



No. 40A

Eastern Region

SUPPLEMENTARY NOTICE
OF
SIGNALLING AND
PERMANENT WAY ALTERATIONS

affecting the working of the line

from

SUNDAY 6 OCTOBER 1968

between

LEEDS AND GARFORTH

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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BETWEEN LEEDS AND GARFORTH – SIGNALLING AND PERMANENT WAY ALTERATIONS

Between 23 00 hours Saturday 5th October and 23 59 hours Sunday 6th October the existing semaphore signalling between Neville Hill West signal box and Garforth signal box will be replaced by colour light signalling with full track circuiting. Certain existing colour light signals will be renumbered. The new signalling will be controlled from Leeds and Garforth signal boxes and Neville Hill West and East signal boxes will be abolished.

Leeds, Neville Hill Coaching Stock Depot

Concurrently with the commissioning of the revised main line signalling the New Coaching Stock Depot at Neville Hill will be brought into use. Movements within the new Depot will be controlled by Control Cabins at the East and West ends and instructions for working into and out of the Depot will be included in the Sectional Appendix.

The Control Cabin at the East end will not be brought into use on 6th October and the operative date will be advised in due course.

Catch Points

New catch points will be provided 920 yards before reaching Down Main line colour light signal No. 789. The gradient at this point is rising at one in 232.

Neville Hill East Ground Frame

A new Ground Frame will be provided at Neville Hill East Carriage Washer Plant and will be electrically released from Leeds signal box. For the time being the ground frame points will be secured out of use, in the normal position.

Manston Ground Frame

The Ground Frame at Manston will be electrically released from Leeds signal box.

Manston Level Crossing

Manston Level Crossing will be, in future, unmanned and whistle boards will be provided 240 yards on either side of the level crossing. Miniature Red/Green warning lights will be provided at the crossing to warn road users of the approach of trains.

General

The Notice Board at the West End Control Cabin end of the Depot Arrival line is worded STOP FOR ORDERS.

The facing points in the Up Main line (No.2325) leading to the Up Goods Loop will not be brought into use on the 6th October and will be secured, in the normal position, until further notice.

The diagram, which is attached to this notice, illustrates the revised track layout and signalling and a description of signals is included.

During the period of the work, points and signals will be disconnected and Drivers will be handsignalled, as necessary. Further details will be given in the Weekly Notice of Engineering Operations.

DESCRIPTION OF SIGNALS

DOWN DIRECTION RUNNING SIGNALS

No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application To or Towards.
771	Siding Line	M S	— —	787 Siding Line to Up Goods Loop 780 signal
772	Down Goods Loop	M S S S	— D S G	787 Down Goods Loop to Depot Arrival. Down Goods Loop to Departure Sidings. Down Goods Loop to Up Goods Loop 780 Signal.
773	Down Main	M S S	— S G	787 Down Main to Departure Sidings Down Main to Up Goods Loop 780 Signal
776	Hunslet Departure	M S	— —	787 Hunslet Departure to Up Sidings
787	Down Main	M	—	789 (formerly NHE 20)
789 (Auto)	Down Main	M	—	791 (existing signal)
791 (Auto)	Down Main	M	—	793 (existing signal)
793 (Auto)	Down Main	M	—	795 (existing signal)
795 (Auto)	Down Main	M	—	797 (formerly NHE 33)
797	Down Main	M	—	799 (formerly NHE 35)

UP DIRECTION RUNNING SIGNALS

800 (formerly NHE 125)	Up Main	M	—	798 (existing signal)
798 (Auto)	Up Main	M	—	796 (existing signal)
796 (Auto)	Main	M	—	794 (existing signal)
794 (Auto)	Up Main	M	—	792 (existing signal)
792 (Auto)	Up Main	M	—	788 (formerly NHE 123)

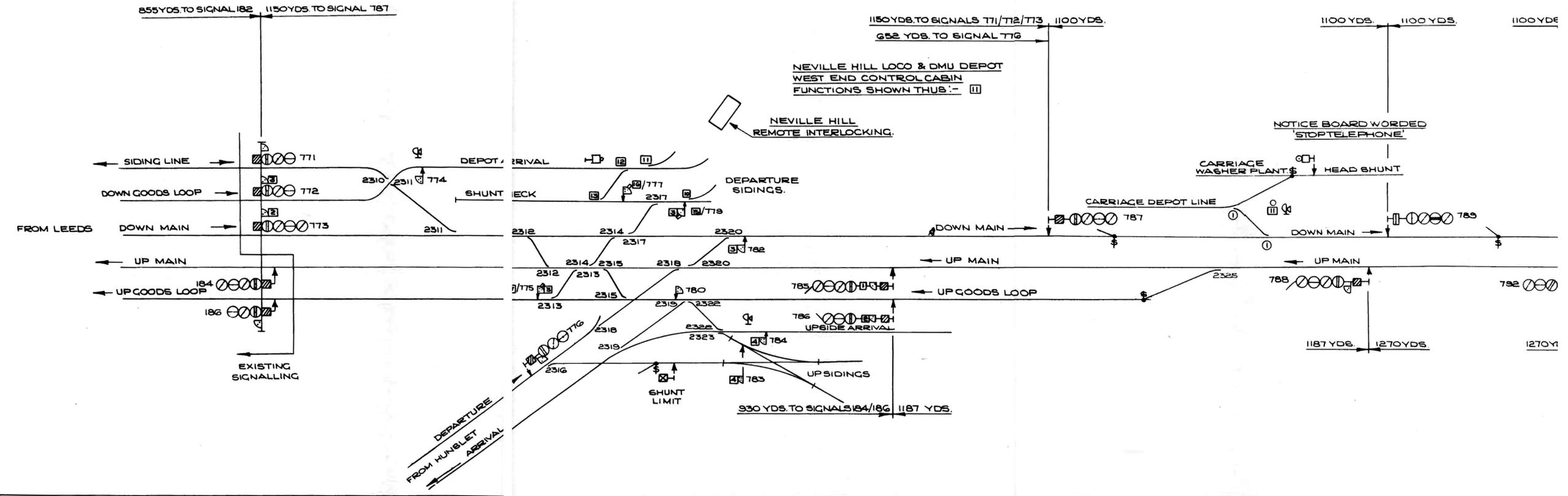
DESCRIPTION OF SIGNALS—continued.

UP DIRECTION RUNNING SIGNALS—continued.

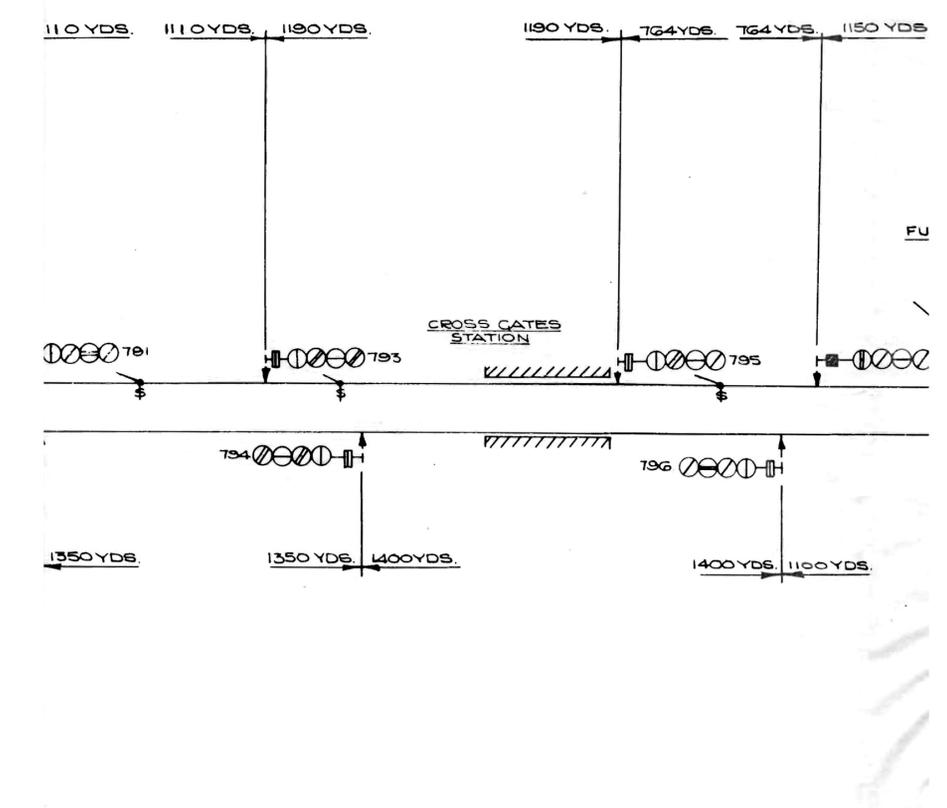
No.	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or Towards
788	Up Main	M	—	785
		M	LH.45 ⁰	Up Main to Up Goods Loop 786 signal
		S	—	Up Main to Up Goods Loop Occupied
785	Up Main	M	—	184
		M	LH.45 ⁰	Up Main to Up Goods Loop 186 signal
		S	G	Up Main to Up Goods Loop Occupied.
786	Up Goods Loop	M	—	186
		M	RH.45 ⁰	Up Goods Loop to Up Main 184 signal
		S	G	Up Goods Loop towards 186 signal (line occupied)
		S	B	Up Goods Loop to Hunslet Arrival Line

POSITION LIGHT SHUNTING SIGNALS

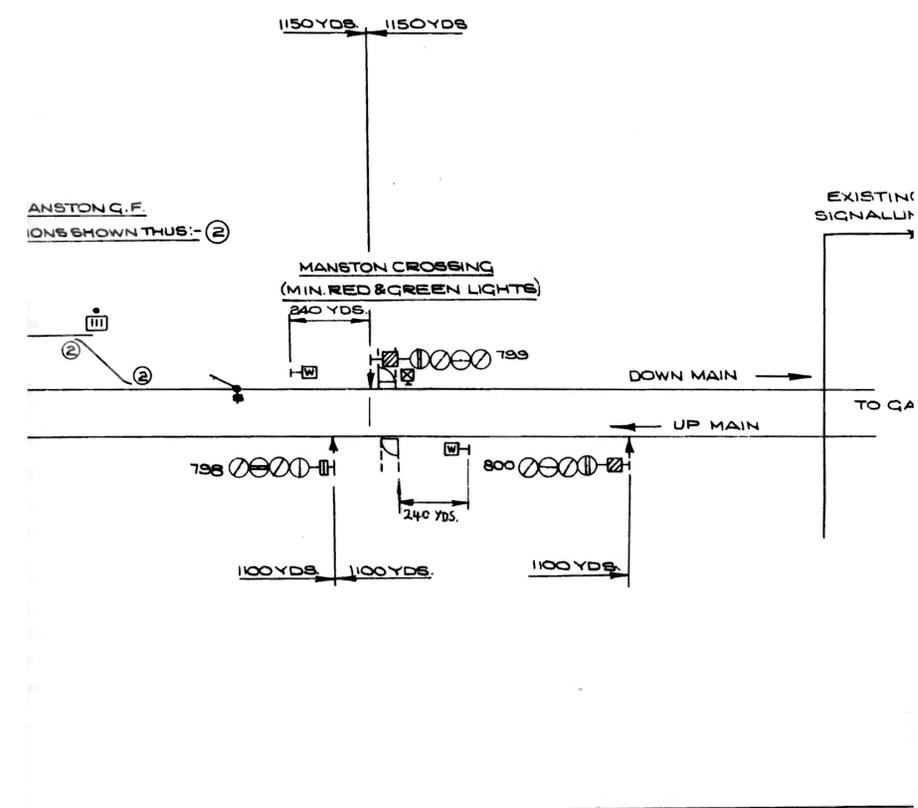
No.	Route Indication	Application to or towards
774	—	Depot Arrival towards Siding Line
775	S	Up Goods Loop to Departure Sidings
	M	Up Goods Loop to Down Main
	G	Up Goods Loop to 780 signal
777	—	Shunt neck to Departure Sidings
779	S	Departure Sidings to Shunt Neck
	M	Departure Sidings to Up Main
	G	Departure Sidings to Up Goods Loop
780	—	Along Up Goods Loop
		Up Goods Loop to Up Side Arrival
		Up Goods Loop to Up Sidings
782	L	Down Main to Siding Line
	M	Down Main to Up Main
	G	Down Main to Up Goods Loop
783	L	Up Sidings to Siding Line
	M	Up Sidings to Up Main
	G	Up Sidings to Up Goods Loop
	B	Up Sidings to Hunslet Arrival Line
784	L	Up Side Arrival to Siding Line
	M	Up Side Arrival to Up Main
	G	Up Side Arrival to Up Goods Loop
	B	Up Side Arrival to Hunslet Arrival Line



LEEDS NEVILLE



HILL SIGNALLING



ANSTON C.F. CROSSING FUNCTIONS SHOWN THUS: ②

KEY TO SYMBOLS USED

MULTI-UNIT TYPE SIGNAL	⊖ or ⊕	RED	⊖
		YELLOW	⊙
		GREEN	⊕
A DOUBLE LINE DENOTES NORMAL ASPECT EQ. ⊖ RED			
WITH JUNCTION INDICATOR	⊖		
WITH SUBSIDIARY SIGNAL	⊖		
WITH SUBSIDIARY SIGNAL AND ROUTE INDICATOR	⊖		
POSITION LIGHT GROUND SHUNTING SIGNALS	⊖		
WITH ROUTE INDICATOR	⊖		
TELEPHONE	⊖ or ⊕ or ⊙		
WHISTLE BOARD	⊖		
GROUND FRAME	⊖		
RUN BACK CATCH POINTS	⊖		