line lettered as above, and applies to trains proceeding from Castle Hills to the Colliery.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway and asphalting floor of Don Bridge No. 332. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. Up Fast and Up Slow Goods lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Wakefield.—Sunday, 19th September, 6-0 a.m. to 5-0 p.m., between trains. Cleaning and tarring underneath G.N. Co.'s overbridge. Flagmen will be out.

Between Dryclough Junction and Elland—Sunday, 19th September, 7-0 a.m. to 5-30 p.m. Up and Down lines. Examining tunnels. Flagmen will be out.

Beacon Hill Tunnel, Halifax.—Sunday, 19th September, 7-0 p.m. to 6-0 p.m. Fixing boards to roof in wet places. Flagmen will be out.

Brighouse Station.—Sunday, 19th September, 8-0 a.m. to 6-0 p.m. Painting underside of Huddersfield Road and Gooder Lane Bridges. Flagmen will be out.

WORKING OF WAGONS WITHOUT BRAKE VAN.

Station.	Points.	Remarks.
Normanton	Lockes Siding and Goose Hill Junction ...	Wagons.

TRAINS DETAINED AT HOME OR STARTING SIGNALS, RULE 55.

Referring to page 39 of the Instructions to N.E. Servants when working over other Companies' lines.

Insert:—

Name of Box.	Name of Signals.	Apparatus.	Position of ringing key.	Remarks.
Wakefield East Junction	Up Homes from Normanton direction	Track circuit with key operating indicator	On signal post	The key must be pressed immediately a train has been brought to a stand at the signals.
" "	Up Homes from [illegible] direction	" "	" "	" " "

Alterations in the Hours of Signal-boxes.

Thornhill No. 2.—5-0 a.m. Monday to 5-0 a.m. Sunday. 9-15 a.m. to 12-0 noon and 3-30 p.m. to 9-15 p.m. Sunday.

Bradford Coal Shoots.—Open 2 30 a.m. Monday to 8-0 a.m. Sunday.

Liversedge Station.—Open 5-0 a.m. Monday to 5-0 a.m. Sunday.

Cooper Bridge Station.—Open 5-0 a.m. Monday to 12-0 midnight Saturday.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

London & North Western Company's Notices.

Copley Hill No. 3.—Monday, 20th September. Renewing points and Crossings. All lines leading to and from Nos. 5, 6 and 7 Sidings, will be absolutely blocked from 6-0 a.m. to 4-0 p.m.

Midland Company's Notices.

Between Manningham and Bradford.—Sunday, 19th September, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Up Goods line at the Bradford Goods Yard box, for the purpose of renewing points and crossings. During the operation single line working will be adopted on the Down Goods line between Manningham Station Junction and Trafalgar Crossing. Mr. Hawkins will make the necessary arrangements and appoint a pilotman.

Between Kirkstall and Armley.—Sunday, 19th September, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Up Main line, and, between the running of trains, possession of both Main lines between Kirkstall and Armley, for the purpose of lifting girders at the Armley Canal Bridge and altering the position of the Up Main line at Armley Station. During the operation, single line working will be adopted on the Down Passenger line between Armley Station and Kirkstall. Mr. Hawkins will make the necessary arrangements, and appoint a Pilotman.

Armley.—Until further notice, drivers must not exceed a speed of 15 miles an hour on the Up and Down Main lines when passing under the Armley Station Bridge.

Hunslet Goods Junction.—Sunday, 19th September, commencing at 7-30 a.m , some of the points and signals will be disconnected from the signal-box for repairs to connections.

Heeley North Junction.—Sunday, 19th September, commencing at 6-0 a.m., some of the points and signais will be disconnected from the signal-box for repairs.

Durran Hill Junction, Carlisle.—Sunday, 19th September, commencing at 6-0 a.m., the signals will be disconnected from the signal-box for the wires to be moved.

Normanton.—Sunday, 19th September, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Up through passenger line and carriage siding, and, between the running of trains, possession of the Up platform line at the Passenger Station East box, for the purpose of renewing points and crossings. Mr. Simmons will make the necessary arrangements, and appoint a competent man to be in attendance.

Between Guiseley and Ilkley.—Until further notice, the Engineer will be engaged cleaning and painting bridges between Guiseley and Ilkley.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

No. 2 Goods Yard Box, Normanton.—Closed from 2-0 p.m. to 10-0 p.m. on Sundays.

Nos. 3 and 4 Boxes, North Sidings, Normanton.—These signal-boxes will be closed as soon as circumstances will permit after 2-0 p.m. until 10-0 p.m. on Sundays.

Rawdon Junction Box.—This box will be closed from 8-45 p.m. to 6-45 a.m. on weekdays, and from 8-45 p.m. on Saturdays to 6 45 a.m. on Mondays, and the signal lamps will be kept burning during the night.

Between Wath Road Junction and Kilnhurst.—Until further notice, the Engineer will be engaged painting bridges between Wath Road Junction and Kilnhurst.

Between Attercliffe Road and Heeley.—Until further notice, the Engineer will be engaged painting bridges between Attercliffe Road and Heeley.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

1005

NORTH EASTERN RAILWAY.

O. 3619.

General Superintendent's Office,

YORK, 30th September, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 2nd October, 1909,

TO

SATURDAY MIDNIGHT, 9th October, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 171¼ miles, Down line and 172¾ miles, Up line.
Selby Swing Bridge	30 miles	Passenger trains.
	20 miles	Other trains.
Normanton and Newcastle.		
Between Croft Spa Station and Dalton Bank, Up and Down Lines	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
Between Castleford and West Riding Colliery	Relaying from 21¼ miles to 22¼ miles Relaying from 22 miles to 22¼ miles	Up Down	
Between Fryston and Castleford	Relaying from 19 miles to 20 miles Relaying from 18¾ to 20 miles and from 21¼ miles to 22 miles	Up Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Newcastle via Leamside.		
Shincliffe	Resleepering 61½ miles to 62 miles...	Up	
	Newsham to Blyth.		
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
Blyth Junction ...	Relaying 1¼ miles to 1½ miles ..	Up and Down	
	Newcastle to Tynemouth via Backworth.		
Benton East Junction to Backworth	Relaying from 4¾ miles to 5¼ miles	Down	
	Alnwick to Coldstream.		
Between Whittingham and Alnwick	Turning rails from 26 miles to 35½ miles	Single	
Mindrum	Relaying from 3 to 3½ miles ...	Single	
	Newcastle to Carlisle.		
Blaydon	Relaying from 4 miles to 4¾ miles ..	Down	
Wylam	Relaying from 8¼ miles to 8¾ miles...	Down	
Between Stocksfield and Riding Mill	Relaying from 14¾ miles to 15¼ miles	Down	
Blackett Colliery ...	Relaying from 34¼ miles to 34½ miles	Up	
Hard Bank Curve ...	Relaying from 52 miles to 52½ miles	Down	
	Tyne Dock to Annfield Plain.		
Beamish Junction ...	Slewing lines	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles ...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	,, ,, ½ ,, ,, 2 ,, ...	Down	
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13¾ mls.	Up Mineral	
	Ferryhill to Bishop Auckland.		
East Howle	Relaying from 22 miles to 22¾ miles	Down	
	Bishop Auckland to Barnard Castle.		
East of Fieldon's Jnct.	Relaying from 1 mile to 1½ miles ...	Down	
	Darlington to Consett.		
Heighington	Relaying from 2½ miles to 4¼ miles	Up	
Shildon	Relaying 6¾ miles to 8¼ miles ..	Down	
East of Etherley ..	Relaying from 12¼m. to 12¾ miles	Up	
Etherley Station ...	Renewal of crossover road	Up and Down	
Rowley ...	Relaying from 30 miles to 30¼ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Wear Valley Junction to Wearhead.		
Between Witton West Junction and Witton-le-Wear	Relaying from 14¼ miles to 14¾ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles .	Single	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Newport	Relaying 13¼ miles to 13¾ miles	Up Mineral	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29¼ miles	Down	
Boosbeck	Relaying 12¼ miles to 12¾ miles ..	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Norton East Junction	Renewal and alteration of points and crossings	Up and Down	
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between Milford Junction and Gascoigne Wood	Relaying from 7 miles to 7¼ miles	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hessle	Relaying from 4¾ miles to 5 miles ...	Up and Down Fast	
	York to Beverley.		
Between Earswick and Warthill	Relaying from 3¾ miles to 5 miles ...	Down	
Between Holtby and Stamford Bridge	Relaying from 7 miles to 10 miles ...	Down	
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
	Hull to Seamer.		
Cottingham	Relaying from 4¼ miles to 7 miles ...	Down	
Beverley	,, ,, 4¼ miles to 6¼ miles...	Up	
,, ...	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
Carnaby	,, ,, 26¾ miles to 29¼ miles	Down	
Seamer	,, ,, 50 miles to 50½ miles	Up	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
	Wear Valley Junction to Wearhead.		
West of Witton West Junction	Relaying from 14¼ miles to 15 miles	Single	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK; HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 1006.

BETWEEN CROFT SPA STATION AND DALTON BANK.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up and Down lines between the above named points.

For speed restriction see page 1006.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 3rd October.

WEST JUNCTION SIGNAL-BOX, SELBY.

6-0 a.m. to about 5-0 p.m., gauging facing points and changing worn timbers, Down Independent lines.

All Down traffic between Wistow Junction and West Junction must be worked on the Down Main line during the time the work is in progress. Flagmen will be provided.

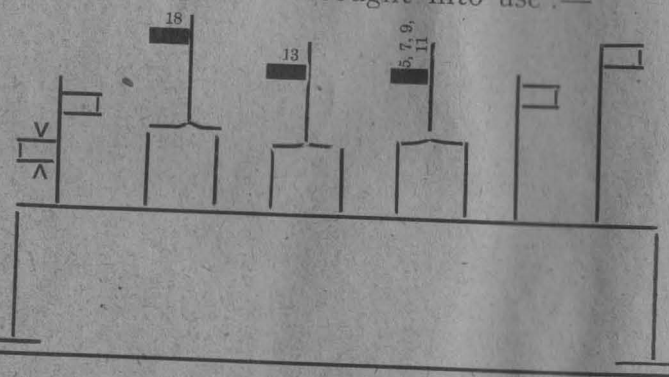
BETWEEN ULLESKELF AND NORTH SIGNAL-BOX, CHURCH FENTON.

8-0 a.m. to about 6-0 p.m., squaring joints and adjusting expansion on the Down Normanton line. Flagmen will be provided.

All traffic after the passing of the 9-0 a.m. train ex Leeds must be worked on the Down Leeds line between Church Fenton North signal-box and Chaloner Whin Junction.

No. 1 SIGNAL-BOX, CENTRAL, NEWCASTLE.

At 8-0 p.m. a new type of indicating signals fixed as shewn to the bridge across the lines, opposite to the Old Castle, and about 130 yards east of the box will be brought into use :—



Operating Lever.	Denomination.	Indication.
5.	North to Fish Dock	F. D.
7.	North to No. 1 Platform	1
9.	North to No. 2 Platform	2
11.	North to No. 3 Platform	3
11.	North to No. 4 Platform	4
13.	North to No. 5 Platform	5
13.	North to No. 6 Platform	6
18.	North to No. 6 Platform	6
	North to No. 7 Platform	7
	North to No. 8 Platform	8
	North to No. 9 Platform	9
	North to No. 10 Platform	10
	North to A-B Sidings	A-B

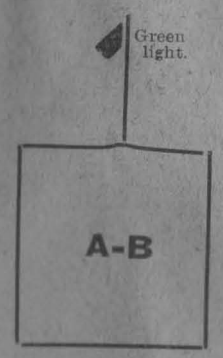
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 3rd October,

Continued.

No. 1 SIGNAL-BOX, CENTRAL, NEWCASTLE—*Continued.*

When the points have been set for the Fish Dock, Platforms, 1 to 10 inclusive, or the A–B Sidings, and the line is clear for a train, the arm of the signal will be lowered, and an indication given as above as to where the train is to proceed will be exhibited, thus :—



SIGNALS DISPENSED WITH—

North to Carriage Dock. **North to No. 1 Platform.**
North to No. 2 Platform. **North to Nos. 3 or 4 Platforms.**
North to Nos. 5 or 6 Platforms. **North Main Up.**

BETWEEN MANORS JUNCTION AND DEAN STREET BOXES.

6-0 a.m. to 5-0 p.m., renewal of crossings at Dean Street Junction.

The Up North line will be closed, and all trains from Manors to Central Station must be worked on the Up Tynemouth line.

BETWEEN HEATON SOUTH JUNCTION AND MANORS JUNCTION.

12-5 a.m. to 6-0 p.m., scraping and painting third rail. The Up and Down North Main lines will be closed against all traffic between Heaton South and Manors Junctions. The current to be switched off between Heaton South and Argyle Junctions.

Sunday, 3rd October,

Continued.

BENTON QUARRY SIGNAL-BOX, FOREST HALL.

9-0 a.m. to about 5-0 p.m., between trains, fixing smoke plates on bridge carrying B. & T. line over Main line north of Benton Quarry box. Flagmen will be provided by the Engineer.

An engine with hand crane and covered cattle wagon will leave Park Lane, Gateshead, at 8-0 a.m. for Benton Quarry box, and return thence about 5-0 p.m.

SOUTH SIGNAL-BOX, TWEEDMOUTH.

12-5 a.m. to about 6-0 p.m., altering interlocking, &c. The points and signals in connection with the Goods Yard will be disconnected, the signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

A signalman to be on duty during the progress of the work.

At about 6-0 p.m., new safety points on the warehouse line, about 42 yards west of the box, will be brought into use along with the following signal :—

15. **Engine Shed to Platform disc.**

Erected between the Warehouse siding and the Engine shed line, about 17 yards west of the box.

SIGNALS DISPENSED WITH.

Engine Shed to Platform.

BETWEEN CARVILLE SUB-STATION AND RIVERSIDE JUNCTION, HEATON.

6-0 a.m. to 5-0 p.m., taking off third rail and fixing cable at Iron Girder Bridge, Walker Station.

The Up and Down lines will be closed against Electric traffic between Carville Sub-station and Riverside Junction, the current not to be switched on without first advising the Permanent Way Inspector.

The Engineer's Department will provide flagmen and remove terminals.

Sunday, 3rd October,

Continued.

EAST JUNCTION, HEATON.

12-30 a.m. to 6-0 a.m., renewing points and crossings. The Tynemouth lines will be closed against all traffic between Heaton South Junction and Wallsend, and the current will be switched off between Heaton South Junction and Wallsend Sub-station. Electric trains to leave Car Sheds at Benton Bank junction and Car Shed lines to be fed from North Main lines at Benton Bank. The Engineer will provide flagmen, remove terminals and keep in touch with signalman at Heaton East during the progress of the work.

ELSWICK WORKS SIGNAL-BOX, NEWCASTLE.

6-30 a.m. to about 5-0 p.m., between trains, renewing corrugated plates and fixing new smoke plates on Elswick Colliery bridge.

Flagmen will be provided by the Engineer.

A signalman to be on duty during the progress of the work.

An engine with hand crane and truck will leave Park Lane, Gateshead, at 6-0 a.m. for Elswick Works box, returning about 5-0 p.m.

No. 4 SIGNAL-BOX, CARLISLE.

7-0 a.m. to 6-0 p.m., repairing point connections. Drivers to be prepared to work to hand signals.

No. 5 SIGNAL-BOX, CARLISLE.

From 6-0 a.m. until the work is completed, relaying points and crossings. The M. and C. Up line will be blocked between trains.

SUNDERLAND STATION.

6-0 a.m. to 5-0 p.m., between trains, renewal of switches Nos. 31 and 36 at south end of Station.

Flagmen will be provided by the Engineer.

STATION SIGNAL-BOX, HASWELL.

12-5 a.m. to 12-0 midnight, renewing gate connections. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by [illegible]oundmen provided by the Engineer.

A signalman to be on duty during the progress of the work.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 3rd October.

Continued.

BETWEEN STATION SIGNAL-BOX AND TRINITY JUNCTION, HARTLEPOOL.

6-0 a.m to 5-0 p.m., between the running of ordinary trains, the Engineer will be engaged laying a 6 inch water main through the two crossover roads between the above named points. Flagmen will be provided.

BELL'S BANK FOOT SIGNAL-BOX, PORT CLARENCE.

1-0 a.m. to about 5-30 p.m., the interlocking will be disconnected for the purpose of alterations.

All signals will stand at danger, and flagmen will be provided by the Engineering Department to act under the signalman's instructions.

Signalman to be on duty during the progress of the work.

From 5-30 a.m. to 6-0 p.m. the Engineer will be engaged in alterations to junction. The lines from Bell's Bank and Greatham Creek will be diverted on to the line known as Down Siding to and from Bell's Bank. From this line, traffic from Bell's Bank and Greatham Creek will go forward on to either the Up or Down Main or Independent or Sidings as required. The lines on west side of the bridge will be re-arranged but the direction will remain unaltered. Flagmen will be provided by Engineering Department.

In connection with this work, a special train with workmen will leave Middlesbrough Station for Port Clarence at 5-0 a.m., returning about 6-0 p.m. Signalmen at Middlesbrough East, Middlesbrough West, Thornaby East, Bowesfield Junction, Hartburn Junction, Bishopton Lane, Primrose Hill, Norton Station, Billingham Junction, Haverton Hill Station, Bells Bank Foot and Port Clarence Junction to be on duty to pass special in both directions, and at Bells Bank Foot during the time the work is in progress.

The following alterations will be made in the signalling arrangements :—

The existing Home signal, which now reads from Greatham Creek, will read From Greatham Creek Sidings.

Greatham Creek Sidings signals.

A temporary single armed signal fixed at the points on the Down side of Bell's Bank line, about 95 yards east of the signal-box, which will read :—To Greatham Creek Sidings.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

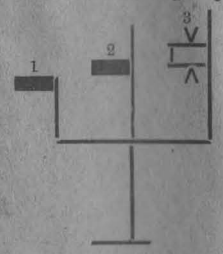
Sunday, 3rd October,

Continued.

BELL'S BANK FOOT SIGNAL-BOX, PORT CLARENCE—*Continued.*

Up Home and Shunting signals.

A treble-bracketed signal fixed on the Up side of the Up Main about 30 yards east of the signal-box, which will read :—



1. Main—To Shunting Neck.
2. Up Home—Main.
3. At present out of use.

Up Distant signal—From Greatham Creek.

This signal will be temporarily thrown out of use.

All other signals will remain unaltered.

BETWEEN FROSTERLEY AND STANHOPE.

Between the passing of the 9-20 a.m. passenger train ex Wear Valley Junction and the 5-45 p.m. passenger train ex Stanhope, the Engineer will have possession of the line for the purpose of carrying out repairs to the Buddiholme Bridge. Flagmen will be provided.

A special train will leave Bishop Auckland at 7-30 a.m., returning when the work is completed about 6-0 p.m.

The signalman at Stanhope Junction to be on duty until 11-0 a.m., and from 4-0 p.m. until the work is completed. Enginemen will not be required on duty from 11-0 a.m. until 4-0 p.m.

Signalmen at Bishop Auckland West, Etherley Station, Wear Valley Junction, Witton West, Witton-le-Wear Station Crossing, Harperley Station, Stanners Close, Wolsingham Station, Bishopley Junction and Broadwood signal-boxes to be on duty to pass the special in both directions.

BETWEEN SEXHOW AND INGLEBY.

5-0 a.m. to 6-0 p.m., the line will be in possession of the Engineer for the purpose of rebuilding bridge No 15 between Sexhow and Stokesley, and renewal of waybeams on bridge No. 23 between Stokesley and Ingleby.

Signalmen at Sexhow, Stokesley and Ingleby to be on duty during the time the work is in progress.

Flagmen will be provided.

In connection with this work, a special consisting of hand travelling crane, wagons, workmen's carriages and vans will leave Northallerton for Ingleby at 4-0 a.m., returning about 6-0 p.m.

Signalmen at Boroughbridge Road, Northallerton Low Junction, Low Gates, Brompton, Long Lane, Welbury, Rounton Gates, Picton, Trenholme Bar and Potto to be on duty to pass the special in both directions.

Enginemen not required from 9-0 a.m. to 3-0 p.m.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 3rd October,

Continued.

BETWEEN SANDSEND AND WEST CLIFF.

5-0 a.m. to 7-0 p.m., the Engineer will have possession of the line for purpose of repairs to East Row Viaduct. Flagmen will be provided.

In connection with this work, an engine will leave Whitby for East Row Viaduct at 6-0 a.m., returning about 6-0 p.m.

Signalman at Bog Hall and Prospect Hill to be on duty to pass engine in both directions, and at West Cliff during progress of the work.

ARGYLE STREET BRIDGE, PARAGON YARD, HULL.

5-0 a.m. to about 5-0 p.m., cleaning out and re-ballasting points and crossings.

Signalman at West Parade Junction to be on duty during the time the work is in progress.

An engine will leave Dairycoates Shed at 5-0 a.m. for Chalk Lane Sidings, and after attaching a train of empty wagons and wagons loaded with ashes, proceed to the site of the work backing the train into the engine shed lines at West Parade Junction. The work will commence at 6-0 a.m. and be completed probably about 4-30 p.m. During the latter period all engines running to and from the engine sheds must do so via West Parade Junction and any engines requiring to turn must do so inside the sheds as the line leading to the outside turntable will be blocked. On completion of the work the engine, etc., will return to Chalk Lane Sidings and Dairycoates Shed.

Signalmen at Hessle Road Junction, Anlaby Road Junction, and gatemen at Chalk Lane St. Georges Road and Anlaby Road Crossings to be on duty to pass the engine, etc., in each direction.

Monday, 4th October.

No. 5 SIGNAL-BOX, CARLISLE.

6-0 a.m. to 5-30 p.m., relaying points and crossings. The M. and C. Up line will be blocked between trains.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 4th October.

Continued.

EAST SIGNAL-BOX, DUNSTON.

At 10-0 a.m. the following connections will be dispensed with:—

POINTS.

22. Independent. **23. Down Siding.**

SIGNALS.

10. To Independent.
11. Up Advanced Starting.
12. Down to Down Siding Backover.
29. From Independent Backover.
33. From Down Siding.
34. Down Home.
35. Down Distant.

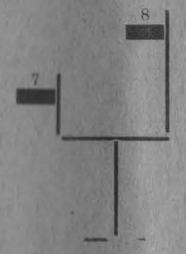
The present Down Starting will in future be worked as Down Home.

ALBANY ROAD CROSSING BOX, GATESHEAD.

6-0 a.m. to 12-0 noon, transferring connections from old to new box. The gates and signals will be disconnected and the signals will stand at danger. Flagmen and groundmen will be provided by the Engineer to protect the level crossing.

At about 12-0 noon a new box, erected on the Up side of the line, about 5 yards west of the present one will be brought into use, with the following signals:—

7. From Corporation Yard.
8. Down Home.



Erected as shewn on the Down side of the line, about 25 yards east of the box.

SIGNALS DISPENSED WITH—

From Corporation Yard. **Down Home.**

STATION SIGNAL-BOX, HASWELL.

12-1 a.m. to 12-0 midnight, renewing gate connections. The Distant signals will be disconnected and stand at danger and the level crossing will be protected by groundmen provided by the Engineer.

A signalman to be on duty during the progress of the work.

Tuesday, 5th October.

No. 5 SIGNAL-BOX, CARLISLE.

6-0 a.m. to 5-30 p.m., relaying points and crossings. The M. and C. Up line will be blocked between trains.

STATION SIGNAL-BOX, HASWELL.

12-1 a.m. to about 4-0 p.m., renewing gate connections. The Distant signals will be disconnected and stand at danger and the level crossing will be protected by groundmen provided by the Engineer.

A signalman to be on duty during the progress of the work

STATION SIGNAL-BOX, LEDSTONE.

The following alteration will be made in the signalling arrangements at this place :—

Down Home signal.

The existing Down Home signal will be removed 60 yards further from the signal-box.

All other signals will remain unaltered.

Saturday, 9th October,

CHALONER'S JUNCTION SIGNAL-BOX, PINCHINGTHORPE.

9-0 p.m. to 12-0 midnight, the Signalling Department will have possession of this signal-box for the purpose of putting in a new locking apparatus.

All signals will stand at danger, and traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the progress of the work.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Between Wath Junction and Mexborough No. 1 Boxes.—Sunday, 3rd October, from 6-0 a.m. to 6-0 p.m., relaying 14¾ to 15 mileage. The Up Main line between the above-named points will be absolutely blocked and during this time all traffic will be worked over the Down Main line in charge of pilotman.

Wath Junction and Mexborough West Junction boxes will be open.

The Up Goods line between Wath Junction and Mexborough West will also be blocked during the time the work is in hand.

Closing of Signal-boxes on Sundays.—The signals worked from signal-boxes which are closed on Sundays will not be placed at Danger for the protection of passenger trains booked to stop at the stations on Sundays. In the event of a passenger train being detained from any cause at any of these stations on Sundays for more than three minutes while the signal-box is closed, the Station Master or person in charge will be held responsible for the Guard or some other competent person protecting the train, in accordance with Rule 217 in the Company's Book of Rules and Regulations.

During the time a signal-box is closed, a train, engine, or vehicle must not be allowed to pass between the Main lines and sidings or between one Main line and the other at the place.

Horse, carriage, cattle or other similar traffic must not be accepted to be dealt with at a station during the time the signal-box is closed.

Conisboro' Cadeby Signal-box.—Reconstruction of bridge over River Don.—The Down Main line has been relaid on the site of the temporary middle siding. Trailing points have been made in the new Down Main line, 242 yards west of the signal-box leading to Up Main or Colliery Sidings.

UP SIGNAL.

The Up Main Outer Home signal, which is also Conisboro' Up Advance Starter, has been refixed by the left hand side of the Up Main line.

DOWN SIGNAL.

The Down Main Inner Home, carrying also Conisboro' Down Main Inner Distant, has been refixed at the fouling of cross-over road in its new position.

A disc signal fixed between Up Main and Down Main lines, 242 yards west of the signal-box, will control trains from Down Main to Up Main or Colliery Sidings.

A disc signal fixed between Up and Down Main lines, 167 yards west of the signal-box, will control trains from Up Main to Down Main.

The old crossover road and discs for same have been dispensed with.

Conisboro'—Cadeby Signal Box.—Temporary alteration during re-construction of bridge over River Don.

The Up main line has been diverted on to the new portion of the bridge.

The diversion commences 100 yards west of the bridge, and on the east side of the bridge the former shunting neck now becomes the Up main line, the diversion terminating 200 yards east of the bridge

Trap points have been laid in the western outlet from Nos. 2 and 3 Sidings at the fouling with diverted Up main line.

The western outlet from No. 1 Siding has been closed.

The closed portion of the Up main line is now used as a Siding.

Conisboro' Up Starter, which is also Cadeby Outer Home Signal, is now on the left hand side of the Up main line during the diversion.

The signal controlling trains from western outlet of Sidings to Down main line has been removed and refixed by the side of the outlet traps from Nos. 2 and 3 Sidings and apply from these Sidings only.

Cadeby Up Distant signals will stand at "Danger."

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 15 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 5 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines

Sheffield Nos. 3 and 4 Boxes.—Until further notice, painting station roof and buildings, 41¼ and 41½ mileage, from 6-0 a.m. to 6-0 p.m. daily. Up and Down Mains, Loops and Sidings. It is important that all engines arriving and standing are quiet in steam, and clean fires to prevent steam and smoke interfering with the work.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Warmsworth Siding box.—Until further notice, blasting at Messrs Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Ardsley Up Goods Yard.—Sunday, 3rd October, 6-0 a.m. to about 6-0 p.m., between trains. Lifting connections into Yard.

Bentley Colliery Sidings, Arksey.—Sunday, 3rd October, 6 0 a.m. to 6-0 p.m., laying in crossing work at 158 miles 57 chains. Bentley Colliery box will be open 6-0 a.m. to 8 0 a m., and 5 0 p.m. to 6-0 p m. to admit of ballast train going into and out of Colliery Sidings.

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected. Ladders in use.

Between Sand Bank and Bridge Junction, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Scaffolding fixed over lines and ladders in use. Up Fast and Up Slow Goods lines affected.

Marshgate Level Crossing, Doncaster. Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Beacon Hill Tunnel, Halifax.—Sunday, 3rd October, fixing boards to roof in wet places, 7-0 a.m. to 6-0 p.m. Flagmen will be out.

Brighouse Station.—Sunday, 3rd October, painting underside of Huddersfield Road and Gooder Lane Bridges, 8-0 a.m. to 6-0 p.m. Flagmen will be out.

Mirfield No. 1.—Tuesday, 5th October, 7-0 a.m. to 4-0 p.m. The Up North Starting with Distant for Heaton Lodge Junction will be out of use for the purpose of renewing the doll.

Between Mirfield No. 5 Box and L. & N.W. Junction.—Reballasting Up and Down South lines.

Between Tanshelf and Featherstone.—Reballasting. Up and Down.

Knottingley.—Reballasting all lines through station. Up and Down Goole and Doncatser lines.

WORKING OF WAGONS WITHOUT BRAKE VAN:

Station.	Points.	Remarks.
Normanton	Lockes Siding and Goose Hill Junction ...	Wagons.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

London & North Western Company's Notices.

Copley Hill No. 3 Junction.—Monday, 4th October, 6-0 a.m. to 2-0 p.m., renewing points and crossings. The Down line will be blocked and all trains will travel on the Up line with pilotmen between Copley Hill No. 3 Junction and Holbeck No. 1.

Midland Company's Notices.

Grimesthorpe Junction, Sheffield.—Sunday, 3rd October, from 6-30 a.m. until the work is completed, the Engineer will have entire possession of the Up Local line, the facing connection from that line to the Up Fast line and the Wicker Goods Station Branch, and of the lines leading to and from the Grimesthorpe Engine Shed at Grimesthorpe Junction, for the purpose of relaying points and crossings. Mr. Simmons will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is carried out.

Heeley Station Box.—Sunday, 3rd October, commencing at 6-0 a.m., some of the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs.

Leeds Station South Carriage Sidings.—Sunday, 3rd October, 6-30 a.m. until work is completed, relaying points and crossings.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3625.

General Superintendent's Office,

YORK, 7th October, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 9th October, 1909,

TO

SATURDAY MIDNIGHT, 16th October, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 171¼ miles, Down line and 172¾ miles, Up line.
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Croft Spa Station and Dalton Bank, Up and Down Lines	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	5 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions
Normanton to Newcastle.			
Between Castleford and West Riding Colliery	Relaying from 21¼ miles to 22¼ miles Relaying from 22 miles to 22¼ miles	Up Down	
Between Fryston and Castleford	Relaying from 19 miles to 20 miles Relaying from 18¾ to 20 miles and from 21¼ miles to 22 miles	Up Down	
Otterington	Relaying from 26½ miles to 28 miles	Up	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Ferryhill to Newcastle via Leamside.			
Shincliffe	Resleepering 61½ miles to 62 miles...	Up	
Newsham to Blyth.			
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ..	Up	
Blyth Junction ...	Relaying 1¼ miles to 1½ miles . .	Up and Down	
Newcastle to Tynemouth via Backworth.			
Benton East Junction to Backworth	Relaying from 4¾ miles to 5¼ miles	Down	
Alnwick to Coldstream.			
Between Whittingham and Alnwick	Turning rails from 26 miles to 35½ miles	Single	
Mindrum	Relaying from 3 to 3½ miles ...	Single	
Newcastle to Carlisle.			
Blaydon	Relaying from 4 miles to 4¾ miles ...	Down	
Wylam	Relaying from 8¼ miles to 8¾ miles...	Down	
Between Stocksfield and Riding Mill	Relaying from 14¾ miles to 15¼ miles	Down	
Blackett Colliery ...	Relaying from 34¼ miles to 34½ miles	Up	
St. Nicholas	Relaying from 59½ miles to 59¾ miles	Down	
Tyne Dock to Annfield Plain.			
Beamish Junction ...	Slewing lines	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
Between Bp. Auckland Goods and North Jcts.	Relaying from 14½ miles to 14¾ miles	Up	
Between Bp. Auckland North and East Junctions	Relaying from 14¾ miles to 15 miles	Up and Down Platform and Up and Down Mineral	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ..	Up	
	,, ,, ½ ,, ,, 2 ,, ...	Down	
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13¾ mls.	Up Mineral	
	Ferryhill to Bishop Auckland.		
East Howle	Relaying from 22 miles to 22¾ miles	Down	
	Bishop Auckland to Barnard Castle.		
St. Helen's Colliery Junction	Renewal and alteration of points and crossings	Up and Down	
	Darlington to Consett.		
East of Ethe ley ...	Relaying from 12¼m. to 12¾ miles	Up	
Between Baxton Bank and Salters Gate	Relaying from 24¾ miles to 26 miles	Single	
Rowley	Relaying from 30 miles to 30¼ miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Wear Valley Junction to Wearhead.		
Between Witton West Junction and Witton-le-Wear	Relaying from 14¼ miles to 14¾ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Lartington Quarry Junction	Relaying from 18½ mls. to 18¾ mls.	Up	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Newport	Relaying 13¼ miles to 13¾ miles ...	Up Mineral	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Norton East Junction	Renewal and alteration of points and crossings	Up and Down	
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between Milford Junction and Gascoigne Wood	Relaying from 7 miles to 7¼ miles	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
	York to Beverley.		
Between Earswick and Warthill	Relaying from 3¾ miles to 5 miles ...	Down	
Between Holtby and Stamford Bridge	Relaying from 7 miles to 10 miles ...	Down	
Market Weighton	Relaying from 22¾ miles to 23¼ miles	Up	
,, ,, ...	,, ,, 24 ,, 25 ,,	Up	
Kipling Cotes ...	,, ,, 26¾ ,, 28¾ ,,	Up	
Cherry Burton ...	Relaying from 30 miles to 32¾ miles	Down	
	Hull to Seamer.		
Beverley	Relaying from 4¼ miles to 6¼ miles...	Up	
,, ...	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
Seamer	,, ,, 50 miles to 50½ miles	Up	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
	Wear Valley Junction to Wearhead.		
West of Witton West Junction	Relaying from 14¼ miles to 15 miles	Single	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK; HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 1028.

BETWEEN CROFT SPA STATION AND DALTON BANK.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up and Down lines between the above named points.

For speed restriction see page 1028.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1908-9.

Referring to the notice on page 5 of the Southern Division Fogsignalling Programme, the fogsignalmen's huts at the following places have been set back and fogsignalmen must in future take duty at the place where the hut is fixed instead of in the position now indicated in the Fogsignalling Programme. The necessary alterations must be made in the current Southern Division Fogsignalling Programme.

Where no distance is shewn, the fog hut is placed in the immediate vicinity of the signal.

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
	LEEDS TO HULL.			Yds.		
Marsh Lane ...	Waterloo Jc....	Up passenger and goods distants	1	90	Down	
Cross Gates ...	Killingbeck ...	Down passenger and down goods distants		—		
,, ,, ...	,, ...	Up fast and slow distants	1	350	Down	
,, ,, ...	East	Down fast and slow distants		—		

Sunday, 10th October.

BETWEEN OLD STATION SIGNAL-BOX, CASTLEFORD AND NORTH SIGNAL-BOX, FRYSTON.

7-0 a.m. to 5-0 p.m., renewing Down Independent facing points, trailing points and trap, and Up and Down through shunt points, Fryston Colliery, and No. 21 Down Ground Frame points, Wheldale Colliery.

The Down line between Castleford Old Station and Fryston North will be blocked between the times named, and single line working by pilotman will be in operation on the Up line.

The Engineering Department will provide pilotman, flagmen and men to wedge points.

Signalmen at Fryston North, Fryston South, Wheldale Colliery and Castleford Old Station to be on duty during the time the work is in progress.

A ballast train will leave York at 6-0 a.m., arrive Fryston Colliery 7-0 a.m., returning to York on completion of the work about 5-0 p.m.

MILFORD JUNCTION BOX, MONK FRYSTON.

6-0 a.m. to about 6-0 p.m., between the running of ordinary traffic, changing points and crossings.

Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 10th October,

Continued.

COXHOE JUNCTION, FERRYHILL.

6-0 a.m. to about 5-30 p.m., the Down line from West Hartlepool will be in possession of the Engineer after the passing of the 6-45 a.m. train ex West Hartlepool, and the Down line to Spennymoor, after the passing of the 9-0 a.m. train ex Ferryhill, and the whole of the lines after the passing of the 9 15 a.m. empty train ex Spennymoor, for the purpose of renewing and altering in position the points and crossings.

Signalman at Coxhoe Junction to be on duty during the time the work is in progress.

Flagmen will be provided.

At 4-30 p.m. an engine with van will leave Ferryhill and convey gangmen to Wingate, returning immediately.

Signalmen at West Cornforth, Trimdon Grange and Castle Eden Junction to be on duty to pass the special in both directions.

No. 1 SIGNAL-BOX, CENTRAL, NEWCASTLE.

Referring to page 960 of Signalling Programme, week ending 25th September.

At 10-0 a.m., the indicating slide on the signal bridge at the north end of the High Level bridge, which is shewn as "C.S." for trains passing to the A.B. sidings, will be changed to "A.B."

BETWEEN HEATON SOUTH JUNCTION AND MANORS JUNCTION.

12-5 a.m. to 6-0 p.m., scraping and painting third rail. The Up and Down North Main lines will be closed against all traffic between Heaton South and Manors Junctions. The current to be switched off between Heaton South and Argyle Junctions.

The Engineering Department will provide flagmen and remove the necessary terminals.

MORPETH.

After the passing of the 6-20 a.m. passenger train ex Newcastle to 6-0 p.m., the Down line will be in possession of the Engineer for the purpose of renewing points and crossings, and single line working by pilotman will be in operation on the Up line between Morpeth Station and Stannington Station boxes.

Pilotman and flagmen will be provided by the Engineer.

Sunday, 10th October,

Continued.

COQUET VIADUCT, BETWEEN ACKLINGTON AND WARKWORTH.

7-0 a.m. to 6-0 p.m., repairing viaduct and building manholes thereon. Flagmen will be provided.

Drivers must keep a sharp look out for hand signals.

TYNEMOUTH.

12-5 a.m. to 7-0 a.m., painting Tynemouth Road Bridge. Flagmen will be provided by the Engineer.

BETWEEN STATION BOX, ELSWICK, AND FORTH JUNCTION BOX, NEWCASTLE.

6-0 a.m. to 5-0 p.m., renewal of Up line. The Up line will be closed and single line working by pilotman will be in operation on the Down line between Elswick Station and Forth Junction boxes.

Pilotman and flagmen will be provided by the Engineer.

Signalmen to be on duty at Elswick Station and Elswick Works boxes during the progress of the work.

An engine and wagons will leave Park Lane, Gateshead, at 5-30 a.m. returning thence at 6-0 p.m.

No. 5 SIGNAL-BOX, CARLISLE.

6-0 a.m. until the work is completed, relaying points and crossings. The M. and C. line will be blocked between trains.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

After the passing of the 8-29 a.m. passenger train ex Blackhill to about 7-0 p.m., renewing girders on bridges at 2 miles, 53 chains, and 2 miles, 65 chains.

The Engineer will be in possession of the single (Down) line. Flagmen will be provided.

Signalmen to be on duty at Bear Park Colliery and Witton Gilbert Station boxes during the progress of the work.

An engine with steam crane and wagons will leave Park Lane, Gateshead, at 6-0 a.m., for Aldin Grange, via Team Valley, returning thence about 7-0 p.m.

Sunday, 10th October,

Continued.

BETWEEN PONTOP JUNCTION AND STATION BOXES, JARROW.

8-0 a.m. to about 4-0 p.m., renewing points and crossings, Jarrow.

The Down line between Pontop Junction and Jarrow Station boxes will be closed and single line working by pilotman will be in operation on the Up line.

Pilotman and flagmen will be provided by the Engineer.

BETWEEN PENSHAW JUNCTION AND WASHINGTON SOUTH JUNCTION BOXES.

6-0 a.m. to about 5-0 p.m., taking out waybeams and renewal of Up line, Victoria Viaduct.

The Up line will be blocked and single line working by pilotman will be in operation on the Down line between the above named points. Pilotman and flagmen will be provided by the Engineer.

Signalmen to be on duty at Penshaw Junction and Washington South Junction boxes during the progress of the work.

An engine with cranes and wagons will leave Park Lane, Gateshead, at 5-0 a.m., returning thence about 5-0 p.m.

Usworth Station and Follingsby boxes to be open to pass the train on the return journey.

BETWEEN STATION SIGNAL-BOX AND TRINITY JUNCTION, HARTLEPOOL.

6-0 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineer will be engaged laying a 6-inch water main through the two crossover roads between the above named points. Flagmen will be provided.

BETWEEN FROSTERLEY AND STANHOPE.

Between the passing of the 9-20 a.m. passenger train ex Wear Valley Junction and the 5-45 p.m. passenger train ex Stanhope, the Engineer will have possession of the line for the purpose of carrying out repairs to the Buddiholme Bridge. Flagmen will be provided.

A special train will leave Bishop Auckland at 7-30 a.m., returning when the work is completed about 6-0 p.m.

The signalman at Stanhope Junction to be on duty until 11-0 a.m., and from 4-0 p.m. until the work is completed. Enginemen will not be required on duty from 11-0 a.m. until 4-0 p.m.

Signalmen at Bishop Auckland West, Wear Valley Junction, Witton West, Witton-le-Wear Station Crossing, Harperley Station, Stanners Close, Wolsingham Station, Bishopley Junction and Broadwood signal-boxes to be on duty to pass the special in both directions.

Sunday, 10th October,

Continued.

CHALONER'S JUNCTION SIGNAL-BOX, PINCHINGTHORPE—*Continued.*

Up Advance signal.

A new single armed signal fixed on the Up side of the line, about 550 yards west of the signal-box.

Shunting Signals.

A new ground disc signal fixed at the points on the Up Main line about 120 yards west of the signal-box, which will read :—Backing—Up Main—To Down Main.

A new ground disc signal fixed at the points on the Down Main line about 60 yards west of the signal-box, which will read :—Backing—Down Main—To Up Main.

All other signals will remain unaltered.

BETWEEN SEXHOW AND INGLEBY.

5-0 a.m. to 6-0 p.m., the line will be in possession of the Engineer for the purpose of rebuilding bridge No. 15 between Sexhow and Stokesley, and renewal of waybeams on bridge No. 23 between Stokesley and Ingleby.

Signalmen at Sexhow, Stokesley and Ingleby to be on duty during the time the work is in progress.

Flagmen will be provided.

In connection with this work, a special consisting of hand travelling crane, wagons, workmen's carriages and vans will leave Northallerton for Ingleby at 4-0 a.m., returning about 6-0 p.m.

Signalmen at Boroughbridge Road, Northallerton Low unction, Low Gates, Brompton, Long Lane, Welbury, Rounton Gates, Picton, Trenholme Bar and Potto to be on duty to pass the special in both directions.

Enginemen not required from 9-0 a.m. to 3-0 p.m.

WHITBY.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, slewing the coaling siding at Engine Shed 3 feet outwards to make provision for the coaling crane.

The two pairs of trap points in the coal sidings and the disc signal will be slewed outwards 2 feet.

Flagmen will be provided.

Signalman at Bog Hall to be on duty during the time the work is in progress.

Sunday, 10th October,

Continued.

GELDARD JUNCTION SIGNAL-BOX, HOLBECK.

6-0 a.m. to 6-0 p.m., renewing crossing at Geldard Junction.

The Down line between the G.N. "B" box and Geldard Junction Main to Main shunt, also the lines in and out of the G.N. Goods Yard, and the N.E. Independent from Geldard Junction to Whitehall will be blocked during the time the work is in progress, and single line working by pilotman will be in operation between Geldard Junction and the G.N. "B" box.

All trains between Geldard Junction and Leeds Yard must pass along the lines used for N.E. trains.

Pilotman, flagmen and men to wedge points will be provided by the Engineering Department.

Signalman at Geldard Junction to be on duty during the time the work is in progress.

A special train will leave Starbeck at 5-30 a.m. for Geldard, returning to Starbeck about 6-0 p.m.

Signalmen at Starbeck, Stonefall, Pannal Junction, Rigton, Arthington South, Moseley and Headingley Station, and gateman at Headingley Gates to be on duty to pass the special in both directions.

The engine will not be required during the day.

BETWEEN HESSLE ROAD JUNCTION AND CHALK LANE, HULL.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, the Engineer will have possession of the Up and Down Main lines between the above-named points for the purpose of slewing the road.

Ordinary traffic will not be interfered with, and flagmen will be provided.

Monday, 11th October.

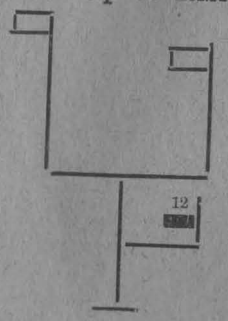
KILLINGWORTH CROSSING SIGNAL-BOX, BENTON.

At 10-0 a.m., a new line connection between the Main Up and Rising Sun Colliery temporary siding, by points about 160 yards west of the box, with the following signals will be brought into use.

4. From Rising Sun Colliery.

Erected on the Up side of the Colliery line, about 116 yards west of the box.

12. Up to Rising Sun Colliery.



Fixed as shewn to bracket erected on the Up side of the line, about 186 yards west of the box.

BETWEEN GREENLAND CROSSING AND CENTRAL MARINE SIGNAL-BOXES, WEST HARTLEPOOL DOCKS.

ERICHSEN'S SIDING.

At 12-0 noon, the ground frame with all its connections will be dispensed with, viz. :—

Points.

Between Main Up and Erichsen's Siding.

Signals.

Up Home. Up Distant. Down Home.

ATKINSON & SON'S NEW SIDING.

At 5-0 p.m., a new ground frame, erected on the Down side of the left hand road, about 600 yards north of Greenland Crossing box, will be brought into use, and from which the following connections will be worked.

Points.

Crossover, between the Main Down and left hand road opposite the Frame.

Signals.

1. Down Home.

Erected on the Down side of the left hand road, about 130 yards south of the frame.

Monday, 11th October,

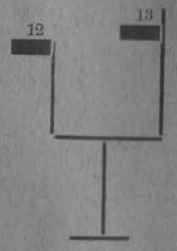
Continued.

FLASS JUNCTION SIGNAL-BOX, WATERHOUSES.

At 10-0 a.m., the following new signals will be brought into use.

12. From Laden Siding.

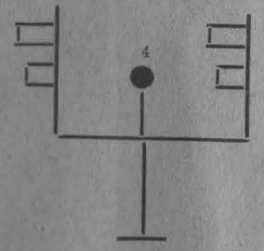
13. From Esh Colliery Signal No. 2.



Erected as shewn on the Down side of the siding, about 160 yards west of the box.

The present "From Esh Colliery, Signal No. 2," will in future be worked, as "From Esh Colliery, Signal No. 3."

14. From Hamsteels Colliery Shunting Disc (*controlled by points leading from Hamsteels Colliery line to Esh Colliery line, and which must be worked by hand before the shunting signal can be operated from the box*).



Fixed as shewn to bracket erected on the Up side of the Colliery lines, about 404 yards south-west of the box.

SIGNAL DISPENSED WITH.

From Laden Siding.

Tuesday, 12th October to Saturday, 16th October.

NORTH SIGNAL-BOX, BISHOP AUCKLAND.

From 8-30 a.m., Tuesday, 12th October, to 12 0 midnight Saturday, 16th October, altering connections and interlocking. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Between Cadeby and Conisborough Station Boxes.—Fixing new girder plates on River Bridge, 18½ to 18¼ mileage.

Sunday, October 10th, from 6-0 a.m. to 5-0 p.m., the Down line between the above named points will be absolutely blocked, and during this time all traffic will be worked over the Up line in charge of pilotman.

Cadeby and Hexthorpe Junction boxes will be open.

Between Doncaster and Barnby Dun.—Until further notice contractors excavating foundations for Bridge carrying Flying Junction over Main line ¼ and ½ mileage from Doncaster. Up and Down lines.

Roundwood Ground Frame, Parkgate and Aldwarke.—The trailing connection on the Down side has been disconnected and fastened for the Down Main line and the signals applying to the same dispensed with.

The Down Distant for Roundwood and Aldwarke Station box at present fixed under the ground frame Home signal will be refixed as top arm.

The trailing connection from the Up sidings will be worked from the new signal-box adjacent to the ground frame and the latter dispensed with.

The signals applying to the same and the Annett's Key Control remain unaltered.

These alterations will come into operation on Monday, October 11th.

Closing of Signal-boxes on Sundays.—The signals worked from signal-boxes which are closed on Sundays will not be placed at Danger for the protection of passenger trains booked to stop at the stations on Sundays. In the event of a passenger train being detained from any cause at any of these stations on Sundays for more than three minutes while the signal-box is closed, the Station Master or person in charge will be held responsible for the Guard or some other competent person protecting the train, in accordance with Rule 217 in the Company's Book of Rules and Regulations.

During the time a signal-box is closed, a train, engine, or vehicle must not be allowed to pass between the Main lines and sidings or between one Main line and the other at the place.

Horse, carriage, cattle or other similar traffic must not be accepted to be dealt with at a station during the time the signal-box is closed.

Conisboro' Cadeby Signal-box.—Reconstruction of bridge over River Don.—The Down Main line has been relaid on the site of the temporary middle siding. Trailing points have been made in the new Down Main line, 242 yards west of the signal-box leading to Up Main or Colliery Sidings.

UP SIGNAL.

The Up Main Outer Home signal, which is also Conisboro' Up Advance Starter, has been refixed by the left hand side of the Up Main line.

DOWN SIGNAL.

The Down Main Inner Home, carrying also Conisboro' Down Main Inner Distant, has been refixed at the fouling of cross-over road in its new position.

A disc signal fixed between Up Main and Down Main lines, 242 yards west of the signal-box, will control trains from Down Main to Up Main or Colliery Sidings.

A disc signal fixed between Up and Down Main lines, 167 yards west of the signal-box, will control trains from Up Main to Down Main.

The old crossover road and discs for same have been dispensed with.

Conisboro'—Cadeby Signal Box.—Temporary alteration during re-construction of bridge over River Don.

The Up main line has been diverted on to the new portion of the bridge.

The diversion commences 100 yards west of the bridge, and on the east side of the bridge the former shunting neck now becomes the Up main line, the diversion terminating 200 yards east of the bridge.

Trap points have been laid in the western outlet from Nos. 2 and 3 Sidings at the fouling with diverted Up main line.

The western outlet from No. 1 Siding has been closed.

The closed portion of the Up main line is now used as a Siding.

Conisboro' Up Starter, which is also Cadeby Outer Home Signal, is now on the left hand side of the Up main line during the diversion.

The signal controlling trains from western outlet of Sidings to Down main line has been removed and refixed by the side of the outlet traps from Nos. 2 and 3 Sidings and apply from these Sidings only.

Cadeby Up Distant signals will stand at "Danger."

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 15 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Between Wath and Mexbro'.—Until further notice, lifting and relaying Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Sheffield Nos. 3 and 4 Boxes.—Until further notice, painting station roof and buildings, 41¼ and 41½ mileage, from 6-0 a.m. to 6-0 p.m. daily. Up and Down Mains, Loops and Sidings. It is important that all engines arriving and standing are quiet in steam, and clean fires to prevent steam and smoke interfering with the work.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop,

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Lofthouse South Junction.—Sunday, 10th October, 6-0 a.m. to about 5-0 p.m., lifting bed and leading off timbers. Points and signals will be disconnected during time work in hand.

Between Skellow and Applehurst Junction.—Monday, 11th October, 6-0 a.m. to about 5-0 p.m., between trains, examining continuous fishplates and rails on bridges. Up and Down lines affected.

Bentley Colliery.—Until further notice, laying in sidings and crossing work.

Through Carcroft Station Platforms.—Until further notice, laying in new drain and building cesspits. Up and Down lines affected.

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected. Ladders in use.

Between Shakespeare and Sand Bank, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Ladders in use. Up Fast and Up Slow Goods lines affected.

Marshgate Level Crossing, Doncaster. Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Halifax East.—Sunday, 10th October, 6-0 a.m. to 5-0 p.m., altering locking. The locking will be disarranged as required.

Brighouse Station.—Sunday, 10th October, 8-0 a.m. to 6-0 p.m., painting underside of Gooder Lane and Huddersfield Road Bridges. Flagmen will be out.

Closing of Clifton Road and Bailiff Bridge boxes and bringing into use new Outer Home signals for Wyke Junction and Anchor Pit Junction.—Monday, 11th October, 7-0 a.m. to 5-0 p.m., the existing Clifton Road signal-box will be closed and platform levers provided to work the Up and Down Home and Distant signals. The Up and Down Starting signals will be taken out of use.

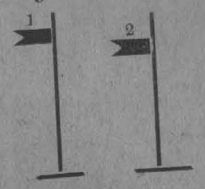
The existing crossover road between the Up and Down Main will be disconnected and spiked in normal position.

The existing Bailiff Bridge signal-box will be closed and platform levers provided to work the Up and Down Home and Distant signals. The Up and Down Starting signals will be taken out of use.

Anchor Pit Junction.—A new Down Outer Home will be brought into use from Clifton Road fixed on the Down side of the line, 440 yards in the rear of the existing Down Home from Clifton Road.

Down Outer Home from Clifton Road.

The Down Distants from Clifton Road will be replaced by two new signals fixed immediately at the Anchor Pit Junction side of Clifton Road Down Platform, thus :—



1. Down Distant from Clifton Road to north.
2. Down Distant from Clifton Road to south.

Wyke Junction.—A new Down Outer Home signal will be brought into use from Bailiff Bridge fixed on the Down side of the line, 440 yards in the rear of the existing Down Home from Bailiff Bridge :—

Down Outer Home from Bailiff Bridge.

The existing catch point in the Down line from Bailiff Bridge will be replaced by a new catch point, 700 yards in the rear of the new Down Outer Home signal.

Between Mirfield No. 5 Box and L. & N.W. Junction.—Reballasting Up and Down South lines.

Between Tanshelf and Featherstone.—Reballasting. Up and Down.

Knottingley.—Reballasting all lines through station. Up and Down Goole and Doncatser lines.

WORKING OF WAGONS WITHOUT BRAKE VAN:

Station.	Points.	Remarks.
Normanton	Lockes Siding and Goose Hill Junction ...	Wagons.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.
Speed of trains to be reduced to 20 miles per hour

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

London & North Western Company's Notices.

tween Clifton and Lowther and Penrith, 50 and 50¼ mile posts.—On Sunday, 10th October, both lines will be blocked between trains from 6-0 a.m. until finish of work. **Trains over both lines not to exceed a speed of 10 miles per hour when passing the bridge.** Eamont Junction box will be open. Concreting in spandril vaults of Eamont Viaduct Bridge No. 169.

FOREIGN COMPANIES' NOTICES—*Continued.*

Midland Company's Notices.

Grimesthorpe Junction, Sheffield.—Sunday, 10th October, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Down Local line, the line leading to the Wicker Goods Station Branch and the Up Fast line, the line leading from the Wicker Goods Station Branch on to the Down Local line, and the line leading from the Down Local line to the engine shed at Grimesthorpe Junction, for the purpose of renewing the junction. Mr. Simmons will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

Normanton.—Sunday, 10th October, from 6-0 a.m. until the work is completed (about 5-0 p.m.), the Engineer will have possession of the carriage sidings on the Up side of the line, for the purpose of renewing points and crossings. Mr. Simmons will make the necessary arrangements.

Manningham Sidings.—Sunday, 10th October, commencing at 7-30 a.m., some of the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs.

Newlay.—Sunday, 10th October, from 7-0 a.m. until the work is completed, the Engineer will, between the running of trains, have possession of the Down Fast line on the Apperley side of Newlay Station Overbridge, for the purpose of taking out points and crossings. Mr. Hawkins will make the necessary arrangements.

On the same day, the connection between Messrs. Whittaker Brothers' Siding and the Down Fast line on the Apperley side of Newlay Station Overbridge will be removed and dispensed with.

Armley.—Until further notice, the Engineer will be engaged reconstructing Bridge No. 20 at Armley Station and building new platforms between the Armley Station Bridge and the Armley Canal Bridge.

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

1051

NORTH EASTERN RAILWAY.

O. 3645

General Superintendent's Office,

YORK, 14th October, 1909.

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 16th October, 1909,

TO

SATURDAY MIDNIGHT, 23rd October, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 171¼ miles, Down line and 172¾ miles, Up line.
Selby Swing Bridge	30 miles	Passenger trains.
	20 miles	Other trains.
Normanton and Newcastle.		
Between Croft Spa Station and Dalton Bank, Up and Down Lines	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19⅓ miles. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Brotton and Middlesbrough, via Guisborough.		
Between Boosbeck and Brotton and between Boosbeck and North Skelton, 100 yards in all directions from Priestcroft Junction	10 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
Normanton to Newcastle.			
Between Castleford and West Riding Colliery	Relaying from 21¼ miles to 22¼ miles	Up	
	Relaying from 22 miles to 22¼ miles	Down	
Between Fryston and Castleford	Relaying from 19 miles to 20 miles	Up	
	Relaying from 18¾ to 20 miles and from 21¼ miles to 22 miles	Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Ferryhill to Newcastle via Leamside.			
Shincliffe	Resleepering 61½ miles to 62 miles...	Up	
Newsham to Blyth.			
Between Newsham and Blyth	Relaying 0 miles to 1¼ miles ...	Up	
Blyth Junction ...	Relaying 1¼ miles to 1½ miles ..	Up and Down	
Newcastle to Tynemouth via Backworth.			
Benton East Junction to Backworth	Relaying from 4¾ miles to 5¼ miles	Down	
Alnwick to Coldstream.			
Mindrum	Relaying from 3 to 3½ miles ...	Single	
Newcastle to Carlisle.			
Wylam	Relaying from 8¼ miles to 8¾ miles...	Down	
Between Stocksfield and Riding Mill	Relaying from 14¾ miles to 15¼ miles	Down	
St. Nicholas	Relaying from 59½ miles to 59¾ miles	Down	
Tyne Dock to Annfield Plain.			
Beamish Junction ...	Slewing lines	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Sunderland to Castle Eden.		
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles ...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Between Bp. Auckland Goods and North Jcts.	Relaying from 14½ miles to 14¾ miles	Up	
Between Bp. Auckland North and East Junctions	Relaying from 14¾ miles to 15 miles	Up and Down Platform and Up and Down Mineral	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	,, ,, ½ ,, ,, 2 ,, ...	Down	
	Stockton to Ferryhill.		
Between Carlton South Jct. & Stillington	Relaying from 11¾ miles to 13¾ mls.	Up Mineral	
	Ferryhill to Bishop Auckland.		
East Howle	Relaying from 22 miles to 22¾ miles	Down	
	Bishop Auckland to Barnard Castle.		
St. Helen's Colliery Junction	Renewal and alteration of points and crossings	Up and Down	
	Darlington to Consett.		
Between Baxton Bank and Salters Gate	Relaying from 24¾ miles to 26 miles	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Wear Valley Junction to Wearhead.		
Between Witton West Junction and Witton-le-Wear	Relaying from 14¼ miles to 14¾ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Lartington Quarry Junction	Relaying from 18½ mls. to 18¾ mls.	Up	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Darlington	Relaying 1¾ miles to 3 miles ...	Up	
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Newport	Relaying 13¼ miles to 13¾ miles ..	Up Mineral	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Between Wormald Green and Ripon	Relaying from 23¾ miles to 24¼ miles	Down	
Topcliffe	Relaying 34 miles to 35 miles ..	Up	
Norton East Junction	Renewal and alteration of points and crossings	Up and Down	
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between Milford Junction and Gascoigne Wood	Relaying from 7 miles to 7¼ miles	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
	York to Beverley.		
Between Earswick and Warthill	Relaying from 3¾ miles to 5 miles ...	Down	
Between Holtby and Stamford Bridge	Relaying from 7 miles to 10 miles ...	Down	
Cherry Burton ...	Relaying from 30 miles to 32¾ miles	Down	
	Hull to Seamer.		
Beverley	Relaying from 4¼ miles to 6¼ miles...	Up	
,, ...	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
Carnaby	,, ,, 28½ miles to 29¼ miles	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
	Wear Valley Junction to Wearhead.		
West of Witton West Junction	Relaying from 14¼ miles to 15 miles	Single	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 1052.

BETWEEN CROFT SPA STATION AND DALTON BANK.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up and Down lines between the above named points.

For speed restriction see page 1052.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

THINFORD LANE CROSSING SIGNAL-BOX, FERRYHILL AND COXHOE BRANCH.

From 8-30 a.m., Monday, 18th October, to about 4-0 p.m., Tuesday, 26th October, renewing gates and connections. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

RAVENSCAR TUNNEL.

Until further notice, the Engineer will be engaged in repairing this tunnel, the work being carried out at night during the cessation of traffic.

For this purpose the Engineering Department will have, when required, possession of the line between Ravenscar and Robin Hood's Bay during the hours the line is closed for traffic.

The Station Master at Ravenscar will hand the staff to the foreman in charge of the work after the passing of the last train, and the operations of the Engineering Department will be protected in accordance with Rule 9 of the Regulations for Train Signalling by Block Telegraph System on Single lines of Railway, and on cessation of work the foreman will return the staff to the Station Master at Ravenscar or Robin Hood's Bay as required.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

Sunday, 17th October.

CATES SIGNAL-BOX, CASTLEFORD.

7-0 a.m. to about 5-0 p.m., relaying the Up Independent facing points and clearance bars. The Up Main and Up Independent between Castleford Gates and Whitwood Junction will be blocked, and in possession of the Engineering Department during the times named, and single line working by pilotman will be in operation on the Down line between Whitwood Junction and Castleford Station.

Signalman at Castleford Old Station box to be on duty during the progress of the work.

The Engineering Department will provide pilotman, flagmen and men to wedge points.

A ballast train will leave York at 6-0 a.m, arrive Castleford 7-0 a.m., returning to York on completion of the work about 5-0 p.m.

ULLESKELF.

8-0 a.m. to about 5-0 p.m., lifting waybeams and lines over coal cells, Pumping Station, Down Leeds line, near Ulleskelf.

All Down traffic must be worked on the Down Normanton line between Church Fenton North signal-box and Chaloner Whin Junction during the times named.

Flagmen will be provided.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 17th October,

Continued.

YORK STATION, SOUTH END.

6-0 a.m. to about 5-0 p.m., provision of water column at signal bridge, near Locomotive Yard box.

The Engineering Department will have possession of the Leeds Down Main line between points Nos. 187 and 97, immediately opposite the south end of Locomotive Yard signal-box, leading to No. 14 platform line, between the times named.

The Engineering Department will also have possession of No. 3 platform line and south end of No. 4 platform line in connection with the drainage to the water columns, during the same time.

Flagmen will be provided.

BETWEEN CROFT SPA AND ERYHOLME.

6-0 a.m. to about 5-0 p.m., between trains, the Engineering Department will be engaged loading up dirty ballast into ballast train. Traffic will not be interfered with.

Signalmen to be on duty at Croft Station, Croft Junction and Eryholme boxes during the progress of the work.

AYCLIFFE AND BRADBURY STATIONS.

6-0 a.m. to 12-0 noon, between the running of ordinary trains, the Engineering Department will be engaged loading up refuse ballast out of the Up and Down lines, and re-ballasting same, through Aycliffe Station Platform, and from 12-0 noon to 5-0 p.m. will carry out similar work on the Up and Down lines at Bradbury Station. Flagmen will be provided.

Signalmen at Ferryhill No. 3 and Preston-le-Skerne to be on duty during the time the work is in progress, and at Bradbury box from 12-0 noon to completion of work, about 5-0 p.m.

A special will leave Ferryhill at 6-0 a.m., running as required.

CENTRAL STATION, NEWCASTLE.

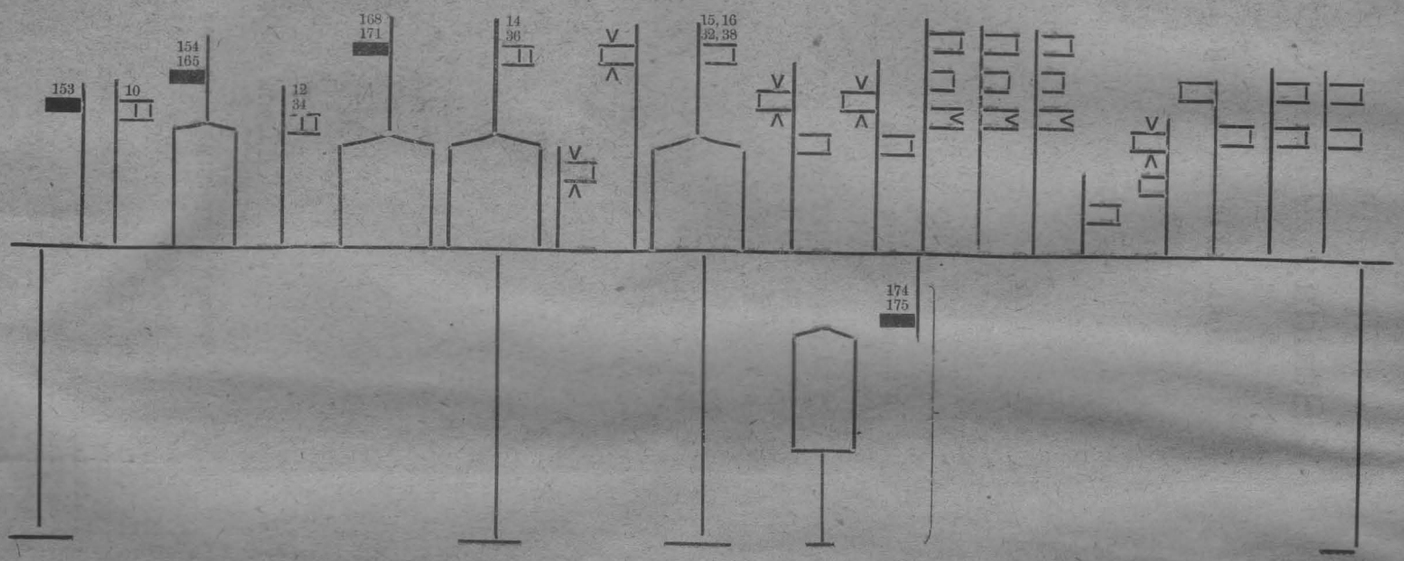
6-0 a.m. to 5-0 p.m., renewal of points and crossings leading to No. 7 platform.

No. 7 platform will be closed and platforms 8, 9, and 10 will also be affected between trains.

Sunday, 17th October—*Continued.*

No. 1 SIGNAL-BOX, CENTRAL, NEWCASTLE.

At about 9-0 p.m., the following new ordinary and new type of Indicating signals, fixed as shewn to a bridge across the lines opposite the box will be brought into use :—



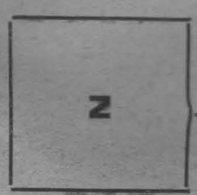
Sunday, 17th October,

Continued.

No. 1 SIGNAL-BOX, CENTRAL, NEWCASTLE—*Continued.*

Operating Lever.	Denomination.		Indication.
153	No. 2 Platform to North	ordinary signals	None
10	No. 2 Platform from North	...	None
154	No. 3 Platform to North	...	N
165	No. 3 Platform to South	...	S
12	No. 3 Platform from North	ordinary signals	None
34	No. 3 Platform from South	...	None
168	To South from No. 4	...	S
171	To South from No. 5	...	S
14	No. 4 Platform from North	...	N
36	No. 4 Platform from South	...	S
174	To North	...	S
175	To South	...	N
15	No. 5 Platform from North	...	N
16	No. 6 Platform from North	...	N
32	No. 5 Platform from South	...	S
38	No. 6 Platform from South	...	S

When the points in connection with above signals have been set, and the line is clear for a train to start, the signal arm will be lowered, and an indication given as above, as to where the train is to proceed, will be exhibited thus :—



SIGNALS DISPENSED WITH.

No. 2 Platform to North.
No. 3 Platform to South.
No. 3 Platform from South.
To South from No. 5.
No. 4 Platform from South.
No. 5 Platform from North.
No. 5 Platform from South.

No. 2 Platform from North.
No. 3 Platform from North.
To South from No. 4.
No. 4 Platform from North.
To South.
No. 6 Platform from North.
No. 6 Platform from South.

Sunday, 17th October,

Continued.

SOUTH SIGNAL-BOX, BEDLINGTON.

12-5 a.m. to about 6-0 p.m., renewing gate connections. The gate will be disconnected, Distant signals will stand at danger, and the level crossing will be protected by groundmen provided by the Engineer. A signalman to be on duty during the progress of the work.

BLYTH JUNCTION SIGNAL-BOX, BLYTH.

6-0 a.m. to 6-0 p.m. renewing facing points on Down line. Flagmen will be provided by the Engineer. Drivers to keep a sharp look out for hand signals.

EAST SIGNAL-BOX, GOSFORTH.

1-0 a.m. to 6-0 a.m., cleaning and overhauling switch gear.

BETWEEN WALLSEND AND HOWDON.

12-20 a.m. to about 12-0 noon renewal of points and crossings at Church Pit Crossing.

After about 12-20 a.m. the Down line will be closed and single line working by pilotman will be in operation on the Up line between Wallsend and Howdon until about 6-0 a.m. During this time the current will be switched off both lines by the removal of terminals between Carville Sub-station and North Eastern Marine Company's level crossing.

6-0 a.m. to about 12-0 noon the Up line will be closed and single line working by pilotman will be in operation on the Down line. During this time the current will be switched on and off as required.

The Engineer will provide pilotman and flagmen.

Signalman at Wallsend Station box to be on duty during the progress of the work.

An engine will leave Heaton Junction with wagons and steam cranes at 11-30 p.m. on Saturday, 16th October, for Church Pit Sidings.

TYNEMOUTH.

12-5 a.m. to 7-0 a.m., painting Tynemouth Road Bridge. Flagmen will be provided by the Engineer.

Sunday, 17th October,

Continued.

No. 4a SIGNAL-BOX, CARLISLE.

7 0 a.m. until about 6-0 p.m., repairing point connections. Drivers of trains must be prepared to work to hand signals.

STATION SIGNAL-BOX, MILLFIELD.

12-5 a.m. to 12-0 midnight, renewing wall boxes and raising connections. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman, by flagmen provided by the Engineer.

BALLAST CROSSING SIGNAL-BOX, HARTLEPOOL.

12-5 a.m. to about 4-0 p.m., renewing wall boxes and raising connections. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman, by flagmen provided by the Engineer.

Signalman to be on duty during the progress of the work.

THROSTON BRIDGE, HARTLEPOOL.

6-0 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineer will have possession of the Up and Down Main lines for the purpose of carrying out alterations at this place.

Flagmen will be provided.

BELL'S BANK FOOT SIGNAL-BOX, PORT CLARENCE.

8-30 a.m. to about 5-0 p.m., the Signalling Department will be engaged erecting signals at this place.

Flagmen will be provided by the Engineering Department to protect operations, and drivers must keep a good look out for hand signals.

Signalman to be on duty.

MIDDLESBROUGH.

6-0 a.m. to 5-0 p.m., renewal of Down line at Sussex Street Crossing, and renewal of points from Down line to Carriage sidings. Traffic will not be interfered with. Flagmen will be provided.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 17th October.

Continued.

BETWEEN GRINKLE AND STAITHES.

6-0 a.m. to 5-0 p.m., the line will be in possession of Engineer, for the purpose of renewing Red House Bridge.

Flagmen will be provided.

In connection with this work, a special with two steam cranes, wagons containing material, workmen's carriages and van, will leave Old Coach Shops Yard, Hopetown, for Staithes, at 4-0 a.m., returning about 5-0 p.m. Engine and guard to be out at 3-30 a.m. to marshal special, and will be required on duty during progress of the work.

Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle and Staithes to be on duty to pass special in both directions, and at Staithes during progress of work.

Engine will run to Loftus to change men at 8-50 a.m. Signalmen at Grinkle and Loftus to be on duty to pass engine in both directions.

INSPECTION OF KETTLENESS AND SANDSEND TUNNELS.

In connection with the above, a special will leave West Cliff for Kettleness at 9-30 a.m , returning about 12-0 noon.

Signalmen at Bog Hall, Prospect Hill, West Cliff and Kettleness to be on duty to pass special in both directions, and at Kettleness during the time the inspection is in progress.

GELDARD JUNCTION SIGNAL-BOX, HOLBECK.

6-0 a.m. to 6-0 p.m., renewing crossing at Geldard Junction.

The Up line between Geldard Junction and the G.N. "B" box will be blocked during the time the work is in progress, and single line working by pilotman will be in operation between the G.N. "B" box and Geldard Junction.

All trains in and out of Leeds Yard must pass along the lines used for N.E. trains.

Traffic usually dealt with at Geldard Junction sidings must be dealt with at Armley.

Pilotman, flagmen and men to wedge points will be provided by the Engineering Department.

Signalman at Geldard Junction to be on duty during the time the work is in progress.

A special train will leave Starbeck at 6-0 a.m. for Geldard, returning to Starbeck about 6-0 p.m.

Signalmen at Starbeck, Stonefall, Pannal Junction, Rigton, Arthington South, Moseley and Headingley Station, and gateman at Headingley Gates to be on duty to pass the special in both directions.

The engine will not be required during the day.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 17th October,

Continued.

WEST SIGNAL-BOX, LEEDS.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, putting No. 40 points to gauge and changing stock rails of No. 36 points. Flagmen will be provided.

EAST BOX, MARSH LANE.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, re-sleepering and changing crossings, Up and Down Main lines.

Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

WEST JUNCTION SIGNAL-BOX, SELBY.

5-0 a.m. to 5-0 p.m., the interlocking will be disconnected for the purpose of repairs.

All signals will stand at danger, and traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

BETWEEN COTTINGHAM AND BEVERLEY.

6-30 a.m. to about 6-0 p.m., the Engineer will load up a quantity of old material. Ordinary traffic will not be interfered with.

Signalmen at Cottingham North, Beverley Park, Fleming Gate, Beverley Station and Cherry Tree boxes, and the gatekeepers at Chantry Lane, Snuff Mill and England Springs Crossings to be on duty during the time the work is in progress.

In connection with this work, an engine and train of empty wagons will leave Hessle Road Junction (Hull) at 6-45 a.m. for Cottingham, via Newington and Cottingham Junction. The special will follow from the latter place the 7-0 a.m. Ordinary Passenger train ex Paragon.

Workmen will be picked up at Cottingham, and work at once commenced.

The special will proceed to Beverley during the morning, probably about 10-0 o'clock, to exchange wagons, and it may be necessary for the train to go again to that place for the same purpose during the afternoon, probably about 2-0 o'clock, after which the special will work homewards, passing Cottingham about 5-30 p.m. for Hessle Road Junction (Hull), via Cottingham Junction and Newington, the engine subsequently going into the Dairycoates Shed.

Signalmen at Hessle Road Junction, Newington, and Cottingham Junction, and gatekeepers at Thwaite Gates, Grove Hill and Cherry Tree Crossings to be on duty to pass the special in each direction.

Monday, 18th October.

STATION SIGNAL-BOX, MILLFIELD.

12-1 a.m. to about 4-0 p.m., renewing wall boxes and raising connections. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman, by flagmen provided by the Engineer.

NEW BRANCEPETH COLLIERY SIGNAL-BOX, USHAW MOOR.

At 8-30 a.m., the following new signal will be brought into use :—

13. Down Advanced Starting.

Erected on the Down side of the line, about 590 yards east of the box.

STATION SIGNAL-BOX, POPPLETON.

The following alteration will be made in the signalling arrangements at this place :—

Up Distant signal

The existing signal will be dispensed with, and replaced by a new one fixed on the Up side of the line, 27 yards further from the signal-box.

All other signals will remain unaltered.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Between Smithies and Wharncliffe Wood Moor Boxes (Staincross).—On Sunday, 17th October, from 4-0 a.m. to 6-0 p.m., taking off girders and erecting new girders of underbridge 11 to 10¾ mileage. The Up line between the above-named points will be blocked and during this time all traffic will be worked over the Down line in charge of pilotman.

Mr. Jones to arrange pilotman.

Ballast engine will act as pilotman.

Wharncliffe Carlton, Wharncliffe Woodmoor and Smithies boxes must be open.

Between Marshgate and Barnby Dun.—Until further notice, construction of overbridge by contractors for Doncaster avoiding line ¼ and ½ mileage. Up and Down lines.

Fogsignalling Machines.

A fogsignalling machine has been fixed at Greasbro' Road Down Distant, Rotherham Road.

Roundwood Ground Frame, Parkgate and Aldwarke.—The trailing connection on the Down side has been disconnected and fastened for the Down Main line and the signals applying to the same dispensed with.

The Down Distant for Roundwood and Aldwarke Station box at present fixed under the ground frame Home signal will be refixed as top arm.

The trailing connection from the Up sidings will be worked from the new signal-box adjacent to the ground frame and the latter dispensed with.

The signals applying to the same and the Annett's Key Control remain unaltered.

These alterations will come into operation on Monday, October 11th.

Closing of Signal-boxes on Sundays.—The signals worked from signal-boxes which are closed on Sundays will not be placed at Danger for the protection of passenger trains booked to stop at the stations on Sundays. In the event of a passenger train being detained from any cause at any of these stations on Sundays for more than three minutes while the signal-box is closed, the Station Master or person in charge will be held responsible for the Guard or some other competent person protecting the train, in accordance with Rule 217 in the Company's Book of Rules and Regulations.

During the time a signal-box is closed, a train, engine, or vehicle must not be allowed to pass between the Main lines and sidings or between one Main line and the other at the place.

Horse, carriage, cattle or other similar traffic must not be accepted to be dealt with at a station during the time the signal-box is closed.

Conisboro' Cadeby Signal-box.—Reconstruction of bridge over River Don.—The Down Main line has been relaid on the site of the temporary middle siding. Trailing points have been made in the new Down Main line, 242 yards west of the signal-box leading to Up Main or Colliery Sidings.

UP SIGNAL.

The Up Main Outer Home signal, which is also Conisboro' Up Advance Starter, has been refixed by the left hand side of the Up Main line.

DOWN SIGNAL.

The Down Main Inner Home, carrying also Conisboro' Down Main Inner Distant, has been refixed at the fouling of cross-over road in its new position.

A disc signal fixed between Up Main and Down Main lines, 242 yards west of the signal-box, will control trains from Down Main to Up Main or Colliery Sidings.

A disc signal fixed between Up and Down Main lines, 167 yards west of the signal-box, will control trains from Up Main to Down Main.

The old crossover road and discs for same have been dispensed with.

Conisboro'—Cadeby Signal Box.—Temporary alteration during re-construction of bridge over River Don.

The Up main line has been diverted on to the new portion of the bridge.

The diversion commences 100 yards west of the bridge, and on the east side of the bridge the former shunting neck now becomes the Up main line, the diversion terminating 200 yards east of the bridge

Trap points have been laid in the western outlet from Nos. 2 and 3 Sidings at the fouling with diverted Up main line.

The western outlet from No. 1 Siding has been closed.

The closed portion of the Up main line is now used as a Siding.

Conisboro' Up Starter, which is also Cadeby Outer Home Signal, is now on the left hand side of the Up main line during the diversion.

The signal controlling trains from western outlet of Sidings to Down main line has been removed and refixed by the side of the outlet traps from Nos. 2 and 3 Sidings and apply from these Sidings only.

Cadeby Up Distant signals will stand at "Danger."

Between Doncaster and Conisborough.—Until further notice, renewal of superstructure of Conisborough Bridge, 18½ to 18¼ mileage. **Trains to reduce speed to 15 miles per hour. Down line affected.**

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards provided in accordance with rule 253,, clause E.

Between Wath and Mexbro'.—Until further notice, lifting Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Sheffield Nos. 3 and 4 Boxes.—Until further notice, painting station roof and buildings, 41¼ and 41½ mileage, from 6-0 a.m. to 6-0 p.m. daily. Up and Down Mains, Loops and Sidings. It is important that all engines arriving and standing are quiet in steam, and clean fires to prevent steam and smoke interfering with the work.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Doncaster South and Marshgate Junction Signal-boxes.—Sunday, 17th October, 6-0 a.m. to 8-30 a.m. Contractors will be engaged in unloading large girder for new Corporation Bridge at Marshgate. Absolute possession of Down Main line will be required, and during time named all traffic must be worked over Up Main line between Marshgate Junction and Doncaster South under single line working regulations.

Possession of the Up Main line will also be required between trains.

From 8-30 a.m. until the work is completed possession of the Down Main line will be required between trains, and the Up Main line will also be fouled as may be necessary between trains.

Under no circumstances must anything foul the single line unless the pilotman is present and gives permission.

Flagmen will be provided as follows :—

One at Marshgate Junction Up Main line Distant signal.

One at Marshgate Junction Up G.C. line Distant signal.

One at Marshgate Junction Up West Riding Distant signal.

One at place where work is in hand.

All points run through facing way to be clamped over and padlocked.

An engine and two steam cranes will be engaged.

Bentley Colliery.—Until further notice, laying in sidings and crossing work.

Through Carcroft Station Platforms.—Until further notice, laying in new drain and building cesspits. Up and Down lines affected.

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour ; nor mus the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected. Ladders in use.

Between Shakespeare and Sand Bank, Doncaster.—Until further notice, repairing Balby Bridge, No. 324. Ladders in use. Up Fast and Up Slow Goods lines affected.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Wakefield, Calder Bridge Junction.—Sunday, 17th October, relaying points and crossings, 6-0 a.m. to 6-0 p.m. or until completed. The Down line will be blocked and traffic worked over the Up line between Wakefield East Junction box and Calder Bridge box. Traffic from the Fork line and Exchange sidings to be worked over the Up Fork line from 6-0 a.m. to 12-0 noon, and over the Down Fork line from 12-0 noon to 6-0 p.m. between Whitham's siding box and Calder Bridge box. Down lines.

Pontefract East Junction and Burton Salmon Junction, Knottingley.—Sunday, 17th October, 6-0 a.m. to 6-0 p.m., drawing rails back. Up and Down lines. Flagmen will be out.

Brighouse, Anchor Pit Junction.—Sunday, 17th October, 6-0 a.m. to 5-30 p.m., cleaning and overhauling locking. The locking will be disarranged as required. Anchor Pit Junction box to be open.

Sharlston.—Tuesday, 19th October, 8-0 a.m. to 5-0 p.m., the Down Starting for Sharlston station, with Distant for Streehouse West, will be out of use during repairs to fittings.

Halifax Goods Yard.—Wednesday, 20th October, 7-0 a.m. to 5-0 p.m., cleaning and overhauling locking. The locking will be disarranged as required.

Snydale East and West.—Wednesday, 20th October, 8-0 a.m. to 5-0 p.m., the Down Starting for Snydale West, with inner Distant for Snydale East, will be out of use during repairs to fittings. The Up Starting for Snydale East with inner Distant for Snydale West, will be out of use during repairs to fittings.

Between Mirfield No. 5 Box and L. & N.W. Junction.—Reballasting Up and Down South lines.

Between Tanshelf and Featherstone.—Reballasting. Up and Down.

Knottingley—Between Headlands Bridge and Lord Hawke's Box.—Drawing back rails—Up and Down lines.

Knottingley.—Reballasting all lines through station. Up and Down Goole and Doncatser lines.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

WORKING OF WAGONS WITHOUT BRAKE VAN.

Station.	Points.	Remarks.
Normanton	Lockes Siding and Goose Hill Junction ...	Wagons.
Featherstone	Featherstone Station to Colliery signal-box	Wagons.
	Propelling.	
Featherstone	Featherstone Colliery box to Featherstone Station	Wagons.

Trains detained at Home or Starting Signals—Rule 55.

Signal Box.	Signal.	Apparatus.
Wyke Junction	Up Outer Home ...	Track circuit with bell communication.
Anchor Pit Junction ...	Down Outer Home ...	Do.

London & North Western Company's Notices.

St. Nicholas Yard, Carlisle, Upperby Junction and Sorting Siding Boxes.—The siding will be blocked as required. Brakesmen, shunters, and others to keep a sharp look-out for materials lying alongside the sidings. Relaying points and crossings, all week.

Midland Company's Notices.

Between Rawmarsh and Masboro'.—Sunday, 17th October, from 7-0 a.m. until about 12-0 noon, the Engineer will have possession of the Up and Down Fast lines, and, from about 1-0 p.m. until the work is completed (about 4-0 p.m.), possession of the Up and Down Slow lines at Carr House Colliery Sidings, for the purpose of taking out connections. Mr. Simmons will make the necessary arrangements.

On the same day, commencing at 6-0 a.m., the following alterations will be made :—

The Down Goods line from Masborough Station North Junction to Park Gate Junction will be used as a siding. Trains will not be signalled either in accordance with the Block Telegraph Regulations or in accordance with the General Regulations for Train Signalling by Telegraph Bells on the siding alongside the Down Fast line bewteen Masboro' Station North Junction and Park Gate Junction, and Drivers must run at a slow speed and be prepared to stop short of any obstruction that may exist on the siding.

PARKGATE JUNCTION.

A new signal, with two arms on the same side of the post, to regulate the running of trains on the Up Fast line, will be brought into use; the upper arm will be the Park Gate Junction Up Fast line Starting signal, and the lower arm the Masborough Station North Junction Up Fast line Distant signal.

A new three-armed bracket signal alongside the Up Slow line, to regulate the running of trains on that line, will be brought into use; the upper arm on the right-hand post will be the Park Gate Junction Up Slow line Starting signal, and the lower arm on that post the Masboro' Station North Junction Up Slow line Distant signal, applicable to trains going on to the Up Fast line; the arm on the left-hand post will be the Masboro' Station North Junction Up Slow line Distant signal, applicable to trains going forward on the Up Slow line.

The Distant signal for the Down Fast line will be superseded by a new signal alongside that line.

The Distant signals for the Down Slow line will be superseded by a two-armed bracket Distant signal between the Fast and Slow lines; the left-hand arm will apply to trains going on to the Down Fast line, and the right-hand arm to trains going forward on the Down Slow line.

The signals now used to regulate the running of trains approaching on the Down Goods line will be disdensed with, and a three-armed dwarl signal, to regulate the running of trains from all the sidings on the Down side of the line south of the signal-box, will be brought into use; the upper arm will apply to trains going into the Colliery sidings, the middle arm to trains going on to the Down Fast line, and the bottom arm to trains going on to the Down Slow line.

The single-armed signal regulating the running of trains from the Colliery sidings on to the Up Fast and Up Slow lines will be superseded by a two-armed bracket signal; the right-hand arm will apply to trains going on to the Up Fast line, and the left-hand arm to trains going on to the Up Slow line.

An alteration will be made in the interlocking.

This signal-box will be kept open as long as required.

CARR HOUSE COLLIERY SIDINGS.

This signal-box will be closed, and the Main line connections and signals worked therefrom will be dispensed with.

The connection between the Carr House Colliery Sidings and the siding alongside the Down Fast line (present Down Goods line) will be worked by Guards and Shunters from a stage.

MASBORO' STATION NORTH JUNCTION.

New safety points in the siding alongside the Down Fast line (present Down Goods line) near the signal-box, and a new dwarf signal near the safety points to regulate the running of trains from the siding on to the Down Goods line at the back of Masboro' Station, will be brought into use.

An alteration will be made in the interlocking.

Holbeck.—Sunday, 17th October, from 7-0 a.m. until the work is completed (about 4-0 p.m.), the Engineer will, between the running of trains, have possession of the Up and Down Fast and Up and Down Slow lines, alternately, as required, at Holbeck Station, for the purpose of fixing pipes under the G.N. Railway Overbridge. Ladders will be placed on the Main lines as required. Mr. Hawkins will make the necessary arrangements, and appoint a competent man to be in attendance during the time the work is being carried out.

Shipley.—Sunday, 17th October, from 6-0 a.m. until the work is completed, the Engineer will have possession of the Down Main line between Bradford Junction and Bingley Junction, for the purpose of renewing points and crossings. During the operation, single line working will be adopted on the Up Main line between Bingley Junction and Bradford Junction. Mr. Hawkins will make the necessary arrangements, and appoint a pilotman.

On the same day, the points in the Down Main line to Bingley Junction, and the ground Disc signal giving permission for trains to set back from that line will be placed 20 yards nearer Bingley Junction

Drivers of Down Goods and Mineral trains must, when passing Bradford Junction, whistle three times if not requiring to stop at Manningham Sidings.

Rawdon Junction.—Monday, 18th October, commencing at 9-0 a.m., the Starting signal applicable to trains going towards Yeadon will be dispensed with. An alteration will be made in the interlocking.

Armley.—Until further notice, the Engineer will be engaged reconstructing Bridge No. 20 at Armley Station and building new platforms between the Armley Station Bridge and the Armley Canal Bridge.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

Between Baildon and Esholt.—Until further notice the Engineer will be engaged repairing brickwork in the Baildon Nos. 1 and 2 tunnels.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

1099

NORTH EASTERN RAILWAY.

O. 3670.

General Superintendent's Office,

YORK, 28th October, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 30th October, 1909,

TO

SATURDAY MIDNIGHT, 6th November, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Between Selby and Henwick Hall signal-box, Temple Hirst	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed at 171¼ miles, Down line and 172¾ miles, Up line.
Selby Swing Bridge	30 miles	Passenger trains.
	20 miles	Other trains.
Normanton and Newcastle.		
Between Croft Spa Station and Dalton Bank, Up and Down Lines	20 miles	Slag ballasting and lifting lines. Warning boards as per Rule 253 (e) are fixed.
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Between Annfield Plain Station and East Castles Junction, 9 to 9½ miles (Up and Down lines)	15 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Kirkby Stephen and Clifton.		
Between Kirkby Stephen and Musgrave	5 miles	Repairs to Scandale Beck Bridge. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Brotton and Middlesbrough, via Guisborough.		
Between Boosbeck and Brotton and between Boosbeck and North Skelton, 100 yards in all directions from Priestcroft Junction	10 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions
Normanton to Newcastle.			
Between Castleford and West Riding Colliery	Relaying from 21¼ miles to 22¼ miles	Up	
	Relaying from 22 miles to 22¼ miles	Down	
Between Fryston and Castleford	Relaying from 19 miles to 20 miles	Up	
	Relaying from 18¾ to 20 miles and from 21¼ miles to 22 miles	Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
Ferryhill to Newcastle via Leamside.			
Shincliffe	Resleepering 61½ miles to 62 miles...	Up	
Newcastle to Tynemouth via Backworth.			
Benton East Junction to Backworth	Relaying from 4¾ miles to 5¼ miles	Down	
Newcastle to Carlisle.			
Wylam	Relaying from 8¼ miles to 8¾ miles...	Down	
Between Stocksfield and Riding Mill	Relaying from 14¾ miles to 15¼ miles	Down	
St. Nicholas	Relaying from 59½ miles to 59¾ miles	Down	
Tyne Dock to Annfield Plain.			
Beamish Junction ...	Slewing lines	Up and Down	
South Dock to Ryhope.			
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
South Dock to Seaham.			
Between Hendon Junction, and Ryhope Grange Junction	Relaying	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Sunderland to Castle Eden.		
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Between Pallion and Millfield	Relaying from 4 miles to 4¾ miles...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ½ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles .	Up and Down	
Between Bp. Auckland Goods and North Jcts.	Relaying from 14½ miles to 14¾ miles	Up	
Between Bp. Auckland North and East Junctions	Relaying from 14¾ miles to 15 miles	Up and Down Platform and Up and Down Mineral	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ...	Up	
	,, ,, ½ ,, ,, 2 ,, ...	Down	
	Bishop Auckland to Barnard Castle.		
St. Helen's Colliery Junction	Renewal and alteration of points and crossings	Up and Down	
	Darlington to Consett.		
Bishop Auckland East Junction	Relaying from 10½ miles to 10¾ miles	Up and Down	
West of Bishop Auckland Station	Relaying from 10¾ miles to 11 miles	Down	
Between Baxton Bank and Salters Gate	Relaying from 24¾ miles to 26 miles	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Wear Valley Junction to Wearhead.		
Between Witton West Junction and Witton-le-Wear	Relaying from 14¼ miles to 14¾ miles	Single	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Lartington Quarry Junction	Relaying from 18½ mls. to 18¾ mls.	Up	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Saltburn to Whitby.		
Brotton	Relaying from 30¾ miles to 33¾ miles and from 32 miles to 32¾ miles ..	Down Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Norton East Junction	Renewal and alteration of points and crossings	Up and Down	
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between Milford Junction and Gascoigne Wood	Relaying from 7 miles to 7¼ miles	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down	
		Fast and Down Slow	
Hull Goods Yard Manor House Bridge	Relaying from ¼ mile to ½ mile ...	Up and Down	
	York to Beverley.		
Between Earswick and Warthill	Relaying from 3¾ miles to 5 miles ...	Down	
Between Holtby and Stamford Bridge	Relaying from 7 miles to 10 miles ...	Down	
Cherry Burton ...	Relaying from 30 miles to 32¾ miles	Down	
	Hull to Seamer.		
Beverley	Relaying from 4¼ miles to 6¼ miles...	Up	
,, ...	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
Carnaby	,, ,, 28½ miles to 29¼ miles	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
	Wear Valley Junction to Wearhead.		
West of Witton West Junction	Relaying from 14¼ miles to 15 miles	Single	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN SELBY AND HENWICK HALL SIGNAL-BOX, TEMPLE HIRST.

Until further notice the Engineering Department will be engaged slag ballasting and lifting the Up and Down lines 172¼ to 174¼ miles.

For speed restriction see page 1100.

BETWEEN CROFT SPA STATION AND DALTON BANK.

Until further notice the Engineer will be engaged slag ballasting and lifting the Up and Down lines between the above named points.

For speed restriction see page 1100.

BLYTH JUNCTION SIGNAL-BOX, BLYTH.

From 12-1 a.m., Sunday, 31st October to 11-59 p.m., Saturday, 6th November, renewing level crossing gates and connections. The distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

STATION SIGNAL-BOX TRIMDON.

Until further notice, raising of signal-box, and re-arranging signals, etc. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st October.

GATES SIGNAL-BOX, CASTLEFORD.

9-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

FERRYBRIDGE.

7-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, changing and re-sleepering crossings in the Down line. Flagmen will be provided.

Signalman at Ferrybridge to be on duty during the time the work is in progress.

COPMANTHORPE.

8-0 a.m. to about 6-0 p.m., taking out clay from under points No. 19, Normanton Up line.

All traffic after the passing of the 7-55 a.m. train ex York must be worked on the Up Leeds line between Chaloner Whin Junction and Bolton Percy.

Flagmen will be provided.

Bolton Percy box to be open continuously until 10-0 p.m.

LOCOMOTIVE YARD SIGNAL-BOX, YORK.

6-0 a.m. to about noon, the interlocking will be disconnected for the purpose of alteration.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

BETWEEN OTTERINGTON AND HUTTONS WOOD SIGNAL-BOX, NORTHALLERTON.

6-0 a.m. to 5-0 p.m., the Engineer will be engaged loading up old material. Traffic will not be interfered with. Signalmen at Huttons Wood and Otterington Station to be on duty during progress of work.

In connection with this work, a special train conveying workmen will leave Darlington at 6-0 a.m., returning about 5-0 p.m.

NORTHALLERTON.

6-0 a.m. to 5-0 p.m., the Engineer will be engaged repairing the arch of tunnel carrying the Main lines over Leeds Northern lines. Traffic will not be interfered with. Flagmen will be provided.

RELLY MILL JUNCTION, DURHAM.

7-0 a.m. to 6-0 p.m., renewal of points and crossings.

ALL TRAINS NOT BOOKED TO STOP AT DURHAM MUST RUN VIA LEAMSIDE AND SHINCLIFFE.

Signalman to be on duty at Relly Mill Junction during the progress of the work.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st October,

Continued.

No. 2 SIGNAL-BOX, NEWCASTLE.

At 12-5 a.m., the following signals will be dispensed with :—

3. Up Distant to No. 8 Platform.
4. Up Distant to No. 9 Platform.

No. 4 SIGNAL-BOX, NEWCASTLE.

At 12-5 a.m., the following signal will be dispensed with :—

90. No. 10 Platform Down Distant.

No. 1 SIGNAL-BOX, NEWCASTLE.

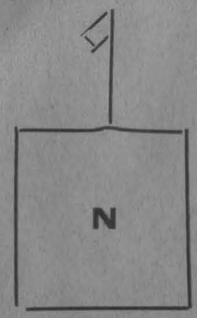
From about 2-0 a.m. to about 6-0 p.m., between trains, erecting signals. Nos. 8, 9 and 10 platform lines and goods lines will be affected. Flagmen will be provided by the Engineer.

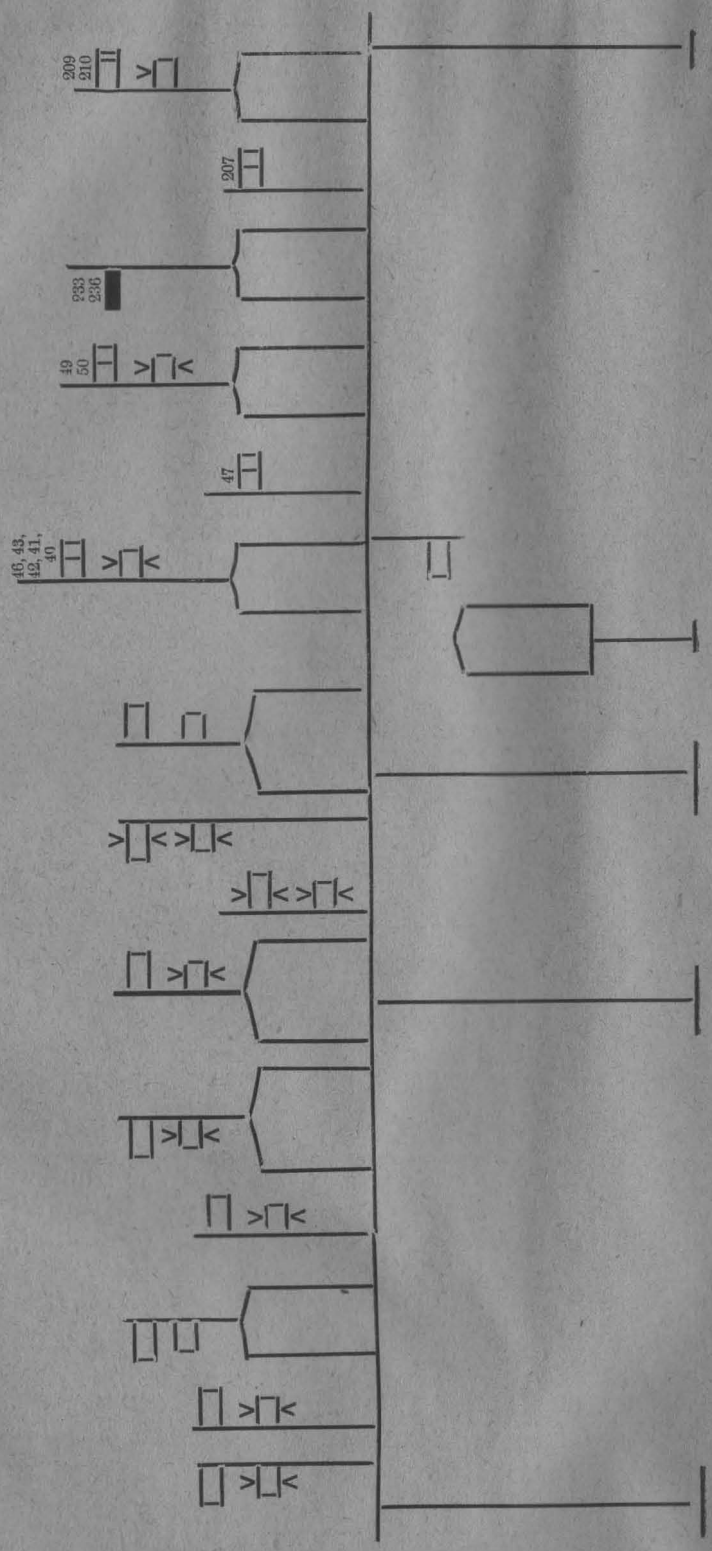
An engine with hand crane and wagons will leave Park Lane, Gateshead, via King Edward Bridge, at 12-5 a.m. for Newcastle, and return thence about 6-0 p.m.

At about 9-0 p.m. the following new ordinary and new type of indicating signals, fixed as shewn to a bridge opposite the box, will be brought into use.

Lever.	Denomination.	Indication.
40	Calling on and To No. 6 Platform	6
41	Calling on and To No. 7 Platform	7
42	Calling on and To No. 8 Platform	8
43	Calling on and To No. 9 Platform	9
46	Calling on and To No. 10 Platform	10
47	To Station Sidings (Ordinary Signal)	None
49	South Main Down to No. 4 Goods	4
50	South Main Down to No. 3 Goods	3
207	South Down Goods to Station Sidings (Ordinary Signal) ...	None
209	To No. 4 Goods Line	4
210	To No. 3 Goods Line	3
233	Goods to Tynemouth	T
236	Goods to South	S

When the points have been set and the line is clear for a train the signal arm will be lowered and an " Indication " given as above as to where the train is to proceed will be exhibited, thus :—





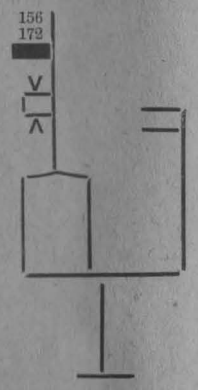
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st October,

Continued.

No. 1 SIGNAL-BOX, NEWCASTLE—*Continued.*

Lever.	Denomination.	Indication.
156 172	No. 5 Platform to North... ... . No. 5 Platform to South...	N S



Erected as shewn on the end of No. 5 platform, about 50 yards west of the box.

SIGNALS DISPENSED WITH—

No. 5 Platform to North. **No. 5 Platform to South.**
To No. 6 Platform. **To No. 7 Platform.**
To No. 8 Platform. **To No. 9 Platform.**
To No. 10 Platform.
South Main Down to No. 4 Goods.
South Main Down to No. 3 Goods.
South Down Goods to Station Sidings.
To No. 4 Goods Line. **To No. 3 Goods Line.**
Goods to Tynemouth. **Goods to South.**

BETWEEN ARGYLE STREET BOX, MANORS AND SOUTH JUNCTION BOX, HEATON.

12-5 a.m. to 6-0 p.m., re-ballasting Up Main North line at east end of Ouseburn Viaduct.

The Up and Down Main North lines will be closed between Argyle Street and Heaton South Junction and the electric current in connection with both lines will be switched off between the same points. The Engineer will provide flagmen and remove the necessary terminals.

An engine with wagons will leave Heaton Junction at 11-30 p.m. on Saturday, 30th October.

Sunday, 31st October,

Continued.

BETWEEN CARVILLE SUBSTATION AND RIVERSIDE JUNCTION, HEATON.

6-0 a.m. to 5-0 p.m., taking off third rail and fixing cables at Iron Girder Bridge, Walker Station.

The Up and Down lines will be closed against electric traffic between Carville Substation and Riverside Junction.

The current not to be switched on without first advising the Permanent Way Inspector.

Engineer's Department will provide flagmen and remove terminals.

BETWEEN EARSDON JUNCTION AND PERCY MAIN NORTH JUNCTION.

From 6-0 a.m. to 12-0 noon, the Engineer will have possession of the Up line, and from 12-0 noon to 6-0 p.m., possession of the Down line for the purpose of renewing waybeams on underline bridge near Shiremoor. Flagmen will be provided.

TYNEMOUTH.

12-5 a.m. to 7-0 a.m., painting Tynemouth Road Bridge. Flagmen will be provided by the Engineer.

NEWSHAM JUNCTION.

6-0 a.m. to 6-0 p.m., lifting lines. Drivers to keep a sharp look-out for hand signals. Flagmen will be provided.

BETWEEN SCOTSWOOD AND LEMINGTON.

1-0 a.m. to 7-0 p.m., renewal of Montague Colliery Bridge.

Both lines will be in possession of the Engineer except that single line working by pilotman will be in operation on the Down line between Walbottle and Montague Colliery Boxes to pass the following trains :—

1-30 p.m. passenger train Newcastle to North Wylam, and
2-15 p.m. passenger train North Wylam to Newcastle.

Pilotman and flagmen will be provided by the Engineer.

Signalmen to be on duty at Montague Colliery Box during the progress of the work, and at Walbottle box during single line working.

An engine with cranes and wagons will leave Park Lane, Gateshead, at 12-5 a.m. for Montague Colliery Bridge, returning at about 7-0 p.m.

Sunday, 31st October,

Continued.

No. 3 SIGNAL-BOX, CARLISLE.

5-0 a.m. to about 7-0 p.m., the Caledonian Up and Down Main lines near No. 3 box will be closed for renewal of bridge over the river. All traffic will be worked by means of temporary crossings over the Up Goods line.

The Drivers of all trains over the Joint Goods line between No. 3 box and Dentonholme North Junction box must be prepared to work to hand signals.

THROSTON BRIDGE, HARTLEPOOL.

6-0 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineering Department will have possession of the Up Main line for the purpose of carrying out alterations. Flagmen will be provided.

EAST JUNCTION SIGNAL-BOX, NORTON-ON-TEES.

6-0 a.m. to 5-0 p.m., between the running of ordinary trains, the Engineering Department will have possession of both Up and Down lines for the purpose of renewing the points and crossings. Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

HAVERTON HILL.

9-15 a.m. to 4-0 p.m., renewal of timbers on bridges Nos. 1 and 2.

After passing of 9-12 a.m. ex Port Clarence, the Engineering Department will have possession of the Up line, and after passing of 9-35 a.m. ex Billingham, possession of the Down line between times named. Flagmen will be provided by the Engineer.

BELL'S BANK FOOT, PORT CLARENCE.

4-0 a.m. to 6-0 p.m., putting in slip shunts. All lines will be in possession of the Engineer. The present Down line will be diverted on to the Down Independent, which will become the permanent Down Main, and present Down line will become the Up Main line over the bridge.

In connection with this work, a workmen's special will leave Middlesbrough for Port Clarence at 4-0 a.m., returning about 6-30 p.m.

Signalmen at Middlesbrough East, Middlesbrough West, Thornaby East, Bowesfield Junction, Hartburn Junction, Bishopton Lane, Primrose Hill, Norton Station, Billingham Junction, Haverton Hill Station, Bell's Bank Foot and Port Clarence Junction to be on duty to pass the special in both directions, and the signalman at Bell's Bank Foot during the progress of the work.

Sunday, 31st October,

Continued.

NORTH SIGNAL-BOX, BISHOP AUCKLAND.

From 6 0 a.m. to 6-0 p.m., between the running of ordinary trains, the Engineer will have possession of both Up and Down lines between North and Goods Junctions for the purpcse of relaying the Up line and altering in position the crossover.

Flagmen will be provided.

Signalman at North box to be an duty during the time the work is in progress.

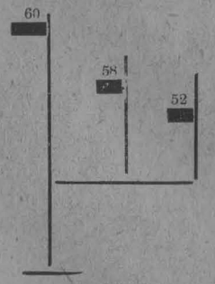
A special will leave Barnard Castle at 6-0 a.m. with gangmen, returning about 5-0 p m.

The engine will not be required during the day.

Signalmen at Barnard Castle East, Coal Road Crossing, Forthburn, Woodlands Junction, Spring Gardens Junction, West Auckland Station, St. Helen's Colliery Junction, Bishop Auckland East, and the gateman at Spring Gardens Crossing to be on duty to pass the special in both directions.

At 5-0 p.m. No. 1 crossover will be removed 20 yards further north, and the following new signals will be brought into use :—

60. Up Home.
58. Down to Up Backover No. 1.
52. Down Line Backover.



Erected as shewn on the Down side of the line, about 8 yards north of the box.

59. Goods Siding to Up.

Erected between the Goods Sidings and Loading Dock line, about 27 yards south of the box.

SIGNALS DISPENSED WITH—

Up Home. **Down to Up Backover No. 1.**
Down Line Backover. **Goods Siding to Up.**

Sunday, 31st October,

Continued.

BETWEEN SALTBURN AND NORTH SKELTON.

7-0 a.m. to 5-0 p.m., renewal of way and removal of bridge timbers at Longacres Bridge. Engineer will have possession of Up line between the times named. Flagmen will be provided.

MAUNBY BRIDGE, BETWEEN NEWBY WISKE AND PICKHILL.

7-0 a.m. to 5-0 p m., the Engineering Department will have possession of the Up line between the times named for the purpose of rechairing the Up road over Maunby Bridge. Flagmen will be provided by the Engineer.

WEST SIGNAL BOX, LEEDS.

7-0 a.m. to about 5-0 p.m., renewing No. 13 points.

The Engineering Department will have possession of No. 4 Platform line between the times named.

Flagmen will be provided.

BETWEEN CHURCH FENTON AND MICKLEFIELD.

7-0 a.m. to about 6-0 p.m., between the running of ordinary traffic, lifting colliery subsidence and loading refuse, Huddleston Cutting.

Flagmen will be provided.

Signalman at Micklefield Junction to be on duty during the time the work is in progress.

A ballast train will leave York at 6-0 a.m., arrive Micklefield 7-0 a.m., returning to York on completion of the work at 6-0 p.m.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 31st October,

Continued.

BETWEEN ANLABY ROAD JUNCTION BOX, HULL, AND JUNCTION SIGNAL-BOX, HESSLE.

5-30 a.m. to about 4-0 p.m., the Engineer will tip a train of ashes, first working between Anlaby Road and Hessle Road Junctions, this section being completed about 8-0 a.m. After exchanging the empty wagons for loaded ones at Chalk Lane Sidings, the section between Hessle Road Junction and Hessle Junction will be dealt with, the train working backward and forward between these two Junctions until the ashes are tipped. It is expected the work will be completed about 3-30 p.m., when the empty trucks will be placed in Chalk Lane Sidings, the engine subsequently returning to Dairycoates Shed.

Signalmen at Hessle Road and Hessle Junctions, and Gateman at Hessle Road Junction to be on duty during the time the work is in progress.

Signalman at Anlaby Road Junction and Gatemen at Hawthorne Avenue, St. George's Road and Anlaby Road Junction to be on duty from 6-0 a,m. to completion of the work in that section about 8-0 a.m.

Monday, 1st November,

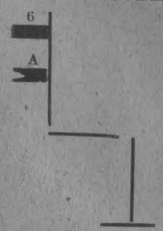
BALLAST CROSSING SIGNAL-BOX, HARTLEPOOL.

9-0 a.m. to about 3-0 p.m., removing Up Starting, Ballast Crossing, and Intermediate Up Distant, from Cemetery South, 50 yards nearer Ballast Crossing box. Flagmen will be provided by the Engineer.

At about 3-0 p.m. the above named signals, re-erected as shewn on the Up side of the line, will be brought into use.

6. Up Starting.

A. Intermediate Up Distant (*worked from Cemetery South*).



FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Between Cadeby and Conisboro' Station Boxes.—Erecting girders Conisboro' River bridge, 18½ to 18¼ mileage. Sunday, 31st October, from 6-0 a.m. to 6-0 p.m , or until the work is completed, the Down line between the above named points will be absolutely blocked, and during this time all traffic will be worked over the Up line in charge of pilotman.

Cadeby and Conisboro' Station boxes will be open.

The Up line between these points will be blocked between trains for crane working.

Doncaster Races, Thursday and Friday, 4th and 5th November.

The Loop line between Lowfield and Conisboro' will be utilised for Up Passenger trains, from 10 0 a.m. on Thursday and Friday, 4th and 5th November, until after the passing of the last Up Race special.

During the time the Up Loop line between Lowfield Crossing and Conisboro' Station is open for passenger trains, no shunting operations must be performed on the loop from the station box.

The signalman at the Lowfield box is authorised to allow trains to go forward either in the Loop or Main line for collecting purposes, as may be necessary.

Drivers must approach the Lowfield box at reduced speed.

An additional temporary bracket arm is fixed on the Up Main line starting signal as Up loop starting signal.

The signal will only be in use on the two race days between 10-0 a.m. and until the passing of the last Up Race Special.

Woodburn Junction, Sheffield.—Until further notice, laying in new junction 0 and ¼ mileage from 6-0 a.m. to 6-0 p.m. daily. All lines.

Fogsignalling Machines.

Fogsignalling machines have been fixed at the following signals :—

Place.		Signal.
Bentley Junction	....	Marshgate Down Outer Distant.
Rotherham Road	....	Greasboro' Road Down Distant.

Between Marshgate and Barnby Dun.—Until further notice, construction of overbridge by contractors for Doncaster avoiding line ¼ and ½ mileage. Up and Down lines.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Closing of Signal-boxes on Sundays.—The signals worked from signal-boxes which are closed on Sundays will not be placed at Danger for the protection of passenger trains booked to stop at the stations on Sundays. In the event of a passenger train being detained from any cause at any of these stations on Sundays for more than three minutes while the signal-box is closed, the Station Master or person in charge will be held responsible for the Guard or some other competent person protecting the train, in accordance with Rule 217 in the Company's Book of Rules and Regulations.

During the time a signal-box is closed, a train, engine, or vehicle must not be allowed to pass between the Main lines and sidings or between one Main line and the other at the place.

Horse, carriage, cattle or other similar traffic must not be accepted to be dealt with at a station during the time the signal-box is closed.

Conisboro' Cadeby Signal-box.—Reconstruction of bridge over River Don.—The Down Main line has been relaid on the site of the temporary middle siding. Trailing points have been made in the new Down Main line, 242 yards west of the signal-box leading to Up Main or Colliery Sidings.

UP SIGNAL.

The Up Main Outer Home signal, which is also Conisboro' Up Advance Starter, has been refixed by the left hand side of the Up Main line.

DOWN SIGNAL.

The Down Main Inner Home, carrying also Conisboro' Down Main Inner Distant, has been refixed at the fouling of cross-over road in its new position.

A disc signal fixed between Up Main and Down Main lines, 242 yards west of the signal-box, will control trains from Down Main to Up Main or Colliery Sidings.

A disc signal fixed between Up and Down Main lines, 167 yards west of the signal-box, will control trains from Up Main to Down Main.

The old crossover road and discs for same have been dispensed with.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Conisboro'—Cadeby Signal Box.—Temporary alteration during re-construction of bridge over River Don.

The Up main line has been diverted on to the new portion of the bridge.

The diversion commences 100 yards west of the bridge, and on the east side of the bridge the former shunting neck now becomes the Up main line, the diversion terminating 200 yards east of the bridge.

Trap points have been laid in the western outlet from Nos. 2 and 3 Sidings at the fouling with diverted Up main line.

The western outlet from No. 1 Siding has been closed.

The closed portion of the Up main line is now used as a Siding.

Conisboro' Up Starter, which is also Cadeby Outer Home Signal, is now on the left hand side of the Up main line during the diversion.

The signal controlling trains from western outlet of Sidings to Down main line has been removed and refixed by the side of the outlet traps from Nos. 2 and 3 Sidings and apply from these Sidings only.

Cadeby Up Distant signals will stand at "Danger."

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Between Wath and Mexbro'.—Until further notice lifting Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Warmsworth Siding box.—Until further notice, blasting at Messrs Lockwood, Blagden, Crawshaw and Co.'s Works. Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Doncaster South and Marshgate Junction Signal-boxes.—Sunday, 31st October, 6-0 a.m. to 8-30 a.m. Contractors will be engaged in unloading large girder for new Corporation Bridge at Marshgate. Absolute possession of Down Main line will be required, and during time named all traffic must be worked over Up Main line between Marshgate Junction and Doncaster South under single line working regulations.

Possession of the Up Main line will also be required between trains.

From 8-30 a.m. until the work is completed possession of the Down Main line will be required between trains, and the Up Main line will also be fouled as may be necessary between trains.

Under no circumstances must anything foul the single line unless the pilotman is present and gives permission.

Flagmen will be provided as follows :—

One at Marshgate Junction Up Main line Distant signal.

One at Marshgate Junction Up G.C. line Distant signal.

One at Marshgate Junction Up West Riding Distant signal.

One at place where work is in hand.

All points run through facing way to be clamped over and padlocked.

Leeds "8" box.—Monday and Tuesday, 1st and 2nd November, 7-0 a.m. to about 5-0 p.m., renewing connections to following points and lockbar :—No. 30 points, from No. 1 Down platform ; No. 54 points, Up Main to N.E. ; No. 55 points, N.E. to Down Main ; and No. 56 lockbar to No. 54 points. Points and bar will be disconnected during time work in hand.

Bentley Colliery.—Until further notice, laying in sidings and crossing work.

Through Carcroft Station Platforms.—Until further notice, laying in new drain and building cesspits. Up and Down lines affected.

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour ; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be " Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected. Ladders in use.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 18¼ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 18½ miles. Up and Down lines affected. Trains to proceed at " Caution."

Lancashire & Yorkshire Company's Notices.

Anchor Pit Junction, Brighouse.—Sunday, 31st October, 6-0 a.m. to 5-30 p.m., cleaning and overhauling locking. The locking will be disarranged as required. Anchor Pit Junction box to be open.

Wakefield East.—Tuesday, 2nd November, 7-0 a.m. to 5-0 p.m., the Up Branch Home with Distant for Wakefield Station box will be out of use during repairs to fittings.

Greetland No. 1.—Open 6-0 a.m. Monday to 4-0 a.m. Sunday.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued*

Hipperholme, Stone Siding.—Open 6-0 a.m. Monday to 4-0 a.m. Sunday, or until pilot has finished.

Between Mirfield No. 5 Box and L. & N.W. Junction.—Reballasting Up and Down South lines.

Between Tanshelf and Featherstone.—Reballasting. Up and Down.

Knottingley—Between Headlands Bridge and Lord Hawke's Box.—Drawing back rails—Up and Down lines

Knottingley.—Reballasting all lines through station. Up and Down Goole and Doncatser lines.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

WORKING OF WAGONS WITHOUT BRAKE VAN.

Station.	Points.	Remarks.
Normanton	Lockes Siding and Goose Hill Junction ...	Wagons.
Featherstone	Featherstone Station to Colliery signal-box **Propelling.**	Wagons.
Featherstone	Featherstone Colliery box to Featherstone Station	Wagons.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Trains detained at Home or Starting Signals—Rule 55.

Signal Box.	Signal.	Apparatus.
Wyke Junction	Up Outer Home ...	Track circuit with bell communication.
Anchor Pit Junction ...	Down Outer Home ...	Do.

Midland Company's Notices.

Crimesthorpe Junction, Sheffield.—Sunday, 31st October, from 6-30 a.m. until the work is completed, the Engineer will have possession of the Down Fast line and of the lines to and from the Wicker Goods Station Branch at Grimesthorpe Junction, for the purpose of relaying points and crossings. During the time the work is being carried out, all Down trains will run on the Down Local and Down Goods lines from Mill Race Junction to Brightside Junction. Mr. Simmons will make the necessary arrangements.

Crimesthorpe Junction No. 2 Box.—Sunday, 31st October, commencing at 6-30 a.m., some of the points and signals will be disconnected from the signal-box for renewals to connections.

Crimesthorpe Junction No. 1 Box.—Monday, 1st November, commencing at 9-0 a.m., the single-armed signal regulating the running of trains from the No. 2 shunting siding at the back of the signal-box, will be superseded by a new signal.

H. A. WATSON,

General Superintendent

Acknowledge receipt by first means to your Superior Officer.

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3685.

General Superintendent's Office,
YORK, 4th November, 1909.

PROGRAMME OF
Signalling Alterations,
Permanent Way Notices,
AND
OTHER ARRANGEMENTS
AFFECTING THE WORKING OF THE LINE
FROM
SATURDAY MIDNIGHT, 6th November, 1909,
TO
SATURDAY MIDNIGHT, 13th November, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Between Annfield Plain Station and East Castles Junction, 9 to 9½ miles (Up and Down lines)	15 miles	Pi fall. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Scotswood to Blackhill and Durham.		
Between Bearpark Colliery, Aldin Grange and Station Box, Witton Gilbert. Over the bridges at 2 miles, 53 chains and 2 miles, 65 chains. Up and Down lines.	10 miles	Renewal of bridges Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Kirkby Stephen and Clifton.		
Between Kirkby Stephen and Musgrave	5 miles	Repairs to Scandale Beck Bridge. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Brotton and Middlesbrough, via Guisborough.		
Between Boosbeck and Brotton and between Boosbeck and North Skelton, 100 yards in all directions from Priestcroft Junction	10 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts)	15 miles	Up and Down.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Normanton to Newcastle.		
Between Castleford and West Riding Colliery	Relaying from 21¼ miles to 22¼ miles Relaying from 22 miles to 22¼ miles	Up Down	
Between Fryston and Castleford	Relaying from 19 miles to 20 miles Relaying from 18¾ to 20 miles and from 21¼ miles to 22 miles	Up Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Between Croft Spa Station and Dalton Bank	Slag ballasting and lifting lines ...	Up and Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Newcastle via Leamside.		
Shincliffe	Resleepering 61½ miles to 62 miles...	Up	
	Newcastle to Carlisle.		
Wylam	Relaying from 8¼ miles to 8¾ miles...	Down	
Between Stocksfield and Riding Mill	Relaying from 14¾ miles to 15¼ miles	Down	
St. Nicholas	Relaying from 59½ miles to 59¾ miles	Down	
	Tyne Dock to Annfield Plain.		
Beamish Junction ...	Slewing lines...	Up and Down	
	South Dock to Ryhope.		
Sunderland Moor ...	Relaying from 0 mile to ¼ mile ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Sunderland to Castle Eden.		
Ryhope	Relaying from 2¾ miles to 3¾ miles	Up	
	Sunderland to Bishop Auckland.		
Between Millfield and Sunderland Station	Relaying from 4½ miles to 5½ miles	Up and Down	
Between Hylton and Ford Works	Relaying from 2¼ miles to 3 miles ...	Up	
Between Cox Green Station and Junction	Relaying from ¼ mile to ⅝ mile ...	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
Between Bp. Auckland Goods and North Jcts.	Relaying from 14½ miles to 14¾ miles	Up	
Between Bp. Auckland North and East Junctions	Relaying from 14¾ miles to 15 miles	Up and Down Platform and Up and Down Mineral	
	Murton to Durham Elvet.		
Between Pittington & Sherburn House	Relaying from 11¼ miles to 11¾ mls.	Single	
	Durham to Waterhouses.		
Between Dearness and Ushaw Moor	Relaying from ¼ mile to 1¾ miles ... " " ½ " " 2 " ...	Up Down	
	Stockton to Ferryhill.		
Norton West Junction	Renewal of points and crossing ...	Up & Down	
	Bishop Auckland to Barnard Castle.		
St. Helen's Colliery Junction	Renewal and alteration of points and crossings	Up and Down	
	Darlington to Consett.		
Bishop Auckland East Junction	Relaying from 10½ miles to 10¾ miles	Up and Down	
West of Bishop Auckland Station	Relaying from 10¾ miles to 11 miles	Down	
Between Baxton Bank and Salters Gate	Relaying from 24¾ miles to 26 miles	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Wear Valley Junction to Wearhead.		
West of Witton West Junction	Relaying from 14¼ miles to 15 miles	Single	
Wolsingham	Relaying from 21¼ mls. to 21½ mls.	Up	
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Lartington Quarry Junction	Relaying from 18½ mls. to 18¾ mls.	Up	
Bowes	Relaying from 20¼ miles to 21½ mls.	Down	
	Darlington to Saltburn.		
Thornaby	Relaying Bowesfield Junction ...	Up and Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Saltburn to Whitby.		
Brotton	Relaying from 30¾ miles to 33¾ miles and from 32 miles to 32¾ miles ..	Down Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
	Eryholme to Richmond.		
Eryholme	Relaying from 0 mile to ½ mile ...	Up and Down	
	Leeds to Hartlepool.		
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Norton East Junction	Renewal and alteration of points and crossings	Up and Down	
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up	
Between Throston Bridge & Cemetery South Junction	Alterations and relaying of lines ...	All lines	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between Milford Junction and Gascoigne Wood	Relaying from 7 miles to 7¼ miles	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hull Goods Yard Manor House Bridge	Relaying from ¼ mile to ½ mile ...	Up and Down	
	York to Beverley.		
Between Earswick and Warthill	Relaying from 3¾ miles to 5 miles ...	Down	
Between Holtby and Stamford Bridge	Relaying from 7 miles to 10 miles ...	Down	
Cherry Burton ...	Relaying from 30 miles to 32¾ miles	Down	
	York to Moss.		
Between Henwick Hall signal-box and Temple Hirst	Slag ballasting and lifting lines 170 miles to 17½ miles	Up and Down	
	Hull to Seamer.		
Beverley	Relaying from 4¼ miles to 6¼ miles...	Up	
,, ...	,, ,, 6¼ miles to 7¼ miles ...	Up	
,, ...	,, ,, 8¾ miles to 9¼ miles ...	Down	
Carnaby	,, ,, 28½ miles to 29¼ miles	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	

SIGNALLING AND OTHER ALTERATIONS.

No. 1 SIGNAL-BOX, CENTRAL STATION, NEWCASTLE.

In connection with the opening of the new No. 1 signal-box a Supplementary Signalling Programme is being issued containing diagrams shewing the different stages of the work, and copies of this programme will be supplied to all concerned.

MILFORD JUNCTION.

From Monday, November 8th, to Saturday, November 13th, inclusive, altering the line leading to the engine turntable.

The Engineering Department will have possession of the turntable between the times named.

BETWEEN SELBY AND HENWICK HALL SIGNAL-BOX, TEMPLE HIRST.

The speed restriction of 20 miles per hour shewn on page 1100 of Signalling Programme week ending 6th November has been withdrawn.

BETWEEN CROFT SPA STATION AND DALTON BANK.

The speed restriction of 20 miles per hour shewn on page 1100 of Signalling Programme week ending 6th November has been withdrawn.

CORBY GATES SIGNAL-BOX, WETHERAL.

From 9-0 a.m., Monday, 8th November, to about 4-0 p.m., Tuesday, 23rd November, renewing level crossing gates, wickets, and connections. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

STATION SIGNAL-BOX TRIMDON.

Until further notice, raising of signal-box, and re-arranging signals, etc. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

For further notice of work at this place see page 1134, and for speed restriction see page 1124.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

FOGSIGNALLING ARRANGEMENTS, SOUTHERN DIVISION.

The following alterations have been made in the Fogsignalling Arrangements, pages 9 and 10 of the Southern Division Fogsignalling Programme, and the particulars must be corrected accordingly:—

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
				Yds.		
York	South Points...	Down Leeds distant	Clayton	240	Up	
,, ...	,, ,, ...	Down Doncast'r distant	Clayton	240		
,, ...	Chaloner Whin Junction	Up Doncaster distants	1	—		
,, ...	,, ,,	Up Leeds distants	Clayton	—		
,, ...	,, ,,	Down Leeds distants	1	—		
,, ...	,, ,,	Down Normanton distants	Clayton	—		
Copmanthorpe	Station ...	Up Normanton distant	Clayton	585	Down	
,,	,, ...	Up Leeds distant	Clayton	585		
,,	,, ...	Down Leeds distant	1	—		
,,	,, ...	Down Normanton distant	Clayton	—		
Bolton Percy ...	Colton ...	Up Normanton distant	Clayton	400	Down	
		Up Leeds distant	Clayton	400		
,, ,, ...	,, ...	Down Leeds distant	1	—		
,, ,, ...	,, ...	Down Normanton distant	Clayton	—	Down	
,, ,, ...	Station ...	Down Normanton distant	Clayton	—		
,, ,, ...	,, ...	Down Leeds distant	1	—		
Ulleskelf ...	,, ...	Up Leeds distant	Clayton	300	Down	
,, ...	,, ...	Up Normanton distant	Clayton	300		
,, ...	,, ...	Down Normanton distant	Clayton	—		
,, ...	,, ...	Down Leeds distant	Clayton	—		
Church Fenton	North... ...	Up Normanton distant	1	306	Up	
		Up Leeds distant	Clayton	306		

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 7th November.

BETWEEN WHITWOOD JUNCTION AND GATES SIGNAL-BOXES, CASTLEFORD.

7-0 a.m. to 5-0 p.m., relaying the Down Ground Frame points, Whitwood Junction, and the two pair of Down Shunt points, Castleford Gates.

The Down line between Whitwood Junction and Castleford Station will be blocked during the time named, and single line working by pilotman will be in operation on the Up line between Castleford Station and Whitwood Junction.

The Engineering Department will provide pilotman, flagmen, and men to wedge points.

A ballast train will leave York at 6-0 a.m., arrive Castleford 7-0 a.m., returning to York on completion of the work about 5-0 p.m.

SHERBURN-IN-ELMET.

8-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, renewing level crossing.

Flagmen will be provided.

BARLBY JUNCTION, SELBY.

6-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, re rivetting crossings.

Flagmen will be provided.

NORTHALLERTON.

6-0 a.m. to 5-0 p.m. the Engineer will be engaged in repairing arch of tunnel carrying Main lines over Leeds Northern line. Traffic will not be interfered with. Flagmen will be provided.

BETWEEN NORTHALLERTON AND DANBY WISKE.

7 0 a.m. to 5-0 p.m., packing line at water troughs at Wiske Moor. Traffic will not be interfered with. Flagmen will be provided.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 7th November,

Continued.

BETWEEN WAPPING BRIDGE AND STATION BOX, FENCEHOUSES.

7-15 a.m. to 5-0 p.m., repairing parapet of New Lambton Bridge.

The Down line will be blocked and single line working by pilotman will be in operation on the Up line between Wapping Bridge box and Fencehouses Station box.

Pilotman and flagmen will be provided by the Engineer.

Signalmen to be on duty at Wapping Bridge and Fencehouses Station box during the progress of the work.

An engine with cranes will leave Park Lane, Gateshead, at 6-0 a.m. for New Lambton Bridge, returning at about 5-0 p.m.

Follingsby, Usworth Station and Penshaw Junction boxes to be open to pass the special on the return journey.

BETWEEN ARGYLE STREET BOX, MANORS, AND SOUTH JUNCTION BOX, HEATON.

12-5 a.m. to 6-0 p.m., re-ballasting Up Main North line at east end of Ouseburn Viaduct.

The Up and Down Main North lines will be closed between Argyle Street and Heaton South Junction, and the electric current in connection with both lines will be switched off between the same points. The Engineer will provide flagmen and remove the necessary terminals.

An engine with wagons will leave Heaton Junction at 11-30 p.m. on Saturday, 6th November.

BLYTH JUNCTION SIGNAL-BOX, BLYTH.

From 12-1 a.m. to 12-0 midnight, renewing level crossing gates and connections, raising front of signal-box, and renewing wall boxes. The crossing gates, with all points and signals, will be disconnected, distant signals will stand at danger. Groundmen to protect the level crossing and flagmen to conduct the traffic under the instructions of the signalman will be provided by the Engineer.

TYNEMOUTH.

12-5 a.m. to 7-0 a.m., painting Tynemouth Road Bridge. Flagmen will be provided by the Engineer.

Sunday, 7th November,

Continued.

ALLENDALE BRANCH.

8-30 a.m. to 5-0 p.m., ballasting.

Signalman to be on duty at Border Counties Junction box, Hexham, during the progress of the work.

An engine with wagons will leave Heaton Junction at 6-0 a.m. for Allendale Branch, returning at about 5-0 p.m.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE, AND STATION BOX, WITTON GILBERT.

12-5 a.m. to about 11-55 p.m., lifting and slewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains.

The Engineer will be in possession of the single line.

The 7-35 a.m. and 7-27 p.m. trains ex Blackhill, and 8-29 a.m. and 8-11 p.m trains ex Durham will be worked up to the point of obstruction, and the passengers conducted past the obstruction on foot. (See week end programme for full particulars of this working).

Pilotmen and flagmen will be provided by the Engineering Department.

Signalmen to be on duty at Bear Park Colliery and Witton Gilbert Station boxes during the progress of the work.

An engine with steam and hand cranes and wagons will leave Park Lane, Gateshead, at 10-30 p.m on Saturday, 6th November, for Aldin Grange, via Team Valley, returning thence about 11-55 p.m. on Sunday, 7th November.

Signalman at Relly Mill Junction to be on duty to pass the return special.

For further notice of work at this place see page 1130, and for speed restriction see page 1124.

WINSTON.

After the passing of the 8-35 a.m. train ex Darlington until about 4-0 p.m., the line will be in possession of the Engineer for the purpose of repairs to waybeams on Bridges Nos. 30 and 37.

Flagmen will be provided.

NEWSHAM AND GAINFORD SIDINGS.

Bi-monthly inspection of Annett's Locks.

An engine will leave Darlington at 9-0 a.m., and will pick up Inspector and Fitter at North Road.

Sunday, 7th November,

Continued.

HAVERTON HILL.

9-15 a.m. to 4-0 p.m., renewal of timbers on bridges Nos. 1 and 2.

After passing of 9-12 a.m. ex Port Clarence, the Engineering Department will have possession of the Up line, and after passing of 9-35 a.m. ex Billingham, possession of the Down line between times named. Flagmen will be provided by the Engineer.

BELL'S BANK FOOT SIGNAL-BOX, PORT CLARENCE.

12-5 a.m. to about 5-30 p.m. the locking will be disconnected for the purpose of alterations.

All signals will stand at danger, and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

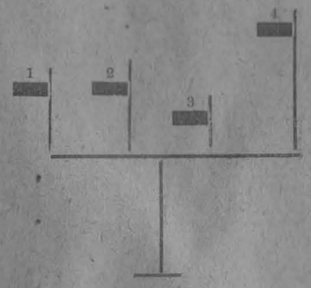
Signalman to be on duty.

The present temporary arrangement to and from Bell's Bank and Greatham Creek will be dispensed with, and the permanent junction, which has been somewhat altered in position, will be brought into use.

The following alterations will be made in the signalling arrangements :—

Down Starting signals—Mineral.

A new quadruple bracketed signal, fixed on the Down side of the West Sidings line, about 18 yards east of the signal-box, which will read :—



1. Down Starting — Mineral — To Greatham Creek.
2. Down Starting — Mineral — To Bell's Bank.
3. Down Mineral—To Down Sidings.
4. Down Starting—Mineral Line.

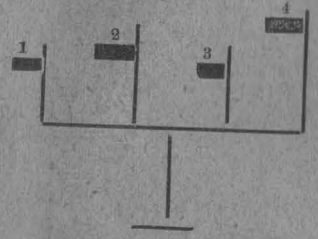
Sunday, 7th November,

Continued.

BELL'S BANK FOOT SIGNAL-BOX, PORT CLARENCE—*continued.*

Up Outer Home signal—Mineral and No. 1 Up Siding signal.

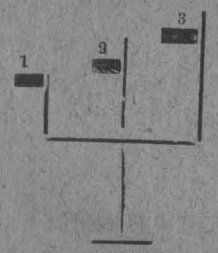
The three arms at present out of use on the existing quadruple bracketed signal fixed between the No. 1 and No. 2 sidings, 140 yards east of the signal-box, which at present carries the Up Mineral Home signal, will be brought into use, and the signal will now read :—



1. No. 1 Up Siding—To Shunting Neck.
2. No. 1 Up Siding—To Up Mineral Line.
3. Up Mineral—To Shunting Neck.
4. Up Outer Home—Mineral Line.

Up Inner Home signal—Mineral and Up Shunting Line signal.

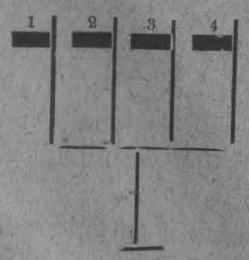
The right hand arm, at present out of use on the existing treble bracketed signal, fixed on the Up side of the Shunting line, about 5 yards east of the signal-box, will be brought into use, and the signal will now read :—



1. To Shunting Neck.
2. From Shunting Line—To Up Mineral.
3. Up Inner Home—Mineral Line.

Down Shunting Line signals.

The existing quadruple bracketed signal, fixed on the Up side of the Shunting line, about 18 yards east of the signal-box, which has hitherto applied to the Down Mineral line, will be somewhat altered in form, and henceforth apply to the Shunting line, and will read :—



1. Shunting Line—To Down Sidings.
2. Shunting Line—To Down Mineral.
3. Shunting Line—To No. 1 Up Siding.
4. Shunting Line—To No. 2 Up Sidings.

Sunday, 7th November,

Continued.

BELL'S BANK FOOT SIGNAL-BOX, PORT CLARENCE—*continued.*

Up Home signal—Bell's Bank—To Up Mineral.

The left hand arm on the existing double bracketed signal at present temporarily out of use, will again be brought into use, and read as before.

Shunting Signals.

A new ground disc signal fixed at the points between the Up and Down Mineral lines, about 120 yards east of the signal-box, which will read :—Backing—Down Mineral—To Up Mineral.

A new ground disc signal fixed at the points between the Up and Down Mineral lines, about 22 yards east of the signal-box, which will read :—Backing—Up Mineral—To Down Mineral.

SIGNAL DISPENSED WITH—

West Sidings to Greatham Creek Sidings.

All other signals will remain unaltered.

BETWEEN SANDSEND AND WEST CLIFF.

6-0 a.m. to 2 0 p.m., the line will be in possession of Engineer for the purpose of renewal of Bridge No. 62 at 48 miles 1391 yards, and Bridge No. 63 at 48 miles 1665 yards.

Flagmen will be provided.

In connection with this work, a special with hand crane will leave Whitby for Sandsend at 5-30 a.m., returning about 2-0 p.m. Engine and guard will be required on duty during progress of the work.

Signalmen at Bog Hall, Prospect Hill, West Cliff and Kettleness to be on duty to pass the special in both directions, and at West Cliff during the time work is in progress.

BLACK BULL CROSSING SIGNAL-BOX, PICKERING.

4-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of renewing gate posts.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 7th November.

Continued.

BRAMHOPE TUNNEL.

8-0 a.m. to 6-0 p.m., renewal of way. The Engineering Department will have possession of the Down line between Arthington South Junction and Moseley signal-boxes during the times named and possession of the Up line from 9-0 a.m. to 10-0 a.m. Single line working by pilotman will be in operation on the Up line from 8-0 a.m. to 9-0 a.m. and from 10-0 a.m. to 6-0 p.m.

Pilotman, flagmen and men to wedge points will be provided by the Engineering Department.

Signalmen at Moseley and Arthington South to be on duty during the time the work is in progress.

Signalman at Long Siding box to remain on duty until 11-0 a.m.

Signalman at Arthington North Junction to be on duty from 11-0 a.m. until completion of the work.

A special train will leave Starbeck for the work at 7-0 a.m., returning about 6-0 p.m.

Signalmen at Stonefall, Pannal Junction and Rigton to be on duty to pass the special in both directions.

STATION SIGNAL-BOX, LEEDS.

6-0 a.m. to about 4-30 p.m. the interlocking will be disconnected for the purpose of cleaning and repairs. All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

EAST SIGNAL-BOX, LEEDS.

6-0 a.m. to about 4-30 p.m. the interlocking will be disconnected for the purpose of cleaning and repairs. All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 7th November,

Continued.

STADDLETHORPE.

5-30 a.m. to about 5-30 p.m. the Engineer will re-timber the Market Weighton River Bridge, and occupy the Up and Down Fast lines all day, doing what is necessary to the Slow lines without interfering with ordinary traffic.

Signalmen at Broomfleet and Oxmardike boxes to be on duty during the time the work is in progress.

An engine with crane and vans will leave Hessle Road Junction, Hull, at 5-30 a.m. for Paragon Station, and after taking up workmen at the latter place, will proceed to the site of the work. On completion of the work, probably about 4-30 p.m., the special will return to Paragon Station and Hessle Road Junction, Hull, the engine subsequently going into Dairycoates Shed.

Signalmen at Hessle Road Junction, Anlaby Road Junction, West Parade, Park Street, Welton Crossing and Brough East, and Gatekeepers at Hessle Road, Chalk Lane, St. George's Road, Anlaby Road, Melton and Cave Crossings to be on duty to pass the special in each direction.

BETWEEN PARK STREET AND PARAGON YARD SIGNAL-BOXES, HULL.

7-0 a.m. to about 4-30 p.m. the Engineer will re-rivet the crossings in B. and C. lines leading to Nos. 1, 2 and 3 platforms. During this period access to the two lines mentioned as also to and from the Engine Shed lines and North Carriage Sidings will be stopped, and all traffic must be conducted on D. and E. lines, and access to the Engine Shed lines will be at West Parade Junction.

Signalmen at West Parade Junction to be on duty during the time the work is in progress.

Monday, 8th November.

BLYTH JUNCTION SIGNAL-BOX, BLYTH.

12-1 a.m. to about 4-0 p.m., renewing level crossing gates and connections, raising front of signal-box, and renewing wall boxes. The crossing gates, with all points and signals, will be disconnected, distant signals will stand at danger. Groundmen to protect the level crossing and flagmen to conduct the traffic under the instructions of the signalman will be provided by the Engineer.

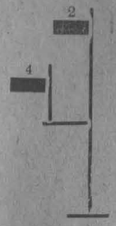
Monday, 8th November,

Continued.

BARRINGTON COLLIERY JUNCTION SIGNAL-BOX, BEDLINGTON.

At 10-0 a.m. the following new signals will be brought into use :—

4. **From Colliery.**
2. **Up Home.**



Erected as shewn on the Up side of the line, about 35 yards north of the box.

SIGNALS DISPENSED WITH

Up Home. From Colliery.

BLAYDON MAIN COLLIERY SIGNAL-BOX, DERWENTHAUGH.

At 8-0 a.m. a new connection between the Relief Siding and the Main Down, about 282 yards east of the box, with the following altered signals will be brought into use :—

55. **Relief Siding Down** *will be worked as* **Relief Siding to Consett or Blaydon.**
41. **Scrap Yard to Consett or Blaydon** *will be worked as* **Relief Siding Down.**
13. **Down to Scrap Yard Backover** *will be worked as* **Down to Scrap Yard or Relief Siding Backover.**

STATION SIGNAL-BOX, HOW MILL.

At 12-0 noon the following new signal will be brought into use :—

26. **Down Distant** (*double armed*).

Erected on the Down side of the line, about 1,200 yards east of the box.

SIGNAL DISPENSED WITH—

Down Distant.

STATION SIGNAL-BOX, LANCHESTER.

At 10-0 a.m. the following new signal will be brought into use :—

9. **From Colliery.**

Erected on the Down side of the Colliery line, about 566 yards west of the box.

Wednesday, 10th November.

JUNCTION SIGNAL-BOX, SHILDON.

The following alterations will be made in the signalling arrangements at this place :—

From Shildon Lodge Colliery signal.

A new single armed signal fixed on the Down side of the Shildon Lodge Colliery Line, immediately on the west side of the Gas Works foot crossing, about 340 yards west of the signal-box,

All other signals will remain unaltered.

PLATFORM FRAME, HUSTHWAITE GATE.

8-30 a.m. to about 3-30 p.m., the interlocking will be disconnected for the purpose of alterations and renewal of facing point connections.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Between Tinsley Junction Box and Phoenix and Holmes Siding (Rotherham) Box.—Renewing girders of bridge 2¾ and 3 mileage. On Sunday, 7th November, from 6-0 a.m. to 6-0 p.m. the Up line between the above named points will be absolutely blocked, and during this time all traffic will be worked over the Down line in charge of pilotman.

Tinsley East Junction and Phoenix and Holmes boxes will be open.

Woodburn Junction, Sheffield.—Until further notice, laying in new junction o and ¼ mileage from 6-0 a.m. to 6-0 p.m. daily. All lines.

Fogsignalling Machines.

Fogsignalling machines have been fixed at the following signals :—

Place.		Signal.
Bentley Junction	....	Marshgate Down Outer Distant.
Rotherham Road	....	Greasboro' Road Down Distant.

Between Marshgate and Barnby Dun.—Until further notice, construction of overbridge by contractors for Doncaster avoiding line ¼ and ½ mileage. Up and Down lines.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Closing of Signal-boxes on Sundays.—The signals worked from signal-boxes which are closed on Sundays will not be placed at Danger for the protection of passenger trains booked to stop at the stations on Sundays. In the event of a passenger train being detained from any cause at any of these stations on Sundays for more than three minutes while the signal-box is closed, the Station Master or person in charge will be held responsible for the Guard or some other competent person protecting the train, in accordance with Rule 217 in the Company's Book of Rules and Regulations.

During the time a signal-box is closed, a train, engine, or vehicle must not be allowed to pass between the Main lines and sidings or between one Main line and the other at the place.

Horse, carriage, cattle or other similar traffic must not be accepted to be dealt with at a station during the time the signal-box is closed.

Conisboro' Cadeby Signal-box.—Reconstruction of bridge over River Don.—The Down Main line has been relaid on the site of the temporary middle siding. Trailing points have been made in the new Down Main line, 242 yards west of the signal-box leading to Up Main or Colliery Sidings.

UP SIGNAL.

The Up Main Outer Home signal, which is also Conisboro' Up Advance Starter, has been refixed by the left hand side of the Up Main line.

DOWN SIGNAL.

The Down Main Inner Home, carrying also Conisboro' Down Main Inner Distant, has been refixed at the fouling of cross-over road in its new position.

A disc signal fixed between Up Main and Down Main lines, 242 yards west of the signal-box, will control trains from Down Main to Up Main or Colliery Sidings.

A disc signal fixed between Up and Down Main lines, 167 yards west of the signal-box, will control trains from Up Main to Down Main.

The old crossover road and discs for same have been dispensed with.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Conisboro'—Cadeby Signal Box.—Temporary alteration during re-construction of bridge over River Don.

The Up main line has been diverted on to the new portion of the bridge.

The diversion commences 100 yards west of the bridge, and on the east side of the bridge the former shunting neck now becomes the Up main line, the diversion terminating 200 yards east of the bridge.

Trap points have been laid in the western outlet from Nos. 2 and 3 Sidings at the fouling with diverted Up main line.

The western outlet from No. 1 Siding has been closed.

The closed portion of the Up main line is now used as a Siding.

Conisboro' Up Starter, which is also Cadeby Outer Home Signal, is now on the left hand side of the Up main line during the diversion.

The signal controlling trains from western outlet of Sidings to Down main line has been removed and refixed by the side of the outlet traps from Nos. 2 and 3 Sidings and apply from these Sidings only.

Cadeby Up Distant signals will stand at "Danger."

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Between Wath and Mexbro'.—Until further notice, lifting Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Marshgate and Frenchgate Boxes, Doncaster.—Sunday, 7th November, 9-0 a.m. to about 12-0 noon, between trains, repairing Marshgate Level Crossing. Up and Down Fast lines affected.

Speed of trains must not exceed 15 miles per hour.

Leeds Central Station.—Sunday, 7th November, 8-0 a.m. to about 5-0 p.m., between trains, cleaning, regulating and oiling electric fouling bars, also removing sand off insulated track. All seven platform lines affected.

Between Ardsley North and Beaston Junction—Sunday, 7th November, 7-0 a.m. to about 5-0 p.m., between trains, weighing rails in Up and Down lines.

Between Doncaster South and Marshgate Junction Signal-boxes.—Sunday, 7th November, 6-0 a.m. to 8-30 a.m. Contractors will be engaged in unloading large girder for new Corporation Bridge at Marshgate. Absolute possession of Down Main line will be required, and during time named all traffic must be worked over Up Main line between Marshgate Junction and Doncaster South under single line working regulations.

Possession of the Up Main line will also be required between trains.

From 8-30 a.m. until the work is completed possession of the Down Main line will be required between trains, and the Up Main line will also be fouled as may be necessary between trains.

Under no circumstances must anything foul the single line unless the pilotman is present and gives permission.

Flagmen will be provided as follows :—

One at Marshgate Junction Up Main line Distant signal.

One at Marshgate Junction Up G.C. line Distant signal.

One at Marshgate Junction Up West Riding Distant signal.

One at place where work is in hand.

All points run through facing way to be clamped over and padlocked.

Bentley Colliery.—Until further notice, laying in sidings and crossing work.

Through Carcroft Station Platforms.—Until further notice, laying in new drain and building cesspits. Up and Down lines affected.

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour ; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles for slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be " Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected. Ladders in use.

Marshgate Level Crossing, Doncaster. – Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Foxholes Bridge No. 18 and Sand Siding, Methley Branch.—Coal subsidence at 181¾ miles. Up and Down lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Wakefield, Whitham's Siding.—Monday, 8th November, and during the week, 8-0 a.m. to 5-30 p.m. each day, overhauling point connections. Some of the points will be disconnected as required.

Wakefield, Turner's Lane.—Monday, 8th November, and during the week, 8-0 a.m. to 5-30 p.m. each day, overhauling point connections. Some of the points will be disconnected as required.

Wakefield, Calder Bridge.—Monday, 8th November, and during the week, 8-0 a.m. to 5-30 p.m. each day, overhauling point connections. Some of the points will be disconnected as required.

Pontefract East Junction.—Monday, 8th November, 8-0 a.m. to 5-30 p.m., cleaning and overhauling locking. The locking will be disarranged as required.

Wakefield East.—Tuesday, 9th November, 8-0 a.m. to 5-30 p.m., the Up Main Home with Distant for Wakefield Station box will be out of use during repairs to fittings.

Featherstone Snydale West.—Wednesday, 10th November, 8-0 a.m. to 5-30 p.m., cleaning and overhauling locking. The locking will be disarranged as required.

Featherstone Station.—Thursday, 11th November, 8-0 a.m. to 5-30 p.m., cleaning and overhaulnig locking. The locking will be disarranged as required.

Pontefract West Junction.—Friday, 12th November, 8-0 a.m. to 5-30 p.m., cleaning and overhauling locking. The locking will be disarranged as required.

Hipperholme, Stone Siding.—Open 6-0 a.m. Monday to 4-0 a.m. Sunday, or until pilot has finished.

Between Mirfield No. 5 Box and L. & N.W. Junction.—Reballasting Up and Down South lines.

Between Tanshelf and Featherstone.—Reballasting. Up and Down.

Knottingley—Between Headlands Bridge and Lord Hawke's Box.—Drawing back rails—Up and Down lines

Knottingley.—Reballasting all lines through station. Up and Down Goole and Doncatser lines.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per, hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

WORKING OF WAGONS WITHOUT BRAKE VAN:

Station.	Points.	Remarks.
Normanton	Lockes Siding and Goose Hill Junction ...	Wagons.
Featherstone	Featherstone Station to Colliery signal-box	Wagons.
	Propelling.	
Featherstone	Featherstone Colliery box to Featherstone Station	Wagons.

Trains detained at Home or Starting Signals—Rule 55.

Signal Box.	Signal.	Apparatus.
Wyke Junction	Up Outer Home ...	Track circuit with bell communication.
Anchor Pit Junction ...	Down Outer Home ...	Do.

Midland Company's Notices.

Armley.—Until further notice the Engineer will be engaged reconstructing Bridge No. 20 at Armley Station and building new platforms between the Armley Station Bridge and the Armley Canal Bridge.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

NORTH EASTERN RAILWAY.

O. 3705.

General Superintendent's Office,

YORK, 18th November, 1909

PROGRAMME OF

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 20th November, 1909,

TO

SATURDAY MIDNIGHT, 27th November, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
York and Moss.		
Selby Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Normanton and Newcastle.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Birtley to Annfield Plain and Blackhill.		
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Between Annfield Plain Station and East Castles Junction, 9 to 9½ miles (Up and Down lines)	15 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Scotswood, Newburn and North Wylam.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Scotswood to Blackhill and Durham.		
Between Bearpark Colliery, Aldin Grange and Station Box, Witton Gilbert. Over the bridges at 2 miles, 53 chains and 2 miles, 65 chains. Up and Down lines.	10 miles	Renewal of bridges. Warning boards as per Rule 253 (e) are fixed.
Sunderland and Bishop Auckland.		
Newton Cap Viaduct near Bishop Auckland	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Darlington and Consett.		
Sunniside Deviation (between Crook and Tow Law)	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e are fixed.
Kirkby Stephen and Clifton.		
Between Kirkby Stephen and Musgrave	5 miles	Repairs to Scandale Beck Bridge. Warning boards as per Rule 253 (e) are fixed.
Saltburn and Whitby.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Brotton and Middlesbrough, via Guisborough.		
Between Boosbeck and Brotton and between Boosbeck and North Skelton, 100 yards in all directions from Priestcroft Junction	10 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Swinton and Knottingley Joint Line.		
Between Bolton-on-Dearne and Hickleton Main South (between 2¼ and 2½ mile posts) Up and Down lines	15 miles	Subsidence of line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions
	Normanton to Newcastle.		
Between Castleford and West Riding Colliery	Relaying Whitwood Junction at 22¼ miles	Up and Down	
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Between Croft Spa Station and Dalton Bank	Slag ballasting and lifting lines ...	Up and Down	
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Newcastle via Leamside.		
Shincliffe	Resleepering 61½ miles to 62 miles...	Up	
	Alnmouth to Alnwick.		
Between Alnmouth and Alnwick	Relaying from 1 mile to 2½ miles ...	Up	
	Tyne Dock to Annfield Plain.		
Beamish Junction ...	Slewing lines...	Up and Down	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Sunderland to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
Between Bp. Auckland Goods and North Jcts.	Relaying from 14½ miles to 14¾ miles	Up	
Between Bp. Auckland North and East Junctions	Relaying from 14¾ miles to 15 miles	Up and Down Platform and Up and Down Mineral	
	Murton to Durham Elvet.		
Between Pittington & Sherburn House	Relaying from 11¼ miles to 11¾ mls.	Single	
	Stockton to Ferryhill.		
Carlton South Junction	Renewal of points and crossing ...	Up & Down	
	Bishop Auckland to Barnard Castle.		
St. Helen's Colliery Junction	Renewal and alteration of points and crossings	Up and Down	
	Darlington to Consett.		
North Road	Relaying from 1¼ miles to 2¼ miles	Up	
Shildon	Relaying from 7½ miles to 8¼ miles	Down	
Bishop Auckland East Junction	Relaying from 10½ miles to 10¾ miles	Up and Down	
West of Bishop Auckland Station	Relaying from 10¾ miles to 11 miles	Down	
	Wear Valley Junction to Wearhead.		
West of Witton West Junction	Relaying from 14¼ miles to 15 miles	Single	
Wolsingham	Relaying from 21¼ mls. to 21½ mls.	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Tebay.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
Lartington Quarry Junction	Relaying from 18½ mls. to 18¾ mls.	Up	
	Leeds to Hartlepool.		
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
Norton East Junction	Renewal and alteration of points and crossings	Up and Down	
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up	
	Darlington to Saltburn.		
Dinsdale	Relaying 3 miles to 4¼ miles ...	Down	
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Saltburn to Whitby.		
Brotton	Relaying from 30¾ miles to 33¾ miles and from 32 miles to 32¾ miles ..	Down Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
	Rillington to Whitby.		
Between Grosmont and Sleights	Relaying from 24¾ mls. to 25¼ mls.	Up and Down	
	Pickering to Gilling.		
Between Sinnington and Kirbymoorside	Relaying from 13¾ miles to 14¼ miles	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Leeds to Hull.		
Between Milford Junction and Gascoigne Wood	Relaying from 7 miles to 7¼ miles	Up and Down	
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
Hull Goods Yard Manor House Bridge	Relaying from ¼ mile to ½ mile ...	Up and Down	
	York to Beverley.		
Between Earswick and Warthill	Relaying from 3¾ miles to 5 miles ...	Down	
Between Holtby and Stamford Bridge	Relaying from 7 miles to 10 miles ...	Down	
Cherry Burton ...	Relaying from 30 miles to 32¾ miles	Down	
	York to Moss.		
Between Henwick Hall signal-box and Temple Hirst	Slag ballasting and lifting lines 170 miles to 170½ miles	Up and Down	
	Hull to Seamer.		
Beverley	Relaying from 8¾ miles to 9¼ miles ...	Down	
Carnaby	,, ,, 28½ miles to 29¼ miles	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Sutton	Relaying from 4½ miles to 5½ miles and 6½ to 7 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
Wassand	Relaying from 13½ to 15 miles ...	Down	
	Castleford and Methley Branch.		
Between Castleford and Methley	Relaying Methley Junction, 0 yards, to 50 yards	Up and Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

For further notice of work at this place see page 1184, and for speed restriction see page 1176.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1909-10.

The following alterations to be made in the Southern Division Fog-signalling Programme:—

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
Page 15.—Delete:—						
York	Goods Yard No. 2 Up	Up Home signals (Gas House end)	1	—	Up	
Page 15.—Insert:—						
York	Goods Yard No. 1 Up	Up Outer Home signals	1	—	Up	
Page 20.—Correct:—						
Pontefract ...	Junction ...	To act under signalman's instructions	1	—	—	This should be shewn under Pontefract South.
Page 27.—Insert:—						
Gascoigne Wood	Hagg Lane ...	To act under signalman's instructions	1	—	—	
Page 33.—Correct:—						
Goole	Station ...	Down Distant, also attends Dutch River Up Distants	1 Clayton	440	Down	
Page 40.—Insert:—						
Rillington ...	Junction ...	Branch Up Distant	1	—	Up	

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Arrangements for signalling in foggy weather—*Continued.*

Page 83.—Delete:—			
Down	Speeton	Hunmanby	Bempton
Up	Gristhorpe	Filey	Cayton
Page 83.—Insert:—			
Up	Speeton	Hunmanby	Bempton
Down ...	Gristhorpe	Filey	Cayton

(O. 2188).

Sunday, 21st November.

LOCOMOTIVE YARD, SELBY.

7-0 a.m. to about 5-0 p.m., renewing points and crossings in Locomotive Yard, clear of the Main lines.

A ballast train will leave York at 6-0 a.m., arrive Selby 7-0 a.m., returning to York on completion of the work about 5-0 p.m.

BETWEEN LEEMAN ROAD AND CLIFTON SIGNAL-BOXES, YORK.

6-0 a.m. to about 5-0 p.m., laying water pipes in the six-foot between No. 14 Platform line and Engine lines.

The Engineering Department will have possession of the Down Goods line, Up and Down Engine lines and No. 14 Platform line during the time the work is in progress. Flagmen will be provided.

TOLLERTON.

7-0 a.m. to 5-0 p.m., between the running of ordinary traffic, re-rivetting points and crossings. Flagmen will be provided.

Signalman to be on duty during the time the work is in progress

BETWEEN CROFT SPA AND ERYHOLME.

7-0 a.m. to about 5-0 p.m., between trains, the Engineering Department will be engaged loading up dirty ballast into ballast train. Traffic will not be interfered with.

Signalman at Croft Junction, Croft Spa Station, Dalton Bank and Eryholme boxes to be on duty during progress of the work.

No. 1 SIGNAL-BOX, FERRYHILL.

8-0 a.m. to 5-30 p.m., cleaning and repairing locking. The Distant signals will be disconnected and stand at danger. A flagman will be provided by the Engineer.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 21st November,

Continued.

No. 1 SIGNAL-BOX, NEWCASTLE.

1-30 a.m. to about 5-0 p.m., taking down and loading up signals, etc. Flagmen will be provided by the Engineer.

An engine with steam crane and wagons will leave Park Lane, Gateshead, at 1-0 a.m. for Newcastle, Central, and return thence about 5-0 p.m.

BETWEEN ARGYLE STREET BOX, MANORS, AND SOUTH JUNCTION BOX, HEATON.

12-5 a.m. to 6-0 p.m., reballasting Down Main North line at east end of Ouseburn Viaduct. The Up and Down Main North lines will be closed between Argyle Street and Heaton South Junction, and the electric current in connection with both lines will be switched off between the same points. The Engineer will provide flagmen and remove the necessary terminals.

An engine with wagons will leave Heaton Junction at 11-30 p.m. on Saturday, 20th November.

TYNEMOUTH.

12-5 a.m. to 7-0 a.m., painting Manor Road Bridge. Flagmen will be provided by the Engineer.

CORBY GATES SIGNAL-BOX, WETHERAL.

From 12-1 a.m. to 12-0 midnight, renewing level crossing gates, wickets, and connections. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE, AND STATION BOX, WITTON GILBERT.

12-5 a.m. to about 6-0 p.m., erecting girders on bridge at 2 miles 53 chains. The Engineer will be in possession of the single line, but arrangements will be made for the passing of the 7-35 a.m. train ex Durham and the 8-29 a.m. train ex Blackhill.

Flagmen will be provided by the Engineer.

Signalmen to be on duty at Bear Park Colliery and Witton Gilbert Station boxes during the progress of the work.

An engine with steam crane and wagons will leave Park Lane, Gateshead, at 10-50 p.m. on Saturday, 20th November, for Aldin Grange, via Leamside, returning via Team Valley at about 6-0 p.m. on Sunday, 21st November.

Signalman at Relly Mill Junction to be on duty to pass the train off the branch.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 21st November,

Continued.

STATION SIGNAL-BOX, TRIMDON.

12-1 a.m. to 12-0 midnight, raising of signal-box, and re-arranging signals, &c. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

BETWEEN SALTBURN AND SKINNINGROVE.

6-0 a.m. to 5-0 p.m., both lines will be in possession of the Engineer for the purpose of renewing bridge No. 4 at 28 miles 606 yards near Saltburn; bridge No. 15 at 30 miles 1398 yards near Brotton; and bridge No. 24 at 33 miles 1432 yards near Crag Hall.

Flagmen will be provided.

In connection with this work, a special with steam crane, hand crane, wagons containing material, workmen's carriages and van will leave Old Coach Shops Yard, Hopetown, for site of work at 4-0 a.m., returning about 5-0 p.m.

Engine and guard to be out at 3-30 a.m. to marshal special, and will be required on duty during progress of the work.

Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse Crossing, Warrenby, Redcar West and East, and Saltburn Junction to be on duty to pass the special in both directions, and at Longacres, Brotton and Crag Hall during the progress of the work.

Engine will run to Carlin How Junction to change men and obtain water at 8-15 a.m. Signalman to be on duty at Carlin How Junction to pass the engine in both directions.

BETWEEN SANDSEND AND WEST CLIFF.

6-0 a.m. to 5-0 p.m., the line will be in possession of Engineer for the purpose of renewal of waybeams on Upgang Viaduct.

Flagmen will be provided.

BRAMHOPE TUNNEL.

8-0 a.m. to about 6-0 p.m., renewal of way. The Engineering Department will have possession of the Up line between Arthington South and Moseley signal-boxes, and single line working by pilotman will be in operation on the Down line.

A ballast train will occupy the Down line from 9-0 a.m. to 10-0 a.m., the Down line being blocked during that time. The ballast train will occupy the Down line afterwards between the running of ordinary traffic.

Sunday, 21st November,
Continued.

BRAMHOPE TUNNEL—*Continued.*

Pilotmen, flagmen and men to wedge points will be provided by the Engineering Department.

Signalmen at Moseley and Arthington South to be on duty during the time the work is in progress.

Signalman at Arthington Long Siding to remain on duty until 11-0 a.m.

Signalman at Arthington North Junction to be on duty from 11-0 a.m. until completion of the work.

A special train will leave Starbeck for the work at 7-30 a.m., returning about 6-30 p.m.

Signalmen at Stonefall, Pannal Junction and Rigton to be on duty to pass the special in both directions.

HULL (PARAGON STATION) YARD.

5-30 a.m. to about 5-0 p.m., cleaning out the old formation and putting in new formation under "C" line, between Park Street signal-box and Park Street Bridge, also relaying No. 97 points.

Between the places named "B," "C" and "D" lines will be closed, as will access to and from the North Sidings and the Engine Sheds, and all traffic to and from the latter must be conducted via West Parade Junction.

Signalmen at West Parade and Park Street boxes to be on duty during the time the work is in progress.

An engine and train of empty wagons will leave Hessle Road Junction (Hull), at 6-0 a.m. for the site of the work, and will return about noon for a train of ballast, coming back with the latter at once. On completion of the work, probably about 4-30 p.m., the special will return to Hessle Road Junction; the engine subsequently going into Dairycoates Shed.

Signalmen at Hessle Road Junction, Anlaby Road Junction, and gatemen at Chalk Lane, St. George's Road and Anlaby Road Crossings to be on duty to pass the engine, etc., in each direction.

Monday, 22nd November.

SOUTH SIGNAL-BOX, ALNMOUTH.

At 10-0 a.m. a new connection between the Main Down and the Down Relief Siding, about 12 yards south of the box, with the following signals, will be brought into use :—

20. Down to Relief Siding Backover.

Erected on the Down side of the line, about 9 yards south of the box.

59. From Relief Siding.

Erected on the Down side of the siding, about 59 yards south of the box.

SCREMERSTON LIME WORKS GROUND FRAME, SCREMERSTON.

At 12-0 noon, the ground frame, and all point and signal connections worked therefrom, will be dispensed with.

CORBY GATES SIGNAL-BOX, WETHERAL.

From 12-1 a.m. to 12-0 midnight, renewing level crossing gates, wickets, and connections. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

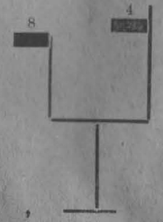
STATION SIGNAL-BOX, TRIMDON.

7-0 a.m. to 12-0 noon, raising signal-box and re-arranging signals, etc. All points and signals will be disconnected, signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

At 12-0 noon the enlarged signal-box will be brought into use.

At about 3-0 p.m. the following signals will be brought into use :—

8. Up to Colliery Backover.
4. Up to Down Backover No. 1.



Erected as shewn on the Down side of the line, about 110 yards east of the box.

9. Up to Goods Siding Backover.

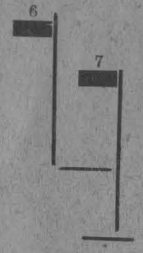
Erected on the Up side of the line, about 4 yards east of the box.

Monday, 22nd November,

Continued.

STATION SIGNAL-BOX, TRIMDON—*Continued.*

6. **Up to Down Backover No. 2.**
7. **Goods Siding to Down.**

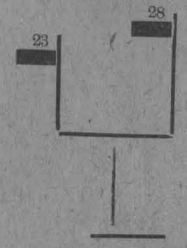


Erected as shewn on the Up side of the line, about 140 yards west of the box.

26. **Down to Up Backover No. 1.**

Erected on the Down side of the line, about 50 yards east of the box.

23. **Down to Goods Siding Backover.**
28. **Down to Up Backover No. 2.**



Erected as shewn on the Down side of the line, about 220 yards west of the box.

SIGNALS DISPENSED WITH—

Up to Down Backover Disc. Up to Colliery Backover Disc.
Goods Siding to Down Disc. Down to Up Backover Disc.
Down to Goods Siding Backover Disc.

GROUND FRAME, CEMETERY NORTH MINERAL SIDING, HART.

At 10-0 a.m. this frame will be removed from the Up to the Down side of the line.

Tuesday, 23rd November.

CORBY GATES SIGNAL-BOX, WETHERAL.

12-1 a.m. to about 4-0 p.m., renewing level crossing gates, wickets, and connections. The Distant signals will be disconnected and stand at danger, and the level crossing will be protected by groundmen provided by the Engineer.

Tuesday, 23rd November,

Continued.

STATION PLATFORM FRAME, FORCE VALLEY.

7-0 a.m. to about 3-0 p.m., the interlocking will be disconnected for the purpose of renewing apparatus timbers.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the Station Master's instructions.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Woodburn Junction, Sheffield.—Sunday, 21st November, the two arm bracket signal, erected by the side of the Up Main line, 132 yards west of the signal-box and carrying the Up Main and Up Branch Outer Home signals will be removed and re-fixed 15 yards west of its old position.

Woodburn Junction, Sheffield.—Until further notice, laying in new junction o and ¼ mileage from 6-0 a.m. to 6-0 p.m. daily. All lines.

Fogsignalling Machines.

Fogsignalling machines have been fixed at the following signals :—

Place.		Signal.
Bentley Junction	....	Marshgate Down Outer Distant.
Rotherham Road	....	Greasboro' Road Down Distant.

Between Marshgate and Barnby Dun.—Until further notice, construction of overbridge by contractors for Doncaster avoiding line ¼ and ½ mileage. Up and Down lines.

Closing of Signal-boxes on Sundays—The signals worked from signal-boxes which are closed on Sundays will not be placed at Danger for the protection of passenger trains booked to stop at the stations on Sundays. In the event of a passenger train being detained from any cause at any of these stations on Sundays for more than three minutes while the signal-box is closed, the Station Master or person in charge will be held responsible for the Guard or some other competent person protecting the train, in accordance with Rule 217 in the Company's Book of Rules and Regulations.

During the time a signal-box is closed, a train, engine, or vehicle must not be allowed to pass between the Main lines and sidings or between one Main line and the other at the place.

Horse, carriage, cattle or other similar traffic must not be accepted to be dealt with at a station during the time the signal-box is closed.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Conisboro' Cadeby Signal-box.—Reconstruction of bridge over River Don.—The Down Main line has been relaid on the site of the temporary middle siding. Trailing points have been made in the new Down Main line, 242 yards west of the signal-box leading to Up Main or Colliery Sidings.

UP SIGNAL.

The Up Main Outer Home signal, which is also Conisboro' Up Advance Starter, has been refixed by the left hand side of the Up Main line.

DOWN SIGNAL.

The Down Main Inner Home, carrying also Conisboro' Down Main Inner Distant, has been refixed at the fouling of cross-over road in its new position.

A disc signal fixed between Up Main and Down Main lines, 242 yards west of the signal-box, will control trains from Down Main to Up Main or Colliery Sidings.

A disc signal fixed between Up and Down Main lines, 167 yards west of the signal-box, will control trains from Up Main to Down Main.

The old crossover road and discs for same have been dispensed with.

Conisboro'—Cadeby Signal Box.—Temporary alteration during re-construction of bridge over River Don.

The Up main line has been diverted on to the new portion of the bridge.

The diversion commences 100 yards west of the bridge, and on the east side of the bridge the former shunting neck now becomes the Up main line, the diversion terminating 200 yards east of the bridge

Trap points have been laid in the western outlet from Nos. 2 and 3 Sidings at the fouling with diverted Up main line.

The western outlet from No. 1 Siding has been closed.

The closed portion of the Up main line is now used as a Siding.

Conisboro' Up Starter, which is also Cadeby Outer Home Signal, is now on the left hand side of the Up main line during the diversion.

The signal controlling trains from western outlet of Sidings to Down main line has been removed and refixed by the side of the outlet traps from Nos. 2 and 3 Sidings and apply from these Sidings only.

Cadeby Up Distant signals will stand at "Danger."

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards provided in accordance with rule 253, clause E.

Between Wath and Mexbro'.—Until further notice, lifting Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop,

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

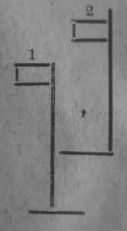
Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Between Moat Hills and Marshgate Junction, Doncaster.—Sunday, 21st November, 7-0 a.m. to about 5-0 p.m., between trains. Contractors painting underside of overbridge carrying G.C. Co.'s avoiding line over railway. Up and Down lines affected. Ladders in use.

Between Marshgate Junction and Dock Hills.—Sunday, 21st November, 6-0 a.m. to about 6-0 p.m., between trains, fixing smoke plates at new bridge over Up and Down lines.

Bridge Junction, Doncaster.—Sunday, 21st November, 6-0 a.m. to 6-0 p.m., erecting new bracket signal west of wall siding, 180 yards south of box.



	Whistles.
1. Wall Siding Stop Signal ...	5
2. Down Coal Stop Signal ...	2

Old signal will be removed.

eeds "A" Box.—Sunday, 21st November, 6-0 a.m. to about 5-0 p.m., between trains, renewing points and crossings, the work affecting the Slip and Through road in No. 2 Departure Road. All traffic during time named must arrive in Nos. 1, 2 and ex 3 platform lines. Trains departing from Siding No. 1, Platforms Nos. 1 and 2, and Siding No. 2 to run via No. 15 crossover road to No. 2 Departure Line. Trains from No. 3 Platform line must run via No. 53 crossover road at end of centre platform. Trains from remainder of roads to run via No. 1 Departure line.

Lofthouse North Junction.—Wednesday, 24th November 7-0 a.m. to about 5-0 p.m., renewing Advance signal to Methley in same position. Signal mentioned will be disconnected during time work is in hand.

Lofthouse North Junction.—Wednesday, 24th November, 7-0 a.m. to about 5-0 p.m., cutting down and refixing at a lower elevation, in same position, the E. & W.Y.U. line Up and Down stop signals (on same post). Signals mentioned will be disconnected.

Arrangements for Fog-Signalling.

Station.	Signal Box.	Where Fogman is stationed.
Bramwith	Applehurst Junction	Distant from Skellow Junction ... ...
,, ...	,, ,, ..	Distant from Bramwith ... ...
,, ...	,, ,, ...	To act under signalman's instructions ...

Ardsley South.—Until further notice, cleaning and painting signal rodding. All lines affected.

West of Foxholes Bridge, No. 18, Methley Branch.—Coal subsidence 181¼ miles. Up and Down lines affected.

Bentley Colliery.—Until further notice, laying in sidings and crossing work.

Through Carcroft Station Platforms.—Until further notice, laying in new drain and building cesspits. Up and Down lines affected.

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles and draining slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected. Ladders in use.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Fogsignalling Machines.

Delete all information in regard to Fogsignalling Machines shewn on pages 47 to 49 of the "Instructions to N.E. servants working over other Companies lines."

List of places where water columns are situated.

Place.	Where situated.	Available from	Register No.
Elland	Station	Up Loop and Siding ...	817

Halifax, Holdsworth Bridge Box.—Commencing on Monday, 22nd November, this box will be open from 5-0 a.m. Mondays, to 6-0 a.m. Sundays, or until the last stopping goods train on Down line has passed.

Hipperholme, Stone Siding.—Open 6-0 a.m. Monday to 4-0 a.m. Sunday, or until pilot has finished.

Between Mirfield No. 5 Box and L. & N.W. Junction.—Reballasting Up and Down South lines.

Between Tanshelf and Featherstone.—Reballasting. Up and Down.

Knottingley—Between Headlands Bridge and Lord Hawke's Box.—Drawing back rails—Up and Down lines.

Knottingley.—Reballasting all lines through station. Up and Down Goole and Doncatser lines.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. Speed of trains to be reduced to 10 miles per hour.

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. Speed of trains to be reduced to 20 miles per hour.

WORKING OF WAGONS WITHOUT BRAKE VAN, AND PROPELLING OF WAGONS.

Wagons may be worked between the following points without a brake van in the rear, and may also be propelled over the section shewn below :—

Station.	Points.	Remarks.
	Wagons without brake van.	
Normanton	Lockes Siding and Goose Hill Junction ...	Wagons.
Featherstone	Featherstone Station to Colliery signal-box	Wagons.
	Propelling.	
Featherstone	Featherstone Colliery box to Featherstone Station	Wagons.

Trains detained at Home or Starting Signals—Rule 55.

Signal Box.	Signal.	Apparatus.
Wyke Junction	Up Outer Home ...	Track circuit with bell communication.
Anchor Pit Junction ...	Down Outer Home ...	Do.

Midland Company's Notices.

Swinton Junction.—Sunday, 21st November, commencing at 6-30 a.m., the points and signals will be disconnected from the signal-box for repairs to connections.

Armley.—Until further notice the Engineer will be engaged reconstructing Bridge No. 20 at Armley Station and building new platforms between the Armley Station Bridge and the Armley Canal Bridge.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

Rec'd & Ack to A.H Nov 26/09

1197

NORTH EASTERN RAILWAY.

O. 3720.

General Superintendent's Office,

YORK, 25th November 1909

PROGRAMME OF

Signalling Alterations, Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 27th November, 1909,

TO

SATURDAY MIDNIGHT, 4th December, 1909.

6320,

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
	Selby.	
Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
	Birtley and Plawsworth.	
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
	Annfield Plain.	
Between Annfield Plain Station and East Castles Junction, 9 to 9½ miles (Up and Down lines)	15 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
	Lemington and Newburn.	
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
	Witton Gilbert and Aldin Grange.	
Between Bearpark Colliery, Aldin Grange and Station Box, Witton Gilbert. Over the bridges at 2 miles, 53 chains and 2 miles, 65 chains. Up and Down lines.	10 miles	Renewal of bridges Warning boards as per Rule 253 (e) are fixed.
	Bishop Auckland and Hunwick.	
Newton Cap Viaduct	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
	Crook and Tow Law.	
Sunniside Deviation	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
	Kirkby Stephen and Musgrave.	
Between Kirkby Stephen and Musgrave	5 miles	Repairs to Scandale Beck Bridge. Warning boards as per Rule 253 (e) are fixed.
	Skinningrove and Loftus.	
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
	Boosbeck and Brotton. **Boosbeck and North Skelton.**	
100 yards in all directions from Priestcroft Junction	10 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
	Bolton-on-Dearne and Frickley.	
Between 2¼ and 2½ mile posts, Up and Down lines	15 miles	Subsidence of line.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions
	Normanton to York.		
Between Castleford and West Riding Colliery	Relaying Whitwood Junction at 22¼ miles	Up and Down	
	York to Darlington.		
Otterington	Relaying from 26¼ miles to 28 miles	Up	
Cowton	Relaying from 35¼ mls. to 39 mls....	Down	
Between Croft Spa Station and Dalton Bank	Slag ballasting and lifting lines ...	Up and Down	
	Darlington to Newcastle.		
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Ferryhill to Leamside.		
Shincliffe	Resleepering 61½ miles to 62 miles...	Up	
Sherburn Colliery ...	Relaying from 63¼ mls. to 64½ miles	Down	
	Alnmouth to Alnwick.		
Between Alnmouth and Alnwick	Relaying from 1 mile to 2½ miles ...	Up	
	South Dock to Seaham.		
Between Hendon Junction and Ryhope Grange Junction	Relaying	Down	
	Hylton, Southwick and Monkwearmouth Branch.		
Castletown	Relaying from 3 miles to 3¼ miles ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Durham to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ..	Up and Down	
Between Bp. Auckland North and East Junctions	Relaying from 14¾ miles to 15 miles	Up and Down Platform and Up and Down Mineral	
	Murton to Durham Elvet.		
Between Pittington & Sherburn House	Relaying from 11¼ miles to 11¾ mls.	Single	
	Thornaby to Wellfield.		
Carlton South Junction	Renewal of points and crossing ...	Up & Down	
	Bishop Auckland to Barnard Castle.		
St. Helen's Colliery Junction	Renewal and alteration of points and crossings	Up and Down	
	Darlington to Bishop Auckland.		
North Road	Relaying from 1¼ miles to 2¼ miles	Up	
Shildon	Relaying from 7½ miles to 8¼ miles	Down	
Bishop Auckland East Junction	Relaying from 10½ miles to 10¾ miles	Up and Down	
	Wear Valley Junction to Consett.		
Between Crook and Tow Law	Relaying from 19¼ miles to 19½ miles	Single	
Rowley	Relaying from 30 miles to 30¼ miles	Down	
	Wear Valley Junction to Wearhead.		
Wolsingham	Relaying from 21¼ mls. to 21½ mls.	Up	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Barnard Castle.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
	Melmerby to Thirsk.		
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
	Stockton to Hartlepool.		
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up and Down	
Stranton Junction, West Hartlepool	Renewal and alteration of points and crossings	All lines	
	Darlington to Eaglescliffe.		
Dinsdale	Relaying 3 miles to 4¼ miles ...	Down	
	Middlesbrough to South Bank.		
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29½ miles	Down	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Saltburn to Skinningrove.		
Brotton	Relaying from 30¾ miles to 33¾ miles and from 32 miles to 32¾ miles ..	Down Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
	Pickering to Whitby.		
Between Grosmont and Sleights	Relaying from 24¾ mls. to 25¼ mls.	Up and Down	
	Pickering to Kirbymoorside.		
Between Sinnington and Kirbymoorside	Relaying from 13¾ miles to 14¼ miles	Single	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Milford Junction to Gascoigne Wood:		
Between Milford Junction and Gascoigne Wood	Relaying from 7 miles to 7¼ miles	Up and Down	
	Staddlethorpe to Hull.		
Ferriby	Relaying from 7½ miles to 7¾ miles	Down Fast and Down Slow	
	York to Beverley.		
Between Earswick and Warthill	Relaying from 3¾ miles to 5 miles ...	Down	
Between Holtby and Stamford Bridge	Relaying from 7 miles to 10 miles ...	Down	
Cherry Burton ...	Relaying from 30 miles to 32¾ miles	Down	
	Selby to Moss.		
Between Henwick Hall signal-box and Temple Hirst	Slag ballasting and lifting lines 170 miles to 170½ miles	Up and Down	
	Hull to Bridlington.		
Beverley	Relaying from 8¾ miles to 9¼ miles ...	Down	
Carnaby	,, ,, 28½ miles to 29¼ miles	Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Keyingham	Relaying from 13¾ miles to 14 miles	Down	
,, ...	Relaying from 14 miles to 15 miles	Single	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Sutton	Relaying from 4½ miles to 5½ miles and 6½ to 7 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
Wassand	Relaying from 13½ to 15 miles ...	Down	
	Castleford and Methley Branch.		
Between Castleford and Methley	Relaying Methley Junction, 0 yards, to 50 yards	Up and Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

For further notice of work at this place see page 1207, and for speed restriction see page 1198.

HOWNES GILL VIADUCT, 32¼ MILES, BETWEEN ROWLEY AND CONSETT.

Drivers to keep a sharp look out for men carrying out repairs on the viaduct.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1909-10.

The following alterations to be made in the Southern Division Fog-signalling Programme:—

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
Page 66.—Insert:—						
Shildon ...	Tunnel South	Entrance to tunnel	*1	—	—	

Sunday, 28th November.

ULLESKELF.

8-0 a.m. to about 5-0 p.m., between the running of ordinary traffic, re-looping points and changing worn timbers.

Flagmen will be provided.

Signalman to be on duty during the time the work is in progress.

Sunday, 28th November,

Continued.

LOCOMOTIVE YARD, SELBY.

7-0 a.m. to about 5-0 p.m., renewing points and crossings in Locomotive Yard, clear of the Main lines.

A ballast train will leave York at 6-0 a.m., arrive Selby 7-0 a.m., returning to York on completion of the work about 5-0 p.m.

NABURN SWING BRIDGE.

9-0 a.m. to 2-0 p.m., testing Naburn Swing Bridge. The Up and Down lines over the bridge between Naburn North and Naburn South will be blocked between the working of ordinary traffic.

Flagmen will be provided.

BETWEEN LEEMAN ROAD AND CLIFTON SIGNAL-BOXES, YORK.

6-0 a.m. to about 5-0 p.m., laying water pipes in the six-foot between No. 14 Platform line and Engine lines. Also laying water pipe under railway close to ground disc No. 33.

The Engineering Department will have possession of the Down Goods line, Up and Down Engine lines and No. 14 Platform line during the time the work is in progress. Flagmen will be provided.

BOROUGHBRIDGE ROAD BRIDGE, NORTHALLERTON.

7-0 a.m to 5-0 p.m, asphalting bridge over Boroughbridge Road. Traffic will not be interfered with. Flagmen will be provided.

HIGH STREET SIGNAL-BOX, GATESHEAD.

At 12-5 a.m., the safety points on the Up line from Greensfield Junction about 17 yards east of the box, will be dispensed with.

No. 1 SIGNAL-BOX, NEWCASTLE.

1-0 a.m. to 6-0 p.m, taking down and loading up signals, etc. Flagmen will be provided by the Engineer.

An engine with steam crane and wagons will leave Park Lane, Gateshead, at 12-30 a.m., via King Edward Bridge, for Newcastle Central and return thence about 6-0 p.m.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 28th November,

Continued.

BETWEEN No. 1 BOX, NEWCASTLE, AND JUNCTION BOX, MANORS.

7-0 a.m. to 5-0 p.m., alterations to third rail.

The Up and Down North Main lines will be closed against all electric train traffic, which will be worked over the Tynemouth lines.

The Engineer will provide flagmen, and men to remove the necessary terminals.

BETWEEN ARGYLE STREET BOX, MANORS, AND SOUTH JUNCTION BOX, HEATON.

12-5 a.m. to 6-0 p.m., reballasting Down Main North line at east end of Ouseburn Viaduct. The Up and Down Main North lines will be closed between Argyle Street and Heaton South Junction, and the electric current in connection with both lines will be switched off between the same points. The Engineer will provide flagmen and remove the necessary terminals.

An engine with wagons will leave Heaton Junction at 11-30 p.m. on Saturday, 27th November.

BETWEEN BLYTH STATION AND ISABELLA COLLIERY JUNCTION BOXES.

6-0 a.m. to about 6-0 p.m., putting waybeams on under line bridge, in connection with a new road between Newsham and Blyth. Single line working by pilotman will be in operation alternately on the Up and Down line. Pilotman and flagmen will be provided by the Engineer.

Blyth Station, Blyth Junction and Isabella Colliery boxes to be open during the progress of the work.

A Blyth engine and guard will assist.

STATION SIGNAL-BOX, BENTON.

12-5 a.m. to about 5-0 p.m., re-arranging signals, etc.

Signalman to be on duty during the progress of the work. A flagman will be provided by the Engineer.

At about 4-0 p.m., the following new signals will be brought into use :—

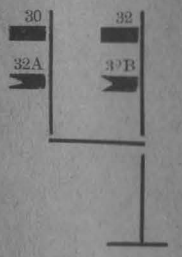
SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 28th November,

Continued.

STATION SIGNAL-BOX, BENTON—*Continued.*

30. To Backworth Starting.
32. To Newcastle Starting.
32a. To Backworth Distant (*worked from Benton East box*).
32b. To Newcastle Distant (*worked from Benton Quarry box*).



Erected as shewn on the Down side of the line, about 68 yards south of the box.

SIGNALS DISPENSED WITH.

To Backworth Starting. **To Newcastle Starting.**
To Backworth Distant (*worked from Benton East*).
To Newcastle Distant (*worked from Benton Quarry*).

TYNEMOUTH.

12-5 a.m. to 7-0 a.m., painting Manor Road Bridge. Flagmen will be provided by the Engineer.

SCOTSWOOD BRIDGE JUNCTION, BLAYDON.

7-30 a.m. to about 5-0 p.m., between the running of passenger trains, renewal of points and crossings. Goods trains from Carlisle to be worked through Blaydon Goods Sidings. All light engines from Newcastle to Blaydon Engine Shed to travel via No. 1 Independent, Blaydon Goods Sidings.

Flagmen will be provided.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE, AND STATION BOX, WITTON GILBERT.

9-0 a.m. to about 5-0 p.m., erecting girders on bridges at 2 miles, 53 chains, and 2 miles, 65 chains.

After the passing of the 8-29 a.m. train ex Blackhill until the completion of the work the single line will be in possession of the Engineer.

Flagmen will be provided.

Signalmen to be on duty at Bear Park Colliery and Witton Gilbert Station boxes during the progress of the work.

An engine with steam cranes and wagons will leave Park Lane, Gateshead, at 6-30 a.m. for Aldin Grange, via Team Valley, returning at about 5-0 p.m.

Signalman to be on duty at Relly Mill Junction box to pass the special on the return journey.

For speed restriction see page 1198, and for further notice of work at this place, see page 1204.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 28th November,

Continued.

BETWEEN EAST AND NORTH JUNCTIONS, BISHOP AUCKLAND.

From 6-0 a.m to 5-0 p.m., between the running of ordinary trains, the Engineer will have possession of the Down Platform line for the purpose of re-sleepering it. Flagmen will be provided.

A special will leave Barnard Castle at 6-0 a.m. with gangman, returning about 5-0 p.m.

The engine will not be required during the day.

Signalmen at Barnard Castle East, Coal Road Crossing, Forthburn, Woodlands Junction, Spring Gardens Junction, West Auckland Station, St. Helens Colliery Junction, Bishop Auckland East, and the gateman at Spring Gardens Crossing to be on duty to pass the special in both directions.

ESTON WEST SIGNAL-BOX, SOUTH BANK.

8-30 a.m. to about 5-0 p.m., the Signalling Department will be engaged renewing the Up passenger and Up mineral line distant signals at this place.

Flagmen will be provided by the Engineering Department to act for these signals during the time they are out of use.

Signalman to be on duty during progress of work.

STATION SIGNAL-BOX, HAVERTON HILL.

8-30 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of alterations.

All signals will stand at danger and flagmen will be provided by the Engineering Department to conduct the traffic under the signalman's instructions.

Signalman to be on duty.

The following alterations will be made in the signalling arrangements :—

Shunting Signals.

A new ground disc signal fixed at the points on the Down side of the Down Main line, about 170 yards east of the signal-box, which will read :—Backing—Down Main—To Depot Siding.

The ground disc signal at present fixed on the Up side of the Engine Shed line, which reads, Backing—Up Main—To Down Main, will be removed to a new site on the Up side of the Up Main line, about 10 yards further from the signal-box, and will read as at present.

All other signals will remain unaltered.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 28th November,

Continued.

BETWEEN LOFTUS AND STAITHES.

6-0 a.m. to 4-30 p.m., both lines will be in possession of Engineer for the purpose of renewing Bridge No. 39 at 36 miles 462 yards, near Loftus, and Bridge No. 47 at 40 miles 630 yards, near Staithes.

Flagmen will be provided.

In connection with this work, a special with two hand cranes, wagons containing material, workmen's carriages and van will leave Old Coach Shops Yard, Hopetown, for Staithes. at 5-0 a.m., returning about 4-30 p.m.

Engine and guard to be out at 4-30 a.m. to marshal special, and will be required on duty at Loftus during progress of the work

Signalmen at Oak Tree, Urlay Nook, Eaglescliffe South and North, Middlesbrough West and East, Whitehouse, Warrenby, Redcar West and East, Saltburn Junction, Carlin How Junction, Loftus, Grinkle and Staithes to be on duty to pass special in both directions, and at Loftus and Staithes during progress of the work.

On arrival at Staithes the engine will return to Loftus, where it will work during the day, returning to Staithes about 4-0 p.m. Signalman to be on duty at Grinkle to pass the engine in both directions.

STATION SIGNAL-BOX, SCARBOROUGH.

6-0 a.m. to about 5-0 p.m., the interlocking will be disconnected for the purpose of renewing facing point timbers.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

BRAMHOPE TUNNEL.

8-0 a.m. to about 6-0 p.m., renewal of way. The Engineering Department will have possession of the Up line between Arthington South and Moseley signal-boxes, and single line working by pilotman will be in operation on the Down line.

A ballast train will occupy the Down line from 9-0 a.m. to 10-0 a.m., the Down line being blocked during that time. The ballast train will occupy the Down line afterwards between the running of ordinary traffic.

Sunday, 28th November.

Continued.

BRAMHOPE TUNNEL—*Continued.*

Pilotmen, flagmen and men to wedge points will be provided by the Engineering Department.

Signalmen at Moseley and Arthington South to be on duty during the time the work is in progress.

Signalman at Arthington Long Siding to remain on duty until 11-0 a.m.

Signalman at Arthington North Junction to be on duty from 11-0 a.m. until completion of the work.

A special train will leave Starbeck for the work at 7-30 a.m., returning about 6-30 p.m.

Signalmen at Stonefall, Pannal Junction and Rigton to be on duty to pass the special in both directions.

PARAGON YARD SIGNAL-BOX, HULL

6-0 a.m. to about 6-0 p.m., the interlocking will be disconnected for the purpose of alterations.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

4-0 a.m. to about 5-0 p.m., the Engineering Department will have possession of the E. and F. lines between Park Street signal-box and the Station, together with the shunt from F. to G. lines, for the purpose of slightly altering the permanent way near Park Street Bridge.

Monday, 29th November.

BETWEEN FRICKLEY AND BOLTON-ON-DEARNE (S. & K. Joint).

Commencing at 12-0 noon, Warning Boards for the Up and Down Main lines will be provided in accordance with paragraph (e), Rule 253, in the Book of Rules and Regulations, the one for the Up line being fixed on the Down side of the line midway between Hickleton Main North and South boxes and the one for the Down line being fixed at the back of the Bolton-on-Dearne Up Home signal.

For speed restriction see page 1199.

Monday, 29th November,

Continued.

STATION SIGNAL-BOX, WARKWORTH.

At 10-0 a.m., the following new signal will be brought into use :—

7. **Up Advanced Starting.**

Erected on the Up side of the line, about 394 yards south of the box.

SIGNAL DISPENSED WITH.

Up Advanced Starting.

HAXBY ROAD LEVEL CROSSING, EARSWICK.

This crossing will be released from Earswick Station signal-box, and will be protected by the signals worked from that signal-box.

The existing gate disc signal will be dispensed with.

STATION SIGNAL-BOX, EARSWICK.

6-0 a.m. to about 6-0 p.m., the existing signal-box will be dispensed with and the working of the points and signals transferred to a new signal-box situate on the Up side of the line immediately west of the level crossing.

All signals will stand at danger and traffic will be conducted by flagmen provided by the Engineering Department, under the Signalman's instructions.

The following alterations will be made in the signalling arrangements :—

Down Distant signal.

The new lower notched arm fixed on the post carrying the Bootham Junction signal-box Down Home signal.

Down Auxiliary Distant signal.

The existing Down Distant signal will now become the Down Auxiliary Distant signal.

Down Outer Home signal.

A new single-armed signal fixed on the Down side of the line, about 265 yards west of the signal-box.

Down Inner Home signal.

A new single-armed signal fixed on the Down side of the line opposite the signal-box.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

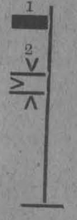
Monday, 29th November,

Continued.

STATION SIGNAL-BOX, EARSWICK—*Continued.*

Down Starting signal.

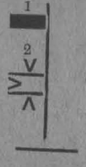
A new double-armed signal fixed at the end of the Down platform, about 140 yards east of the signal-box, which will read :—



1. Down Starting.
2. Down Distant (*worked from New Lane Gate box*). (At present out of use).

Down Advance signal.

A new double-armed signal fixed on the Down side of the line, about 450 yards east of the signal-box, which will read :—



1. Down Advance.
2. Down Auxiliary Distant (*worked from New Lane Gate box*). (At present out of use).

Up Distant signal.

The existing single-armed signal will be dispensed with and replaced by a double-armed signal fixed on the Up side of the line, about 770 yards east of the signal-box, which will read :—

1. Up Home (*worked from New Lane Gate box*). At present out of use.
2. Up Distant.

Up Home signal.

A new single-armed signal fixed on the Up side of the line, about 200 yards east of the signal-box.

Up Starting signal.

The existing Up Home signal fixed at the end of the Up Platform will now become the Up Starting signal.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Monday, 29th November,

Continued.

STATION SIGNAL-BOX, EARSWICK—*Continued.*

Shunting Signals.

A new ground disc signal fixed at the points on the Up Main line about 135 yards west of the signal-box, which will read :—Backing—Up Main—To Down Main.

A new ground disc signal fixed at the points on the Down Main line about 85 yards west of the signal-box, which will read :—Backing—Down Main—To Up Main.

A new ground disc signal fixed at the points on the Up Main line about 90 yards west of the signal-box, which will read :—Backing—Up Main—To Loading Dock.

The existing signal working with the points from the Loading Dock will be dispensed with and replaced by a new small semaphore signal, which will read :—From Loading Dock—To Up Main.

The existing small semaphore signal working with the points from Coal Depots will be dispensed with and replaced by a new small semaphore signal, which will read :—From Coal Depots—To Down Main.

A new small semaphore signal fixed at the points on the Down Main line about 190 yards east of the signal-box, which will read :—Backing—Down Main—To Coal Depots.

The existing Down Home signal will be dispensed with.

All other signals will remain unaltered.

Friday, 3rd December.

FRYSTON NORTH SIGNAL-BOX, FRYSTON.

The following alterations will be made in the signalling arrangements at this place :—

Up Distant signals.

The existing signal will be dispensed with and replaced by a new single armed signal fixed on the Up side of the line, 160 yards further from the signal-box.

All other signals will remain unaltered.

Saturday, 4th December.

FRYSTON NORTH SIGNAL-BOX, FRYSTON.

9·0 p.m. to 12-0 midnight, the Signalling Department will have possession of this signal-box for the purpose of putting in a new locking apparatus.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Engineering Department, under the signalman's instructions.

Signalman to be on duty.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Fogsignalling Machines.

Fogsignalling machines have been fixed at the following signals :—

Place.		Signal.
Bentley Junction	....	Marshgate Down Outer Distant.
Rotherham Road	....	Greasboro' Road Down Distant.

Between Marshgate and Barnby Dun.—Until further notice, construction of overbridge by contractors for Doncaster avoiding line ¼ and ½ mileage. Up and Down lines.

Closing of Signal-boxes on Sundays.—The signals worked from signal-boxes which are closed on Sundays will not be placed at Danger for the protection of passenger trains booked to stop at the stations on Sundays. In the event of a passenger train being detained from any cause at any of these stations on Sundays for more than three minutes while the signal-box is closed, the Station Master or person in charge will be held responsible for the Guard or some other competent person protecting the train, in accordance with Rule 217 in the Company's Book of Rules and Regulations.

During the time a signal-box is closed, a train, engine, or vehicle must not be allowed to pass between the Main lines and sidings or between one Main line and the other at the place.

Horse, carriage, cattle or other similar traffic must not be accepted to be dealt with at a station during the time the signal-box is closed.

Conisboro' Cadeby Signal-box.—Reconstruction of bridge over River Don.—The Down Main line has been relaid on the site of the temporary middle siding. Trailing points have been made in the new Down Main line, 242 yards west of the signal-box leading to Up Main or Colliery Sidings.

UP SIGNAL.

The Up Main Outer Home signal, which is also Conisboro' Up Advance Starter, has been refixed by the left hand side of the Up Main line.

DOWN SIGNAL.

The Down Main Inner Home, carrying also Conisboro' Down Main Inner Distant, has been refixed at the fouling of cross-over road in its new position.

A disc signal fixed between Up Main and Down Main lines, 242 yards west of the signal-box, will control trains from Down Main to Up Main or Colliery Sidings.

A disc signal fixed between Up and Down Main lines, 167 yards west of the signal-box, will control trains from Up Main to Down Main.

The old crossover road and discs for same have been dispensed with.

Conisboro'—Cadeby Signal Box.—Temporary alteration during re-construction of bridge over River Don.

The Up main line has been diverted on to the new portion of the bridge.

The diversion commences 100 yards west of the bridge, and on the east side of the bridge the former shunting neck now becomes the Up main line, the diversion terminating 200 yards east of the bridge.

Trap points have been laid in the western outlet from Nos. 2 and 3 Sidings at the fouling with diverted Up main line.

The western outlet from No. 1 Siding has been closed.

The closed portion of the Up main line is now used as a Siding.

Conisboro' Up Starter, which is also Cadeby Outer Home Signal, is now on the left hand side of the Up main line during the diversion.

The signal controlling trains from western outlet of Sidings to Down main line has been removed and refixed by the side of the outlet traps from Nos. 2 and 3 Sidings and apply from these Sidings only.

Cadeby Up Distant signals will stand at "Danger."

Between Conisboro' and Doncaster.—Until further notice, diverting up line over Conisboro River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards provided in accordance with rule 253, clause E. Up and Down lines affected

Between Wath and Mexbro'.—Until further notice, lifting Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines

Sheffield—Nos. 4 & 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The crossover between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Warmsworth Siding box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Leeds "A" Box.—Until further notice, renewing points and crossings. No. 1 Departure line affected. Trains to run at caution. Shunters to be careful.

Bentley Colliery.—Sunday, 28th November, 7-0 a.m. to about 5-0 p.m., between trains, laying in crossing work and ballasting sidings. Bentley Colliery box will be open and signalman on duty.

Between Frenchgate and Marshgate Boxes, Doncaster.—Sunday, 28th November, 7-0 a.m. to about 11-0 a.m., between trains, Contractors will be unloading steelwork at Marshgate Bridge. Contractors will have possession of Down Main line. Engine will be engaged. Flagmen out.

Between Middleton Wood and Ardsley North.—Sunday, 28th November. 7-0 a.m. to about 5-0 p.m., between trains, trolleying rails into and re-railing Up line through Ardsley tunnel. **Speed of trains must not exceed 15 miles per hour.** Ardsley North box will be open and signalman on duty.

Arrangements for Fog-Signalling.

Station.	Signal Box.	Where Fogman is stationed.
Bramwith	Applehurst Junction	Distant from Skellow Junction ... ...
,, ...	,, ,, ...	Distant from Bramwith ... ...
,, ...	,, ,, ...	To act under signalman's instructions ...

Spring Lane, Ardsley.—Until further notice, cleaning and painting signal rodding. All lines affected.

West of Foxholes Bridge, No. 18, Methley Branch.—Coal subsidence 181¼ miles. Up and Down lines affected.

Bentley Colliery.—Until further notice, laying in sidings and crossing work.

Through Carcroft Station Platforms.—Until further notice, laying in new drain and building cesspits. Up and Down lines affected.

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles and draining slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected. Ladders in use.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Beacon Hill Tunnel, Halifax.—Sunday. 28th November, 7-0 a.m. to 5-0 p.m., Removing dirt. Hipperholme Stone Siding box to be open.

Anchor Pit Junction.—Sunday, 28th November, 6-0 a.m. to 5-30 p.m., cleaning and over-hauling locking. The locking will be disarranged as required. Anchor Pit Junction box will be open.

Normanton, Lady Gordon's Bridge.—Friday, 3rd December, 8 0 a.m. to 5-0 p.m., cleaning and over-hauling locking. The locking will be disarranged as required.

Wyke Tunnel.—Construction of manholes, Up line, drivers to whistle on entering the tunnel in both directions.

Halifax, Holdsworth Bridge Box.—Commencing on Monday, 22nd November, this box will be open from 5-0 a.m Mondays, to 6-0 a.m. Sundays, or until the last stopping goods train on Down line has passed.

Hipperholme, Stone Siding.—Open 6-0 a.m. Monday to 4-0 a.m. Sunday, or until pilot has finished.

Between Mirfield No. 5 Box and L. & N.W. Junction.—Reballasting Up and Down South lines.

Between Tanshelf and Featherstone.—Reballasting. Up and Down.

Knottingley—Between Headlands Bridge and Lord Hawke's Box.—Drawing back rails—Up and Down lines.

Knottingley.—Reballasting all lines through station. Up and Down Goole and Doncatser lines.

Wakefield, between Whithams and Calder Bridge Boxes.—All week and until further notice, relaying Down line.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. **Speed of trains to be reduced to 10 miles per hour.**

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. **Speed of trains to be reduced to 10 miles per hour.**

Fogsignalling Machines.

Delete all information in regard to Fogsignalling Machines shewn on pages 47 to 49 of the "Instructions to N.E. servants working over other Companies lines."

List of places where water columns are situated.

Place.	Where situated.	Available from	Register No.
Elland	Station	Up Loop and Siding ...	317

WORKING OF WAGONS WITHOUT BRAKE VAN, AND PROPELLING OF WAGONS.

Wagons may be worked between the following points without a brake van in the rear, and may also be propelled over the section shewn below :—

Station.	Points.	Remarks.
	Wagons without brake van.	
Normanto	Lockes Siding and Goose Hill Junction ...	Wagons.
Featherst	Featherstone Station to Colliery signal-box	Wagons.
	Propelling.	
Featherston	Featherstone Colliery box to Feathers one Station	Wagons.

Trains detained at Home or Starting Signals—Rule 55.

Signal Box.	Signal.	Apparatus.
Wyke Junction	Up Outer Home ...	Track circuit with bell communication
Anchor Pit Junction ...	Down Outer Home ...	Do.

Midland Company's Notices.

Leeds.—Sunday, 28th November, commencing at 6-0 a.m., the following alterations will be made :—

STATION BOX.

The home signal for the north arrival line will be superseded by a three-armed bracket signal; the left-hand arm will apply to trains going on to No. 6 platform line, the middle arm to trains going on to No. 5 platform line, and the right-hand arm to trains going on to No. 4 platform line.

The home signal for the south arrival line will be superseded by a three-armed bracket signal; the left hand arm will apply to trains going on to No. 3 platform line, the middle arm to trains going on to No. 2 platform line, and the right-hand arm to trains going on to No. 1 platform line.

FOREIGN COMPANIES' NOTICES—*Continued.*

MIDLAND COMPANY'S NOTICES—*Continued.*

The signal regulating the running of trains from No. 4 platform line will be superseded by a new signal.

The signal regulating the running of trains from No. 3 platform line will be superseded by a two armed bracket signal; the left hand arm will apply to trains going towards Leeds Junction on the south departure line, and the right-hand arm to trains going towards Leeds Junction on the north departure line.

The signal regulating the running of trains from No. 2 platform line will be superseded by a two armed bracket signal; the left-hand arm will apply to trains going towards Leeds Junction on the south departure line, and the right-hand arm to trains going towards Leeds Junction on the north departure line.

LEEDS JUNCTION.

The distant signals for the north and south departure lines will be superseded by new signals.

Masboro'—Sunday, 28th November, from 7-0 a.m. until about 12 0 noon, the Engineer will, between the running of trains, have possession of the Up and Down slow lines, and from about 12-0 noon until the work is completed, about 5-0 p.m., possession between the running of trains, of the Up and Down fast lines through the Passenger Station, for the purpose of painting the footbridge. Mr. Simmons will make the necessary arrangements.

Wincobank Station Junction.—Monday, 29th November, commencing at 9 0 a.m., an alteration will be made in the locking.

Armley.—Drivers of Up trains which have finished their work at Armley and are ready to proceed on the journey must whistle as follows:—

Three times if not stopping north of Stourton Sidings.

Four times if stopping at Hunslet Goods Junction or Hunslet Sidings for traffic purposes.

Armley.—Until further notice the Engineer will be engaged reconstructing Bridge No. 20 at Armley Station and building new platforms between the Armley Station Bridge and the Armley Canal Bridge.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

Sent & ack Decr 18 A.H.

1267

NORTH EASTERN RAILWAY.

O. 3762.

General Superintendent's Office,

YORK, 16th December, 1909.

PROGRAMME OF

Signalling Alterations, Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 18th December, 1909,

TO

SATURDAY MIDNIGHT, 25th December, 1909.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Selby.		
Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Birtley and Plawsworth.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Annfield Plain.		
Between Annfield Plain Station and East Castles Junction, 9 to 9½ miles (Up and Down lines)	15 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Lemington and Newburn.		
Between Lemington and Newburn 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Witton Gilbert and Aldin Grange.		
Between Bearpark Colliery, Aldin Grange and Station Box, Witton Gilbert. Over the bridges at 2 miles 53 chains and 2 miles, 65 chains. Up and Down lines.	10 miles	Renewal of bridges Warning boards as per Rule 253 (e) are fixed.
Bishop Auckland and Hunwick.		
Newton Cap Viaduct	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 253 (e) are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Crook and Tow Law.		
Sunniside Deviation	15 miles	Pitfalls, 19 miles to 19½ miles. Warning boards as per Rule 253 (e) are fixed.
Skinningrove and Loftus.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Boosbeck and Brotton. **Boosbeck and North Skelton.**		
100 yards in all directions from Priestcroft Junction	10 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Bolton-on-Dearne and Frickley.		
Between 2¼ and 2½ mile posts, Up and Down lines	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions
	Normanton to York.		
Between Castleford and West Riding Colliery	Relaying Whitwood Junction at 22¼ miles	Up and Down	
	York to Darlington.		
Cowton	Relaying from 35¼ mls. to 39 mls....	Down	
Between Croft Spa Station and Dalton Bank	Slag ballasting and lifting lines ...	Up and Down	
	Darlington to Newcastle.		
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Alnmouth to Alnwick.		
Between Alnmouth and Alnwick	Relaying from 1 mile to 2½ miles ...	Up	
	Newcastle to Backworth.		
Benton Station ...	Relaying from 4 miles to 4¼ miles ..	Up	
	Hylton, Southwick and Monkwearmouth Branch.		
Castletown	Relaying from 3 miles to 3¾ miles ...	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Durham to Bishop Auckland.		
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Bowden Close, Willington	Resleepering from 11½ mls. to 12 mls.	Down	
Newton Cap, Hunwick	Resleepering from 13½ mls. to 14 mls.	Up	
Between Bp. Auckland North and East Junctions	Relaying from 14¾ miles to 15 miles	Up and Down Platform and Up and Down Mineral	
	Norton Junction West to Ferryhill.		
Carlton Station ...	Renewal of points and crossings ...	All lines	
	Thornaby to Wellfield.		
Carlton South Junction	Renewal of points and crossing ...	Up & Down	
	Bishop Auckland to Barnard Castle.		
St. Helen's Colliery Junction	Renewal and alteration of points and crossings	Up and Down	
	Darlington to Bishop Auckland.		
North Road	Relaying from 1¼ miles to 2¼ miles	Up	
Bishop Auckland East Junction	Relaying from 10¼ miles to 10¾ miles	Up and Down	
	Wear Valley Junction to Consett.		
Between Crook and Tow Law	Relaying from 19¼ miles to 19½ miles	Single	
Burnhill	Relaying from 26½ miles to 27 miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Darlington to Barnard Castle.		
Winston	Relaying 9½ miles to 10¼ miles ...	Single	
	Melmerby to Thirsk.		
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
	Stockton to Hartlepool.		
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up and Down	
Stranton Junction, West Hartlepool	Renewal and alteration of points and crossings	All lines	
	Darlington to Eaglescliffe.		
Dinsdale	Relaying 3 miles to 4¼ miles ...	Down	
	Middlesbrough to South Bank.		
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29¼ miles	Down	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Saltburn to Skinningrove.		
Brotton	Relaying from 30¾ miles to 33¾ miles and from 32 miles to 32¾ miles	Down Up	
	Picton Junction to Grosmont Junction.		
Sexhow	Re-sleepering from 6 miles to 8 miles	Down	
	Pickering to Whitby.		
Between Grosmont and Sleights	Relaying from 24¾ mls. to 25¼ mls.	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Milford Junction to Gascoigne Wood.		
Between Milford Junction and Gascoigne Wood	Relaying from 7 miles to 7¼ miles	Up and Down	
	York to Beverley.		
Cherry Burton ...	Relaying from 30 miles to 32¾ miles	Down	
	Selby to Moss.		
Between Henwick Hall signal-box and Temple Hirst	Slag ballasting and lifting lines 170 miles to 170½ miles	Up and Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Hedon	Relaying from 7½ miles to 8 miles ..	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Keyingham	Relaying from 13¾ miles to 14 miles	Down	
,, ...	Relaying from 14 miles to 15 miles	Single	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
Withernsea	Relaying from 20¼ miles to 20½ miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Sutton	Relaying from 4½ miles to 5½ miles and 6½ to 7 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
Wassand	Relaying from 13½ to 15 miles ...	Down	
	Castleford and Methley Branch.		
Between Castleford and Methley	Relaying Whitwood Junction, 0 yards to 50 yards	Up and Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

For speed restriction see page 1268.

BETWEEN KIRKBY STEPHEN AND MUSCRAVE.

The speed restriction of 5 miles per hour shewn on page 1245 of Signalling Programme week ending 18th December, has been withdrawn.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1909-10.

The following alterations to be made in the Southern Division Fog-signalling Programme:—

Station.	Box.	Name of Signal.	No. of Men.	Distance fog hut is placed in rear of Signal.	Position of fog hut on up or down side of line.	Remarks.
Page 21—Insert:—						
Moss ...	... Station ...	Down Distant	—	400	Up	By gateman at Barcroft Gate box.
Page 53—Delete:—						
Cross Gates ...	North... ...	Up Distant ...	1	—	Up	

Sunday, 19th December.

WHITWOOD JUNCTION, CASTLEFORD.

7-0 a.m. to about 5-0 p.m., renewing the facing and trailing points at Whitwood Junction.

The Up line between Castleford Gates box and Methley Junction (N.E.) will be blocked between the times named, and single line working by pilotman will be in operation on the Down line between Methley Junction (N.E.). and Gates box.

The Down Normanton line will be blocked between West Riding Colliery and Whitwood Junction, and single line working by pilotman will be in operation on the Up line West Riding Colliery and Whitwood Junction, and on the Up Independent Whitwood Junction and Castleford Gates box.

The Engineering Department will provide pilotman, flagmen and men to wedge points.

Methley Junction (N.E.) box to be open during the progress of the work.

A ballast train will leave York at 6-0 a.m., arrive Whitwood 7-0 a.m., returning to York about 5-0 p.m.

BETWEEN LEEMAN ROAD AND CLIFTON SIGNAL-BOXES, YORK.

6-0 a.m. to about 5-0 p.m., laying water pipes in the six-foot between No 14 Platform line and Engine lines.

The Engineering Department will have possession of the Down Goods line, Up and Down Engine lines and No. 14 Platform line during the time the work is in progress. Flagmen will be provided.

BETWEEN ALNE AND TOLLERTON.

7-0 a.m. to 5-0 p.m., between the running of ordinary traffic, renewing rails. Flagmen will be provided.

BETWEEN ARGYLE STREET BOX, MANORS, AND SOUTH JUNCTION BOX, HEATON.

12-25 a.m. to 6-0 p.m., reballasting Up and Down Tynemouth lines east end of Ouseburn Viaduct. The Up and Down Tynemouth lines will be closed between Argyle Street and Heaton South Junction, and the electric current in connection with both lines will be switched off between the same points. The Engineer will provide flagmen and remove the necessary terminals.

An engine with wagons will leave Heaton Junction at 12-5 a.m.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 19th December,

Continued.

NORTH JUNCTION SIGNAL-BOX, HEATON.

12-5 a.m. to 6-0 p.m., cleaning and repairing interlocking.

All signals will be disconnected and stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

SOUTH SIGNAL-BOX, TWEEDMOUTH.

7-0 a.m. to about 5-0 p.m., renewing overhead signal wires, &c.

There will be a partial disconnection of signals, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer.

BLAYDON MAIN COLLIERY JUNCTION SIGNAL-BOX, REDHEUGH BRANCH.

7-0 a.m. to about 5-0 p.m., renewal of Junction. The Engineer will have possession of both Up and Down lines. Signalman to be on duty during the progress of the work.

CLIFF HOUSE SOUTH JUNCTION SIGNAL-BOX, WEST HARTLEPOOL.

12-5 a.m. to 4-0 p.m., cleaning and repairing interlocking. There will be a partial disconnection of points and signals, the signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. A signalman to be on duty during the progress of the work.

CLIFF HOUSE CROSSING SIGNAL-BOX, WEST HARTLEPOOL.

12-5 a.m. to 4-0 p.m., cleaning and repairing interlocking. There will be a partial disconnection of points and signals, the signals will stand at danger, and traffic will be conducted under the instructions of the signalman by flagmen provided by the Engineer. A signalman to be on duty during the progress of the work.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 19th December,

Continued.

BETWEEN CROOK AND TOW LAW.

8-30 a.m. to 3-30 p.m., the Engineer will be engaged carrying out repairs to the cattle arch at 18 miles 729 yards. Signalmen at West Durham Junction and Tow Law to be on duty during the progress of the work.

A special will leave Bishop Auckland at 7-45 a.m., returning about 3 30 p.m. The enginemen will not be required between 11-0 a.m. and 2-0 p.m. Signalmen at Bishop Auckland West Junction, Wear Valley Junction, Crook East and West, West Durham Junction and Tow Law to be on duty to pass the special in both directions.

LAZENBY SIGNAL-BOX, GRANGETOWN.

9-0 a.m. to about 5-0 p.m, the Signalling Department will be engaged removing the Up Home signal to a new site 15 yards nearer to the signal-box.

A flagman will be provided by the Engineering Department to act for this signal during the time it is out of use.

The signalman to be on duty.

PICTON STATION.

7-0 a.m. to 4-0 p.m., the Engineer will be engaged slewing lines and altering platforms. Traffic will not be interferred with.

Flagmen will be provided.

In connection with this work, a special, conveying men and material, will leave Northallerton for Picton at 6-30 a.m., returning about 5 0 p.m. Signalmen at Boroughbridge Gates, Romanby Gates, Northallerton Low Junction, Northallerton Low Gates, Brompton, Long Lane, Welbury and Rounton Gates to be on duty to pass the special in both directions, and at Picton during progress of the work.

SUMMIT SIGNAL-BOX, COATHLAND.

6-0 a.m. to about 4-30 p,m.. the interlocking will be disconnected for the purpose of cleaning and repairs.

All signals will stand at danger, and the traffic will be conducted by flagmen provided by the Signalling Department, under the signalman's instructions.

Signalman to be on duty during the time the work is in progress.

Sunday, 19th December,

Continued.

STATION SIGNAL-BOX, RICHMOND.

12-1 a.m. to about 6-0 p.m., the Signalling Department will have possession of this signal-box for the purpose of putting in a new locking apparatus.

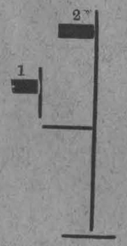
All signals will stand at danger, and traffic will be conducted by flagmen, provided by the Engineering Department, under the signalman's instructions.

The signalman to be on duty.

The following alterations will be made in the signalling arrangements.

Up Inner Starting signal.

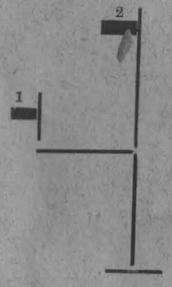
The existing Up Starting signal will now become the Up Inner Starting signal, and will have a half bracket fixed to it as shewn, and the signal will now read :—



1. From Horse Dock—To Up Main.
2. Up Inner Starting.

Up Outer Starting signal.

A new single armed signal with a half bracket fixed on the Up side of the Up Sidings, about 160 yards east of the signal-box, which will read :—



1. From Sidings—To Up Main.
2. Up Outer Starting.

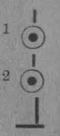
Sunday, 19th December,

Continued.

STATION SIGNAL-BOX, RICHMOND—*Continued.*

Shunting Signals.

Two new ground disc signals, fixed one above the other at the points on the Down Main, about 60 yards east of the signal-box, which will read :—

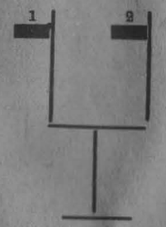


1. Backing—From Up Main—To Platform.
2. Backing—From Up Main—To Horse Dock.

A new half-bracket fixed on the existing Down Inner Home signal, which will read :—From Down Main—To Timber Yard Sidings.

The existing small semaphore signal, working with the points and reading From Sidings—To Up Main, will be dispensed with and replaced by a new half-bracket fixed on the existing Up Outer Starting signal.

A new small double-bracketed signal, fixed at the points on the Up Main, about 215 yards east of the signal-box, which will read :—



1. Backing—Up Main.
2. Backing—Up Main—To Sidings.

A new small semaphore signal, fixed at the points on the Down Main, about 230 yards east of the signal-box, which will read :—Backing—Down Main—To Up Main.

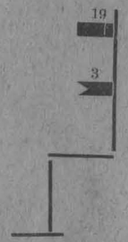
All other signals will remain unaltered.

Monday, 20th December.

WEST SIGNAL-BOX, NORTON-ON-TEES.

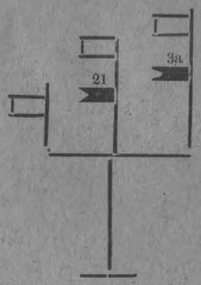
At 12-0 noon, the following new signals will be brought into use

19. To Stockton Advanced Starting.
3. Inner Distant from Ferryhill (*worked from Norton South box*).



Erected as shewn on the Up side of the line, about 265 yards south of the box.

3a. Distant from Ferryhill (*worked from Norton South box*).
21. From Branch Distant (*worked from Norton East box*).



Fixed as shewn to bracket, erected on the Down side of the coal siding, about 73 yards north of the box.

SIGNALS DISPENSED WITH.

To Stockton Advanced Starting.
From Ferryhill Distant (*worked from Norton South box*).
From Branch Distant (*worked from Norton East box*).

Tuesday, 21st December.

STATION SIGNAL-BOX, HARTLEPOOL.

6-0 a.m. to 4-0 p.m., removing Down Home signal. A flagman will be provided by the Engineer.

At about 4-0 p.m., the Down home signal, re-erected 21 yards nearer the box, will be brought into use.

Tuesday, 21st December,

Continued.

LOCOMOTIVE COAL STAGE GROUND FRAME, STOCKTON.

This ground frame will be dispensed with, and the points hitherto worked therefrom will now be connected to and worked from the North Shore Junction signal-box.

LONG SIDING SIGNAL-BOX, ARTHINGTON.

The existing signal-box will be dispensed with and the working of the points and signals transferred to a new signal-box, situate about 170 yards north of the present signal-box.

The following alterations will be made in the signalling arrangements :—

Shunting Signals.

A new ground disc signal, fixed between the Up and Down Main lines, about 180 yards south of the signal-box, which will read:—Backing—From Up—To Down Main line.

A new ground disc signal, fixed between the Up and Down Main lines about 130 yards south of the signal-box, which will read :—Backing—From Down—To Up Main line.

All other signals will remain unaltered.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Between Cadeby and Conisbro' Station Boxes.—Sunday, 19th December, 7-0 a.m. to about 5-0 p.m., the Down line will be blocked, and single line working by pilotman will be in operation an the Up line.

Cadeby and Hexthorpe Junction boxes will be open.

Closing of Signal-boxes, Christmas Day.

Signal-boxes which are closed on Sundays will also be closed during the same hours on Christmas Day, with the following exceptions :—

Conisboro'—Lowfield Junction Conisboro'—Cadeby Hexthorpe—Cherry Tree	Closed from 5-0 a.m.
Tinsley—East Junction Tinsley—West Junction Broughton Lane—Carbrook North	Closed from 6-0 a.m.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Hexthorpe, Flats Box.—Closed from 6-0 a.m., Sunday, to 6-0 a.m., Monday.

Between Conisboro' and Doncaster.—Until further notice, diverting Up line over Conisboro' River Bridge, 18¼ to 18½ mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards provided in accordance with Rule 253, Clause E. Up and Down lines affected.

Fogsignalling Machines.

Fogsignalling machines have been fixed at the following signals :—

Place.	Signal.
Bentley Junction ...	Marshgate Down Outer Distant.
Rotherham Road ...	Greasboro' Road Down Distant.

Between Marshgate and Barnby Dun.—Until further notice, construction of overbridge by contractors for Doncaster avoiding line ¼ and ½ mileage. Up and Down lines.

Closing of Signal-boxes on Sundays.—The signals worked from signal-boxes which are closed on Sundays will not be placed at Danger for the protection of passenger trains booked to stop at the stations on Sundays. In the event of a passenger train being detained from any cause at any of these stations on Sundays for more than three minutes while the signal-box is closed, the Station Master or person in charge will be held responsible for the Guard or some other competent person protecting the train, in accordance with Rule 217 in the Company's Book of Rules and Regulations.

During the time a signal-box is closed, a train, engine, or vehicle must not be allowed to pass between the Main lines and sidings or between one Main line and the other at the place.

Horse, carriage, cattle or other similar traffic must not be accepted to be dealt with at a station during the time the signal-box is closed.

Between Wath and Mexbro'.—Until further notice, lifting Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction Box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Sheffield—Nos. 4 and 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT CENTRAL COMPANY'S NOTICES—*Continued.*

Rotherham Dock, Sheffield East End.—The cross-over between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Warmsworth Siding Box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Leeds Central Station.—Sunday, 19th December, 8-0 a.m. to about 5-0 p.m., between trains, cleaning and regulating electric fouling bars, also removing sand off insulated track. All 7 platform lines affected.

Applehurst Junction.—Monday, 20th December, 8-0 a.m. to 4-0 p.m., bringing into use the following signals :—

A new Advance signal to Bramwith, fixed on side of line to Bramwith, 516 yards east of box—1 whistle.

The full size arm signal formerly worked as Home to Joan Croft has been dispensed with, and replaced by a miniature arm on the same post which controls line, "From Bramwith to Sidings!"—3 whistles.

The following signals have been dispensed with and taken away :—

Distant from Joan Croft. Home from Joan Croft.
Advance to Joan Croft.

Applehurst Junction.—Tuesday, 21st December, 8-0 a.m. to 4-0 p.m., taking down and refixing Distant signal to Adwick on the same side of line, 355 yards east of old position.

Also new miniature signal controlling from "Sidings to line to Bramwith," 87 yards north of box—3 whistles.

Signals mentioned will be disconnected during time work is in hand.

Closing of Signal-boxes, Christmas Day, December 25th

Signal-boxes which are open on Sundays will also be open on Christmas Day, December 25th.

Stations and signal-boxes which are closed on Sundays will also be closed during the same hours on Christmas Day.

Doncaster Carr.—Until further notice, alteration of connections from Wagon Repairing Shop and Erecting Shop to Timber Yard. Wagon Repairing Shop Sidings affected.

Between Doncaster and Adwick Junction.—Until further notice, cleaning and painting bridges. Up and Down lines affected.

Amended Whistling Signals.

Ardsley Spring Lane Shunter's Cabin—

	Whistles.
Siding Group 1	1 long

Ardsley South

Down Main and Down No. 2 Spur	3 short
Down Goods No. 1 and Down No. 2 Spur ...	3 pause 1
Down Goods No. 2 and Down No. 1 Spur ...	1 crow 2
Down Goods No. 2 and Down No. 2 Spur ...	2 pause 2
Down No. 1 Spur to dead end	1 pause 1 crow
Down No. 2 Spur to dead end	3 short 1 crow

Swing Bridge, Barndy Dun Branch.—The speed of trains must not in any caese xceed 10 miles per hour when passing over this bridge.

Arrangements for Fog-Signalling.

Station.	Signal Box.	Where Fogman is stationed.
Bramwith	Applehurst Junction	Distant from Skellow Junction ... ...
,, ...	,, ,, ..	Distant from Bramwith ... ...
,, ...	,, ,, ...	To act under signalman's instructions ..

West of Foxholes Bridge, No. 18, Methley Branch.—Coal subsidence 181¼ miles. Up and Down lines affected.

Bentley Colliery.—Until further notice, laying in sidings and crossing work.

Through Carcroft Station Platforms.—Until further notice, laying in new drain and building cesspits. Up and Down lines affected.

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Lofthouse East.—Closed 12-0 midnight Saturdays to 8-30 a.m. Sundays; 12-30 p.m. to 3-50 p.m., 5-20 p.m. to 8-0 p.m. Sundays; 9-0 p.m. Sundays to 4-30 a.m. Mondays.

Ardsley North.—Closed 12-0 midnight, Saturdays to 4-0 a.m. Mondays.

Bramwith, Applehurst Junction.—Closed weeknights, 8-30 p.m. to 8-30 a.m., after last N.E. train is out of section, Saturdays to 8-30 a.m. Mondays.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles and draining slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of overbridge carrying G.C., avoiding line over railway. Up and Down lines affected. Ladders in use.

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Closing of Signal-boxes, Christmas Day.

The signal-boxes on Christmas Day will be closed as on Sundays.

Fertherstone—Between—Halfpenny Lane Crossing and Colonel's Walk Underbridge, Pontefract.—Subsidence of line through colliery workings. Up and Down lines affected.

Brighouse West.—Open 5-0 a.m. Monday, to 12-0 midnight Saturday.

9-30 a.m. to 12-45 p.m., 2-30 p.m to 6-45 p.m., and 9-0 p.m. to 10-0 p.m. Sunday.

Between Pontefract East Junction and Knottingley, Burton Salmon Junction.—Drawing back rails, all week. Up and Down.

Wyke Tunnel.—Construction of manholes, Up line, drivers to whistle on entering the tunnel in both directions.

Halifax, Holdsworth Bridge Box.—Open from 5-0 a.m. Mondays, to 6-0 a.m. Sundays, or until the last stopping goods train on Down line has passed.

Hipperholme, Stone Siding.—Open 6-0 a.m. Monday to 4-0 a.m. Sunday, or until pilot has finished.

Knottingley.—Reballasting all lines through station. Up and Down Goole and Doncatser lines.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. **Speed of trains to be reduced to 10 miles per hour.**

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. **Speed of trains to be reduced to 10 miles per hour.**

Fogsignalling Machines.

Delete all information in regard to Fogsignalling Machines shewn on pages 47 to 49 of the "Instructions to N.E. servants working over other Companies lines."

List of places where water columns are situated.

Place.	Where situated.	Available from.	Register No
Elland	Station	Up Loop and Siding ...	317

London & North Western Company's Notices.

Closing of Signal-boxes on Christmas Day.

Boxes which are usually closed on Sundays to be closed on Christmas Day, 25th December, and to be opened again on 27th December at the usual times, unless otherwise arranged.

Midland Company's Notices.

South Box, Kilnhurst—Sunday, 19th December. commencing at 7-0 a.m., some of the points and signals will be disconnected from the signal-box, and the locking will be removed for cleaning and repairs. The signal-box will be open.

Passenger Station East Box, Normanton.—Sunday, 19th December, commencing at 7-30 a.m., some of the signals will be disconnected from the signal-box for repairs.

Closing of Stations and signal-boxes on Christmas Day.—Unless special instructions to the contrary are issued, all signal-boxes which are closed on Sundays and Sunday nights will be closed during the same hours on Christmas Day, and on the night of 25th December, and Branch lines that are open for the running of Goods trains only on Sundays will be entirely closed on Christmas Day. The District Superintendents will make the necessary arrangements.

Armley.—Drivers of Up trains which have finished their work at Armley and are ready to proceed on the journey must whistle as follows :—

Three times if not stopping north of Stourton Sidings.

Four times if stopping at Hunslet Goods Junction or Hunslet Sidings for traffic purposes.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

BEN JOHNSON AND CO., PRINTERS, YORK.

Received & ack to A.H Dec 24

1289

NORTH EASTERN RAILWAY.

O. 3770.

General Superintendent's Office,

YORK, 23rd December, 1909.

PROGRAMME OF

100 Pri

Signalling Alterations,

Permanent Way Notices,

AND

OTHER ARRANGEMENTS

AFFECTING THE WORKING OF THE LINE

FROM

SATURDAY MIDNIGHT, 25th December, 1909,

TO

SATURDAY MIDNIGHT, 1st January, 1910.

(6320)

SPEED LIMITATIONS.

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Selby.		
Swing Bridge	30 miles 20 miles	Passenger trains. Other trains.
Birtley and Chester-le-Street.		
Between Ouston signal-box and Ouston Down Advance Signal (Fast lines) Birtley	30 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Sherburn House Brick Works between Birtley and Ouston (Slow lines)	10 miles	Slip. Warning boards as per Rule 253 (e) are fixed.
Annfield Plain.		
Between Annfield Plain Station and East Castles Junction, 9 to 9½ miles (Up and Down lines)	15 miles	Pitfall. Warning boards as per Rule [illegible] are fixed.
Lemington and Newburn.		
Between Lemington and Newburn, 1¾ to 2¼ miles	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.
Witton Gilbert and Aldin Grange.		
Between Bearpark Colliery, Aldin Grange and Station Box, Witton Gilbert. Over the bridges at 2 miles, 53 chains and 2 miles, 65 chains. Up and Down lines.	10 miles	Renewal of bridges Warning boards as per Rule 253 (e) are fixed.
Bishop Auckland and Hunwick.		
Newton Cap Viaduct	15 miles	Pitfall at north end of Viaduct. Warning boards as per Rule 25[illegible] are fixed.

SPEED LIMITATIONS—*Continued.*

Locality.	Rate of Speed not to exceed miles per hour.	Remarks.
Crook and Tow Law.		
Sunniside Deviation	15 miles	Pitfalls, 19 miles to 19⅓ miles. Warning boards as per Rule 253 (e) are fixed.
Skinningrove and Loftus.		
Between Skinningrove Station and east end of Kilton Viaduct	8 miles	All trains. Warning boards as per Rule 253 (e) are fixed.
Boosbeck and Brotton. **Boosbeck and North Skelton.**		
100 yards in all directions from Priestcroft Junction	10 miles	Pitfall. Warning boards as per Rule 253 (e) are fixed.
Bolton-on-Dearne and Frickley.		
Between 2¼ and 2½ mile posts, Up and Down lines	15 miles	Subsidence of line. Warning boards as per Rule 253 (e) are fixed.

Bro[illegible]

PERMANENT WAY OPERATIONS.

Engine Drivers, Firemen and Guards must keep a good look-out for hand signals at the undermentioned places, and be prepared to act accordingly :—

Locality.	Nature of Work.	Lines Affected.	Instructions
	Normanton to York.		
Between Castleford and West Riding Colliery	Relaying Whitwood Junction at 22¼ miles	Up and Down	
	York to Darlington.		
Cowton	Relaying from 35¼ mls. to 39 mls....	Down	
Between Croft Spa Station and Dalton Bank	Slag ballasting and lifting lines ...	Up and Down	
	Darlington to Newcastle.		
Between Birtley and Ouston	Lifting pitfall at 6¾ miles	Fast and Slow lines	
	Alnwick to Coldstream.		
Wooler	Relaying from 12½ miles to 13 miles	Single	
Hylton, Southwick and Monkwearmouth Branch.			
Castletown	Relaying from 3 miles to 3¼ miles ...	Down	
	Durham to Bishop Auckland.		
Brandon Bank ...	Relaying from 5½ miles to 5¾ miles	Up	
Between Brandon Colliery & Brancepeth	Lifting pitfall, 7 miles to 7½ miles ...	Up and Down	
Newton Cap, Hunwick	Resleepering from 13½ mls. to 14 mls.	Up	
	Norton Junction West to Ferryhill.		
Carlton Station ...	Renewal of points and crossings ..	All lines	
	Bishop Auckland to Barnard Castle.		
St. Helen's Colliery Junction	Renewal and alteration of points and crossings	Up and Down	
	Darlington to Bishop Auckland.		
North Road	Relaying from 1¼ miles to 2¼ miles	Up	
Bishop Auckland East Junction	Relaying from 10½ miles to 10¾ miles	Up and Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions.
	Wear Valley Junction to Consett.		
Burnhill	Relaying from 26½ miles to 27 miles	Down	
	Darlington to Barnard Castle.		
Winston	Relaying 9½ miles to 10¼ miles ..	Single	
	Melmerby to Thirsk.		
Topcliffe	Relaying 34 miles to 35 miles ...	Up	
	Stockton to Hartlepool.		
Between Cliff House, South Junction and Seaton Carew	Re-sleepering from 1¾ mls. to 2¼ mls.	Up and Down	
Stranton Junction, West Hartlepool	Renewal and alteration of points and crossings	All lines	
	Darlington to Eaglescliffe.		
Dinsdale	Relaying 3 miles to 4¼ miles ...	Down	
	Middlesbrough to South Bank.		
Cargo Fleet	Relaying from 15½ miles to 16½ miles	Up and Down Mineral	
	Brotton Junction to Middlesbrough (via Guisborough).		
Brotton	Relaying from 29 miles to 29¼ miles	Down	
Boosbeck	Relaying 12¼ miles to 12¾ miles ...	Up and Down	
Ormesby	Relaying ½ mile to 2 miles	Down	
	Port Clarence Branch.		
Haverton Hill ...	Relaying 1½ miles to 2½ miles ...	Up and Down	
	Saltburn to Skinningrove.		
Brotton	Relaying from 30¾ miles to 33¾ miles and from 32 miles to 32¾ miles	Down Up	
	Picton Junction to Grosmont Junction.		
exhow	Re-sleepering from 6 miles to 8 miles	Down	

PERMANENT WAY OPERATIONS—*Continued.*

Locality.	Nature of Work.	Lines Affected.	Instructions
	Pickering to Whitby.		
Between Grosmont and Sleights	Relaying from 24¾ mls. to 25¼ mls.	Up and Down	
	Milford Junction to Gascoigne Wood.		
Between Milford Junction and Gascoigne Wood	Relaying from 7 miles to 7¼ miles	Up and Down	
	York to Beverley.		
Cherry Burton ...	Relaying from 30 miles to 32¾ miles	Down	
	Selby to Moss.		
Between Henwick Hall signal-box and Temple Hirst	Slag ballasting and lifting lines 170 miles to 170½ miles	Up and Down	
	Hull to Withernsea.		
Between Marfleet and Hedon	Trenailing, cushioning, etc., from 3¼ miles to 4¾ miles	Down	
Hedon	Relaying from 7½ miles to 8 miles ..	Down	
Between Keyingham and Ottringham	Trenailing, cushioning, etc., from 9¾ miles to 10½ miles	Down	
Keyingham	Relaying from 13¾ miles to 14 miles	Down	
,, ...	Relaying from 14 miles to 15 miles	Single	
Between Patrington and Withernsea	Trenailing, cushioning, etc., from 13¾ miles to 17 miles	Down	
Withernsea	Relaying from 20¼ miles to 20½ miles	Down	
	Hull to Hornsea.		
Between Sutton and Swine	Trenailing, cushioning, etc., from 3½ miles to 4 miles	Down	
Sutton	Relaying from 4½ miles to 5½ miles and 6½ to 7 miles	Down	
Between Swine and Burton Constable	Trenailing, cushioning, etc., from 7¾ miles to 9 miles	Down	
Wassand	Relaying from 13½ to 15 miles ...	Down	
	Castleford and Methley Branch.		
Between Castleford and Methley	Relaying Whitwood Junction, 0 yards to 50 yards	Up and Down	

SIGNALLING AND OTHER ALTERATIONS.

BETWEEN BEAR PARK COLLIERY BOX, ALDIN GRANGE AND STATION BOX, WITTON GILBERT.

Renewing bridges at 2 miles, 53 chains, and 2 miles, 65 chains. Until further notice, the Up line will be closed and single line working by electric tablet will be in operation on the Down line.

For speed restriction see page 1290.

BOOSBECK.

Pitfall near Boosbeck, from 27¾ miles to 28¼ miles. Drivers must keep a good look out for hand signals. Flagmen provided.

BETWEEN BROOMFLEET AND OXMARDIKE CROSSING SIGNAL-BOXES, STADDLETHORPE.

Owing to land slip on the Up and Down lines near Weighton River, drivers must keep a sharp look out for hand signals.

ARRANGEMENTS FOR SIGNALLING IN FOGGY WEATHER OR DURING FALLING SNOW, 1909-10.

The following alterations to be made in the Southern Division Fog-signalling Programme :—

Page 78.—Delete :—			
†Up	Marsh Lane Station	Marsh Lane East ...	Leeds East.

Delete footnote "† only applies to trains which do not stop at Marsh Lane Station."

Sunday, 26th December.

BETWEEN BURTON SALMON AND FERRYBRIDGE.

7-0 a.m. to 12-0 noon on the Down line, and 1-0 p.m. to 4-0 p.m. on the Up line, between the running of ordinary traffic, renewing chairs on River Aire Bridge, between Burton Salmon and Ferrybridge, and repairing lines in Brotherton Tunnel.

The necessary flagmen and look-out man for the Tunnel will be provided.

SIGNALLING AND OTHER ALTERATIONS—*Continued.*

Sunday, 26th December,

Continued.

BETWEEN ARGYLE STREET BOX, MANORS, AND SOUTH JUNCTION BOX, HEATON.

12-25 a.m. to 6-0 p.m., reballasting Up and Down Tynemouth lines at Red Barns Tunnel. The Up and Down Tynemouth lines will be closed between Argyle Street and Heaton South Junction, and the electric current in connection with both lines will be switched off between Argyle Street and Riverside Junction. The Engineer will provide flagmen and remove the necessary terminals.

An engine with wagons will leave Heaton Junction at 12-5 a.m.

Monday, 27th December.

SAFETY POINTS—GOATHLAND.

The safety points at present in the Up line near Goathland will be taken out, and in lieu of these, safety points will be fixed as under :—

Between	Distance from nearest station or signal-box.			Distance from nearest stop signal in advance.		On which line.
		M.	C.	M.	C.	
Goathland and Grosmont ...	Goathland ..	0	31	0	29	Up

Page 233 of the Appendix to be corrected accordingly.

Wednesday, 29th December.

PRIORY EAST SIGNAL-BOX, HULL.

The following alterations will be made in the signalling arrangements at this place :—

Shunting Signals.

A new single armed signal fixed between the Down Independent and the Shunting line of No. 7 Section, about 230 yards east of the signal-box, which will read :—From No. 7 Section—To Shunting Neck.

All other signals will remain unaltered.

FOREIGN COMPANIES' NOTICES.

Great Central Company's Notices.

Between Cadeby and Conisbro' Station Boxes.—Fixing girder plates, 18½ to 18¼ mileage. On Sunday, 26th December, from 7-0 a.m. to 5-0 p.m., or until the work is completed, the Down line between the abovenamed points will be absolutely blocked and during this time all traffic will be worked over the Up line in charge of pilotman.

Cadeby and Hexthorpe Junction boxes will be open.

Hexthorpe, Flats Box.—Closed from 6-0 a.m., Sunday, to 6-0 a.m., Monday.

Fogsignalling Machines.

Fogsignalling machines have been fixed at the following signals :—

Place	Signal.
Bentley Junction ...	Marshgate Down Outer Distant.
Rotherham Road ..	Greasboro' Road Down Distant.
Tinsley Station ...	Carbrook [illegible]th Down Distant signal.

Between Marshgate and Barnby Dun.—Until further notice, construction of overbridge by contractors for Doncaster avoiding line ¼ and ½ mileage. Up and Down lines.

Closing of Signal-boxes on Sundays.—The signals worked from signal-boxes which are closed on Sundays will not be placed at Danger for the protection of passenger trains booked to stop at the stations on Sundays. In the event of a passenger train being detained from any cause at any of these stations on Sundays for more than three minutes while the signal-box is closed, the Station Master or person in charge will be held responsible for the Guard or some other competent person protecting the train, in accordance with Rule 217 in the Company's Book of Rules and Regulations.

During the time a signal-box is closed, a train, engine, or vehicle must not be allowed to pass between the Main lines and sidings or between one Main line and the other at the place.

Horse, carriage, cattle or other similar traffic must not be accepted to be dealt with at a station during the time the signal-box is closed.

Between Wath and Mexbro'.—Until further notice, lifting Mexbro' West Junction 14¾ and 15 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253, Clause E. Up and Down lines affected.

Hexthorpe Junction Box.—Until further notice, blasting 15 chains west of box at 20 miles, 73 chains. Up and Down lines.

Sheffield—Nos. 4 and 3 Boxes, 41½ to 41¼ mileage.—Trains must reduce speed to **5 miles per hour** when passing over the Down Loop.

Rotherham Dock, Sheffield East End.—The cross-over between Nos. 1 and 2 platforms and about 40 yards of the platforms from the buffer stops will be dispensed with until further notice. Temporary buffer stops will be fixed.

Warmsworth Siding Box.—Until further notice, blasting at Messrs. Lockwood, Blagden, Crawshaw and Co.'s Works, Up and Down lines.

Roundwood (Parkgate) and Thrybergh (Kilnhurst) boxes.—Up and Down. Until further notice, subsidence through colliery workings, 7¼ to 8 mileage. **Trains to reduce speed to 15 miles per hour.** Warning boards fixed in accordance with Rule 253 (e).

Great Northern Company's Notices.

Doncaster Carr.—Until further notice, alteration of connections from Wagon Repairing Shop and Erecting Shop to Timber Yard. Wagon Repairing Shop Sidings affected.

Between Doncaster and Adwick Junction.—Until further notice, cleaning and painting bridges. Up and Down lines affected.

Amended Whistling Signals.

Ardsley Spring Lane Shunter's Cabin—

	Whistles.
Siding Group 1	... 1 long
Ardsley South	
Down Main and Down No. 2 Spur ...	... 3 short
Down Goods No. 1 and Down No. 2 Spur	... 3 pause 1
Down Goods No. 2 and Down No. 1 Spur	... 1 crow 2
Down Goods No. 2 and Down No. 2 Spur	... 2 pause 2
Down No. 1 Spur to dead end	... 1 pause 1 crow
Down No. 2 Spur to dead end	... 3 short 1 crow

Swing Bridge, Barndy Dun Branch.—The speed of trains must not in any caose xceed 10 miles per hour when passing over this bridge.

Arrangements for Fog-Signalling.

Station.	Signal Box.	Where Fogman is stationed.
Bramwith	Applehurst Junction	Distant from Skellow Junction ... ...
,, ...	,, ...	Distant from Bramwith ... ...
,, ...	,, ,, ...	To act under signalman's instructions ...

West of Foxholes Bridge, No. 18, Methley Branch.—Coal subsidence 181¼ miles. Up and Down lines affected.

Bentley Colliery.—Until further notice, laying in sidings and crossing work.

Through Carcroft Station Platforms.—Until further notice, laying in new drain and building cesspits. Up and Down lines affected.

New Curve, Carcroft and Skellow.—Speed of trains when passing Carcroft Station on to the new curve must not exceed 10 miles per hour; nor must the speed of trains when passing Skellow Box on to the new curve exceed 15 miles per hour.

Lofthouse East.—Closed 12-0 midnight Saturdays to 8-30 a.m. Sundays; 12-30 p.m. to 3-50 p.m., 5-20 p.m. to 8-0 p.m. Sundays; 9-0 p.m. Sundays to 4-30 a.m. Mondays.

Ardsley North.—Closed 12-0 midnight, Saturdays to 4-0 a.m. Mondays.

Bramwith, Applehurst Junction.—Closed weeknights, 8 30 p.m. to 8-30 a.m., after last N.E. train is out of section, Saturdays to 8-30 a.m. Mondays.

Between Applehurst Junction and Bridge No. 8.—Until further notice, Driving piles and draining slips. Up and Down lines affected.

Sand Siding, south of Balby Bridge, Doncaster.—In future the name of this siding will be "Bentham's Siding, South of Balby Bridge, Doncaster."

Between Marshgate Junction and Moat Hills Box.—Construction of over-bridge carrying G.C., avoiding line over railway. Up and Down lines affected. Ladders in use.

FOREIGN COMPANIES' NOTICES—*Continued.*

GREAT NORTHERN COMPANY'S NOTICES—*Continued.*

Marshgate Level Crossing, Doncaster.—Construction of new overbridge by Doncaster Corporation. All lines affected.

Between Stanley and Methley.—Coal subsidence near Charlesworth's box. All lines affected.

Near Methley Distant Signal.—Coal subsidence, 182½ miles. Up and Down lines affected. Trains to proceed at "Caution."

Lancashire & Yorkshire Company's Notices.

Horbury Junction Water Troughs.—Sunday, 26th December, unloading coal for boiler. Thornes signal-box to be open from 11-30 a.m. until work is completed.

Monday, 27th December.—Signal-boxes will be open as on Monday mornings, with the exceptions shewn below :—

Brighouse Stone Siding Box will be closed.
Brighouse Exchange Siding Box will be opened as required.
Stanley C.C. will be closed.
Dymonds Siding will be closed.

Lady Gordon	...	To be closed 27th December, and night.					
Park Hill	...	...	,,	,,	,,	,,	,,
Snydale West	...	...	,,	,,	,,	,,	,,
Whitwood	...	...	,,	,,	,,	,,	,,
Lofthouse Junction	...	,,	,,	,,	,,	,,	,,
Knottingley Depot West		,,	,,	,,	,,	,,	,,

Whitham's Siding, Wakefield.—Tuesday, Wednesday, Thursday and Friday, 28th, 29th, 30th and 31st December, 7-0 a.m. to 5-0 p.m. each day, overhauling point connections. Some of the points will be disconnected as required.

Featherstone—Between—Halfpenny Lane Crossing and Colonel's Walk Underbridge, Pontefract.—Subsidence of line through colliery workings. Up and Down lines affected.

Brighouse West.—Open 5-0 a.m. Monday, to 12-0 midnight Saturday.

9-30 a.m. to 12-45 p.m., 2-30 p.m. to 6-45 p.m., and 9-0 p.m. to 10-0 p.m. Sunday.

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

Between Pontefract East Junction and Knottingley, Burton Salmon Junction.—Drawing back rails, all week. Up and Down.

Wyke Tunnel.—Construction of manholes, Up line, drivers to whistle on entering the tunnel in both directions.

Halifax, Holdsworth Bridge Box.—Open from 5-0 a.m. Mondays, to 6-0 a.m. Sundays, or until the last stopping goods train on Down line has passed.

Hipperholme, Stone Siding.—Open 6-0 a.m. Monday to 4-0 a.m. Sunday, or until pilot has finished.

Knottingley.—Reballasting all lines through station. Up and Down Goole and Doncatser lines.

Wakefield and Normanton Line.—Up and Down lines. Subsidence of line through colliery workings between Wakefield Goods Yard box and Goose Hill Junction. **Speed of trains to be reduced to 20 miles per hour.**

Pontefract, Methley Branch, between 56¾ and 58 mile posts.—Up and Down lines. Subsidence of line through colliery workings. **Speed of trains to be reduced to 20 miles per hour.**

Between Streethouse East Level Crossing and Featherstone Colliery Box.—All week and until further notice, subsidence of line through colliery workings—up and down lines.

Speed of trains to be reduced to 20 miles per hour.

Methley Junction.—Subsidence of line through Colliery workings, between Castleford and Methley Junction Stations. Up and Down lines affected. **Speed of trains to be reduced to 10 miles per hour.**

Methley Branch.—Subsidence of line through Colliery workings between Cutsyke Junction and Glasshoughton Colliery connections. Pontefract end. **Speed of trains to be reduced to 10 miles per hour.**

Fogsignalling Machines.

Delete all information in regard to Fogsignalling Machines shewn on pages 47 to 49 of the "Instructions to N.E. servants working over other Companies' lines."

FOREIGN COMPANIES' NOTICES—*Continued.*

LANCASHIRE & YORKSHIRE COMPANY'S NOTICES—*Continued.*

List of places where water columns are situated.

Place.	Where situated.	Available from.	Register No
Elland	Station	Up Loop and Siding ...	317

Midland Company's Notices.

Closing of Stations and signal-boxes on Sunday, Monday and Tuesday, December 26th, 27th and 28th.—Siding signal-boxes and signal-boxes on Colliery Branches will only be opened as required for traffic purposes, and the undermentioned signal-boxes on Main and Goods lines will be closed as shewn below.

District Superintendents will make the necessary arrangements.

Otley Goods Yard, closed on Monday.

Rawdon Junction, closed on Monday.

Rothwell Haigh, closed on Monday and Monday night.

Waterloo Sidings, closed on Monday and Monday night.

Armley.—Drivers of Up trains which have finished their work at Armley and are ready to proceed on the journey must whistle as follows :—

Three times if not stopping north of Stourton Sidings.

Four times if stopping at Hunslet Goods Junction or Hunslet Sidings for traffic purposes.

H. A. WATSON,

General Superintendent.

Acknowledge receipt by first means to your Superior Officer

n.

BEN JOHNSON AND CO., PRINTERS, YORK.