

C1/2.91
 REVISED EDITION
 30.3-12.4.91

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BTHURSDAY 4 APRIL - WEST HOLMES JUNCTION

The crossover from the Transfer line (Up Siding) to the Up Main line will be secured permanently out of use pending removal.

The main to main trailing crossover and the trailing connection with the Down Newark will be altered in the following way. The northern end of the crossover will be secured permanently in the normal position whilst the trailing connection with the Down Newark will be secured permanently in the reverse position. The southern end of the existing crossover thus becomes the trailing connection from the Down Newark to the Up Main line.

As a result of these changes the following signals will be abolished:-

Miniature arm signal reading Down Main line to Transfer line (Up Siding).

Ground Shunt signal reading Up Main line to Down Main line and Up Main line to Transfer line (Up Siding).

Miniature arm signal reading Transfer line (Up Siding) to Holmes Yard, Up Goods line or Up Main line.

Miniature arm signal reading along the Transfer line (Up Siding) northwards.

The route from the Down Main ground shunt set back signal to the north of the junction towards Newark to Holmes Yard, Up Goods line or Up Main line will be abolished, leaving only the route to set back along the Down Main line to the ground shunt signal just to the south of West Holmes signal box.

(4)

DETAILS OF WORK ALREADY CARRIED OUTIMMINGHAM RECEPTION SIDINGS/IMMINGHAM NEW MARSHALLING SIDINGS

The Up Through Siding (Engine Line) between Immingham Reception Sidings and Immingham East has been slewed at the East end of the Reception Sidings and connected into the C & W Loop line by hand points. The C & W Loop line has been extended at the East end and slewed back into the Engine Line/Up Through Siding.

The Engine line between the two new slews has been removed.

(3)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSCUNTHORPE - GUNHOUSE JN

The four Up Sidings and Engine Spur have been removed, leaving a siding approximately 40 yards long with a buffer stop provided. The Shunt Spur has been shortened to a length of approximately 40 yards and temporary wheel stops have been provided.

(3)

WRABBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN STAINFORTH JN AND KIRK SANDALL JN

Future Kirk Sandall Station at approximately 3 $\frac{3}{4}$ mp.

A temporary manned level crossing, protected by lockable barriers, has been installed over the Up Scunthorpe Fast and Up Scunthorpe Slow lines at the site of the future Kirk Sandall Station at approximately 3 $\frac{3}{4}$ mp.

(See Section 'D')

(UFN)

** BETWEEN FIRBECK JN AND HARWORTH COLLIERY

*

The One Train Working (No Staff) between Firbeck Jn and Harworth Colliery has been abolished and replaced by Track Circuit Block working.

The spring points at both ends of the Arrival line and Run Round/Departure line have been replaced by hydro-pneumatic train operated points.

Details of the new signalling arrangements are shown in the diagram included in this notice.

Down direction

In the Down direction, the points will lie giving access from the single line to the Arrival line. A points indicator has been provided at 14 $\frac{1}{2}$ mp, and exhibits a steady Yellow light when the points are fitting up correctly to give access to the Arrival line. An associated reflectorised distant board has been provided 1200 yards before reaching the points indicator.

The existing B.2 signal, authorising movements from the Arrival line and Glass Bulbs Sidings, has been replated M.103 and provided with a telephone to Maltby Colliery signal box.

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN FIRBECK JN AND HARWORTH COLLIERY - continued

*

Down direction - continued

At the Glass Bulbs Sidings, the exit to the Bunker line will be provided with trap point protection.

Up direction

In the Up direction, the points will lie giving access to the Run Round/Departure line. A point indicator has been provided and exhibits a steady Yellow aspect when the points are fitting up correctly to give access to the Run Round/Departure line.

The exit from the Run Round/Departure line is now controlled by a new 2-aspect colour light signal plated M.108, located at 148m 34ch. The signal has been provided with a telephone to Maltby Colliery signal box.

The existing distant board located at 11m 22ch and applying to M.106 signal, has been replaced by a new 2-aspect Yellow/Green colour light signal, plated M.106R.

(Amended item) (4)

** SHIREBROOK JN

*

The existing 2-aspect colour light Down Branch Starting Signal SJ.11 has become a 4-aspect signal, temporarily capable of displaying a RED/YELLOW aspect only.

The signal has been elevated by 14 feet and moved from the right to the left hand side of the line.

(1)

** OLLERTON COLLIERY

*

The facing connection from the Down Main line to the Up Sidings, located at approximately 19½mp has been abolished.

The associated elevated mechanical ground signal No.11 has been disconnected pending removal.

(1)

** BETWEEN HEELEY AND SHEFFIELD

*

Various Permanent Speed Restrictions on the Down line between 157m 52ch and 158m 24ch have been withdrawn.

The reflectorised Speed Restriction Warning Indicator Sign on the Down line at 156m 78ch giving warning of the Permanent Speed Restriction of 35 mph at 158m 07ch has been changed to read 15 mph and gives warning of the Permanent Speed Restriction of 15 mph at 158m 24ch.

(See Section 'D') (1)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** MEADOWHALL

*

Whistle Boards have been provided 300 yards either side of Meadowhall Station.

(2)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

WAKEFIELD (COBRA SIDINGS)

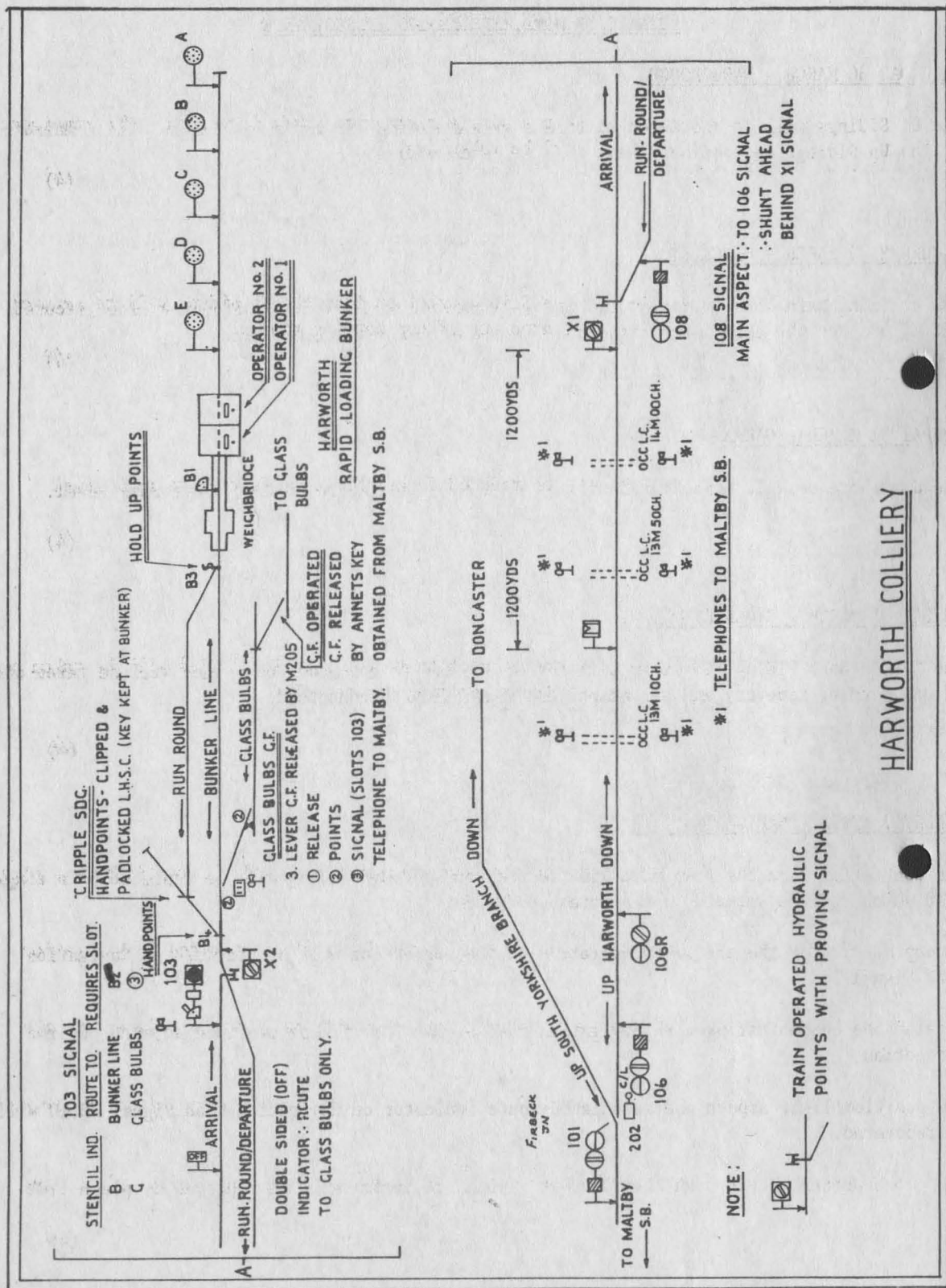
A temporary level crossing has been installed across all three Sidings at the east end of the above sidings.

A barrier gate has also been installed across the single lead into the sidings.

(4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 30 MARCH - NARBOROUGH

The Up Sidings will be shortened to form a single siding 188 yards in length. The remainder of the Up Sidings and the headshunt will be taken away.

(4)

SATURDAY 30 MARCH - HINCKLEY

The trailing Main line Crossover and the Slip connection from the Up Siding will be secured out of use and the associated signals taken out of use pending removal.

(4)

SUNDAY 31 MARCH - OAKHAM

The Semaphore Up Main Home Signal will be reduced in height to 18 feet above rail level.

(4)

SUNDAY 31 MARCH - STOCKPORT NO. 1

The Cattle Dock Siding, together with the connection to the Down Goods line will be taken out of use pending recovery and all associated signalling disconnected.

(4)

SUNDAY 7 APRIL - NAVIGATION ROAD

The connection from the Down Main line to the Down Through Siding will be replaced by a single lead which will be secured in the normal position.

A pump handle for the emergency operation of the connection will be provided in Navigation Road Signal Box.

A telephone communicating with Navigation Road Signal Box will be provided adjacent to the connection.

The position light aspect and associated route indicator on Navigation Road Signal NN.10 will be recovered.

The catch points in the Down Main line at 7 miles 34 chains will be replaced by plain line.

(4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedWEDNESDAY 10 APRIL - CARNFORTH STATION JN

The No. 1 Platform Home signals will be renewed as a straight post Semaphore Signal and positioned on the right hand side of the line, 20 yards nearer to the signal box.

The arm will be 12 feet above rail level and will be fixed at danger.

(4)

DETAILS OF WORK ALREADY CARRIED OUTCROFT SIDINGS

The semaphore Up Home signal has been reduced in height to 18 feet above rail level.

(3)

** BIRMINGHAM NEW STREET

*
Signal NS.217 situated at the north end of Platform 9 has been temporarily removed.

The connection from Platform 9 to No. 3 Siding north end, has been temporarily secured out of use.

The position light aspect associated with signal NS.187 has been temporarily taken out of use.

(1)

** PARK LANE JUNCTION

*
The facing connection between the Up and Down Walsall lines, in advance of signal SY.265 and the associated spring trap points in the Down Walsall line, has been repositioned 43 yards nearer Ryecroft Jn.

(2)

FRODSHAM JN

The existing 45 m.p.h. permanent speed restriction over the Down line from 10m. 75chs. to 11m. 05chs. has been removed. The associated warning indicator and AWS permanent magnet have also been removed.

The existing 50 m.p.h. permanent speed restriction over the Up line from 11m. 05chs. to 10m. 75chs. has been removed.

(See Section 'D') (3)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** QUEENS ROAD

*

A new facing crossover has been provided between the Down and Up Main lines, situated 56 yards on the Bury side of the signalbox. A new trailing connection from the Engineer's sidings (former Down Branch line) has been provided to the Down Main line, situated 86 yards on the Bury side of the signalbox. All the new connections have been secured for through running on the main lines.

The removeable stop block on the Engineer's sidings (former Down Branch line) has been repositioned 25 yards from the main line.

(2)

** QUEENS ROAD

*

The trailing connection from the Engineer's sidings (former Down Branch line) to the Down Main line and the remaining crossover connection in the Down Main line has been removed and replaced with plain line.

A new trailing connection from the Engineer's sidings (former Up Branch line) has been provided to the Down Main line, 8 yards on the Bury side of the signalbox, secured for through running on the Down Main line.

The removeable buffer stop on the Engineer's sidings (former Up Branch line) has been repositioned 25 yards from the main line.

(1)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUTWEST HOLMES JUNCTION

The crossover from the Transfer line (Up Siding) to the Up Main line has been secured permanently out of use pending removal.

The main to main trailing crossover and the trailing connection with the Down Newark have been altered in the following way. The northern end of the crossover has been secured permanently in the normal position whilst the trailing connection with the Down Newark has been secured permanently in the reverse position. The southern end of the existing crossover thus becomes the trailing connection from the Down Newark to the Up Main line.

As a result of these changes the following signals has been abolished:-

Miniature arm signal reading Down Main line to Transfer line (Up Siding).

Ground Shunt signal reading Up Main line to Down Main line and Up Main line to Transfer line (Up Siding).

Miniature arm signal reading Transfer line (Up Siding) to Holmes Yard, Up Goods line or Up Main line.

Miniature arm signal reading along the Transfer line (Up Siding) northwards.

The route from the Down Main ground shunt set back signal to the north of the junction towards Newark to Holmes Yard, Up Goods line or Up Main line have been abolished, leaving only the route to set back along the Down Main line to the ground shunt signal just to the south of West Holmes signal box.

(4)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** IMMINGHAM RECEPTION SIDINGS/IMMINGHAM NEW MARSHALLING SIDINGS

*

The Up Through Siding (Engine Line) between Immingham Reception Sidings and Immingham East has been slewed at the East end of the Reception Sidings and connected into the C & W Loop line by hand points. The C & W Loop line has been extended at the East end and slewed back into the Engine Line/Up Through Siding.

The Engine line between the two new slews has been removed.

(3)

** SCUNTHORPE - GUNHOUSE JN

*

The four Up Sidings and Engine Spur have been removed, leaving a siding approximately 40 yards long with a buffer stop provided. The Shunt Spur has been shortened to a length of approximately 40 yards and temporary wheel stops have been provided.

(3)

DRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN STAINFORTH JN AND KIRK SANDALL JNFuture Kirk Sandall Station at approximately 3 $\frac{1}{2}$ mp.

A temporary manned level crossing, protected by lockable barriers, has been installed over the Up Scunthorpe Fast and Up Scunthorpe Slow lines at the site of the future Kirk Sandall Station at approximately 3 $\frac{1}{2}$ mp.

(See Section 'D')

(UFN)

BETWEEN FIRBECK JN AND HARWORTH COLLIERY

The One Train Working (No Staff) between Firbeck Jn and Harworth Colliery has been abolished and replaced by Track Circuit Block working.

The spring points at both ends of the Arrival line and Run Round/Departure line have been replaced by hydro-pneumatic train operated points.

Details of the new signalling arrangements are shown in the diagram included in this notice.

C3C-/ALB/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN FIRBECK JN AND HARWORTH COLLIERY - continuedDown direction

In the Down direction, the points will lie giving access from the single line to the Arrival line. A points indicator has been provided at 14 $\frac{1}{2}$ mp, and exhibits a steady Yellow light when the points are fitting up correctly to give access to the Arrival line. An associated reflectorised distant board has been provided 1200 yards before reaching the points indicator.

The existing B.2 signal, authorising movements from the Arrival line and Glass Bulbs Sidings, has been replated M.103 and provided with a telephone to Maltby Colliery signal box.

At the Glass Bulbs Sidings, the exit to the Bunker line will be provided with trap point protection.

Up direction

In the Up direction, the points will lie giving access to the Run Round/Departure line. A point indicator has been provided and exhibits a steady Yellow aspect when the points are fitting up correctly to give access to the Run Round/Departure line.

The exit from the Run Round/Departure line is now controlled by a new 2-aspect colour light signal plated M.108, located at 148m 34ch. The signal has been provided with a telephone to Maltby Colliery signal box.

The existing distant board located at 11m 22ch and applying to M.106 signal, has been replaced by a new 2-aspect Yellow/Green colour light signal, plated M.106R.

(4)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

LIVERSEGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

C3C-/ALB/3

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY/SUNDAY 20/21 APRIL - BETWEEN HEALEY MILLS "A" JN AND HORBURY JN

A reflectorised Speed Restriction Warning Indicator will be provided between Healey Mills "A" Jn and Horbury Jn on the Down L & Y line at 42m 54ch giving warning of the Permanent Speed Restriction of 40 mph at 43½mp.

The distance between the warning indicator and the 40 mph speed restriction will be 1452 yards.

An AWS magnet will be provided 200 yards before reaching the indicator.

(7)

SATURDAY/SUNDAY 20/21 APRIL - HEALEY MILLS "A" JN

The facing connection between the Down L & Y line and the former Down Fast line at Healey Mills "A" Jn will be removed and replaced by plain line on a new alignment.

4-aspect colour light signal HM.77, located on the Down L & Y line at Healey Mills "A" Jn, will be removed from its bracket and replaced on a straight post at the same location.

(7)

WEDNESDAY 24 APRIL - LINCOLN HIGH STREET

The existing Lincoln High Street No.7 Platform line Home Signal, presently sited on the right hand side of Lincoln Central No.7 Platform, will be repositioned to the left hand side of No.7 Platform line, 11 yards nearer to High Street Signal Box.

(7)

DETAILS OF WORK ALREADY CARRIED OUT* * WEST HOLMES JUNCTION

* The crossover from the Transfer line (Up Siding) to the Up Main line has been secured permanently out of use pending removal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * WEST HOLMES JUNCTION - continued

*

The main to main trailing crossover and the trailing connection with the Down Newark have been altered in the following way. The northern end of the crossover has been secured permanently in the normal position whilst the trailing connection with the Down Newark has been secured permanently in the reverse position. The southern end of the existing crossover thus becomes the trailing connection from the Down Newark to the Up Main line.

As a result of these changes the following signals has been abolished:-

Miniature arm signal reading Down Main line to Transfer line (Up Siding).

Ground Shunt signal reading Up Main line to Down Main line and Up Main line to Transfer line (Up Siding).

Miniature arm signal reading Transfer line (Up Siding) to Holmes Yard, Up Goods line or Up Main line.

Miniature arm signal reading along the Transfer line (Up Siding) northwards.

The route from the Down Main ground shunt set back signal to the north of the junction towards Newark to Holmes Yard, Up Goods line or Up Main line have been abolished, leaving only the route to set back along the Down Main line to the ground shunt signal just to the south of West Holmes signal box.

(4)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN STAINFORTH JN AND KIRK SANDALL JN

Future Kirk Sandall Station at approximately 3½mp.

A temporary manned level crossing, protected by lockable barriers, has been installed over the Up Scunthorpe Fast and Up Scunthorpe Slow lines at the site of the future Kirk Sandall Station at approximately 3½mp.

(See Section 'D')

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN FIRBECK JN AND HARWORTH COLLIERY

*
The One Train Working (No Staff) between Firbeck Jn and Harworth Colliery has been abolished and replaced by Track Circuit Block working.

The spring points at both ends of the Arrival line and Run Round/Departure line have been replaced by hydro-pneumatic train operated points.

Details of the new signalling arrangements are shown in the diagram included in this notice.

Down direction

In the Down direction, the points will lie giving access from the single line to the Arrival line. A points indicator has been provided at 14 $\frac{1}{2}$ mp, and exhibits a steady Yellow light when the points are fitting up correctly to give access to the Arrival line. An associated reflectorised distant board has been provided 1200 yards before reaching the points indicator.

The existing B.2 signal, authorising movements from the Arrival line and Glass Bulbs Sidings, has been replated M.103 and provided with a telephone to Maltby Colliery signal box.

At the Glass Bulbs Sidings, the exit to the Bunker line will be provided with trap point protection.

Up direction

In the Up direction, the points will lie giving access to the Run Round/Departure line. A point indicator has been provided and exhibits a steady Yellow aspect when the points are fitting up correctly to give access to the Run Round/Departure line.

The exit from the Run Round/Departure line is now controlled by a new 2-aspect colour light signal plated M.108, located at 148m 34ch. The signal has been provided with a telephone to Maltby Colliery signal box.

The existing distant board located at 11m 22ch and applying to M.106 signal, has been replaced by a new 2-aspect Yellow/Green colour light signal, plated M.106R.

(4)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedLIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice. (UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end. (UFN)

** WAKEFIELD (COBRA SIDINGS)

A temporary level crossing has been installed across all three Sidings at the east end of the above sidings.

A barrier gate has also been installed across the single lead into the sidings. (4)

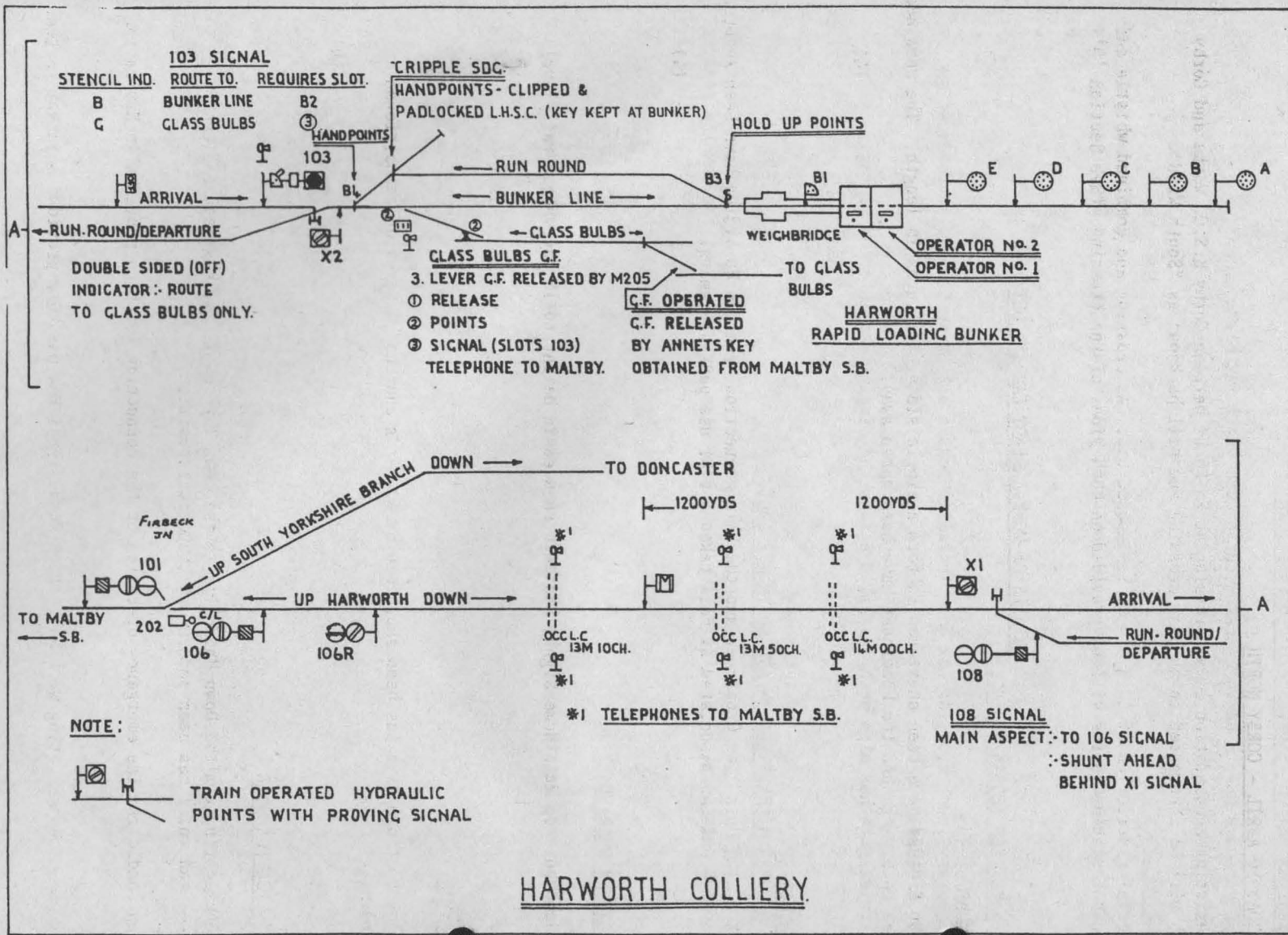
** BETWEEN MICKLEFIELD JN AND SOUTH MILFORD

*
The catch points in the Up line at 10m 08chs have been secured out of use pending removal. (4)

BURLEY-IN-WHARFEDALE

The operational length of the Up Platform at Burley-in-Wharfedale has been reduced to 79 yards (72 metres).

(New Item) (7)



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUTLINCOLN HIGH STREET

The existing Lincoln High Street No.7 Platform line Home Signal, presently sited on the right hand side of Lincoln Central No.7 Platform, has been repositioned to the left hand side of No.7 Platform line, 11 yards nearer to High Street Signal Box.

(7)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN STAINFORTH JN AND KIRK SANDALL JN

Secure Kirk Sandall Station at approximately 3 $\frac{1}{2}$ mp.

A temporary manned level crossing, protected by lockable barriers, has been installed over the Up Scunthorpe Fast and Up Scunthorpe Slow lines at the site of the future Kirk Sandall Station at approximately 3 $\frac{1}{2}$ mp.

(See Section 'D')

(UFN)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HEALEY MILLS "A" JN AND HORBURY JN

A reflectorised Speed Restriction Warning Indicator has been provided between Healey Mills "A" Jn and Horbury Jn on the Down L & Y line at 42m 54ch giving warning of the Permanent Speed Restriction of 40 mph at 43 $\frac{1}{2}$ mp.

The distance between the warning indicator and the 40 mph speed restriction is 1452 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(7)

HEALEY MILLS "A" JN

The facing connection between the Down L & Y line and the former Down Fast line at Healey Mills "A" Jn has been removed and replaced by plain line on a new alignment.

4-aspect colour light signal HM.77, located on the Down L & Y line at Healey Mills "A" Jn, has been removed from its bracket and replaced on a straight post at the same location.

(7)

MARSDEN STATION

The length of the Down Main platform at Marsden has been reduced to 71 yards (65 metres).

(New Item) (8)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BURLEY-IN-WHARFEDALE

The operational length of the Up Platform at Burley-in-Wharfedale has been reduced to 79 yards (72 metres).

(7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 28TH APRIL - LENTON SOUTH JN

The position 1 junction indicators and position light signals, at present out of use on signals TT.298 and TT.299, will be taken away.

(8)

DETAILS OF WORK ALREADY CARRIED OUTCORBY NORTH

The existing accommodation level crossing at 2m 66chs between Corby B.S.C. Works and Corby North will be converted to an open crossing and called "South Wood".

A special restriction of 10 mph has been imposed over the crossing and combined whistle and speed restriction boards has been provided on both sides of the crossing. (See Section 'D').

HOOTON JN

The Bay Platform line has been shortened by 30 yards and the buffer stop repositioned accordingly.

(6)

MANCHESTER PICCADILLY

Ground position light shunting signal MP.1161, with a 4-way stencil type route indicator, reading set back into platforms 10, 11, 13 and 14, situated on the Up Slow line, has been temporarily taken away

(6)

BETWEEN BOOTLE BRANCH JN AND EDGE HILL

The existing 15 mph permanent speed restriction which applies over all connections between the Down Main line and Waterloo Sidings and between Waterloo Sidings and the Up Main line has become a 20 mph permanent speed restriction.

The existing 30 mph permanent speed restriction over the Up line from 1 mile 60 chains to 2mp has been removed.

(6)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR.30018/6 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.6LOCAL INSTRUCTIONSALTOFTS JN TO LEEDS NORTH JN

Page 6.100

Add:-

HOLBECK DEPOT : WORKING N.P.C.C.S. VEHICLES FROM/TO LEEDS P.C.D.

1. Trains formed of N.P.C.C.S. vehicles working between Leeds P.C.D. and Holbeck Depot must not exceed eight bogie vehicles or the equivalent length.
2. When the Signaller requests authority for a train to be propelled from the Up Main line to the Arrival/Departure road, the Depot Shunter must stop all movements within the depot and proceed to the Inwards stop board to meet the train. He must then arrange for it to be hauled into the Depot.
3. When the vehicles have been washed and are ready to be propelled from the Depot, the Depot Shunter must not authorise this movement until he has obtained the permission of the Signaller.
4. When authorising the propelling movement from the Depot to commence, the Depot Shunter must position himself between the sidings and the Main line to relay signals between the Guard and Driver as far as the "Stop - Telephone" board. Approaching the Arrival/Departure road.

The Guard is responsible for observing the provisions of the Rule Book Section H, Clause 11.3.1.

(6D)

LEEDS TO HULL

Page 6.111

AmendBETWEEN MICKLEFIELD JN AND SOUTH MILFORD

Except for Engineer's trains, Class 9 trains are not permitted to run in either direction between Micklefield Junction and South Milford.

Class 9 Engineer's trains must have a locomotive other than a shunting locomotive, attached in rear.

(6D)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 4 MAY - BETWEEN MASBOROUGH SORTING SIDINGS SOUTH JN AND MASBOROUGH STATION NORTH JN

A reflectorised Speed Restriction Warning Indicator will be provided on the Down line between Masborough Sorting Sidings South Jn and Masborough Station North Jn at 161m 38ch giving warning of the Permanent Speed Restriction of 40 mph at 162m 12ch.

The distance between the warning indicator and the 40 mph speed restriction will be 1188 yards.

An AWS magnet will be provided 200 yards before reaching the indicator.

(9)

DETAILS OF WORK ALREADY CARRIED OUTLINCOLN HIGH STREET

The existing Lincoln High Street No.7 Platform line Home Signal, presently sited on the right hand side of Lincoln Central No.7 Platform, has been repositioned to the left hand side of No.7 Platform line, 11 yards nearer to High Street Signal Box.

(7)

IMMINGHAM WEST JN WEST

The trailing connection in the Down Killingholme line leading to No.8 Quay Sidings has been secured out of use in the normal position pending removal and No.8 Sidings have been taken out of use.

The trailing connection in the Down Killinholme line leading to the Mineral Quay Departure line has been secured out of use in the normal position. The Mineral Quay Departure line has been taken out of use as far as the hand points which are facing for departing movements which have been secured for movements towards the Arrival line.

The trailing hand point crossover between the Mineral Quay Arrival and Departure lines has been secured out of use.

The Siding adjacent to the Mineral Quay Arrival line has been taken out of use and the hand points secured for movements along the Arrival line. The line to the Storage Siding (Western Jetty Running line) has been taken out of use.

(New item)

(9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN STAINFORTH JN AND KIRK SANDALL JNFuture Kirk Sandall Station at approximately 3 $\frac{1}{2}$ mp.

A temporary manned level crossing, protected by lockable barriers, has been installed over the Up Scunthorpe Fast and Up Scunthorpe Slow lines at the site of the future Kirk Sandall Station at approximately 3 $\frac{1}{2}$ mp.

(See Section 'D')

(UFN)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BETWEEN HEALEY MILLS "A" JN AND HORBURY JN

A reflectorised Speed Restriction Warning Indicator has been provided between Healey Mills "A" Jn and Horbury Jn on the Down L & Y line at 42m 54ch giving warning of the Permanent Speed Restriction of 40 mph at 43 $\frac{1}{2}$ mp.

The distance between the warning indicator and the 40 mph speed restriction is 1452 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(7)

HEALEY MILLS "A" JN

The facing connection between the Down L & Y line and the former Down Fast line at Healey Mills "A" Jn has been removed and replaced by plain line on a new alignment.

4-aspect colour light signal HM.77, located on the Down L & Y line at Healey Mills "A" Jn, has been removed from its bracket and replaced on a straight post at the same location.

(7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedMARSDEN STATION

The length of the Down Main platform at Marsden has been reduced to 71 yards (65 metres).

(New Item) (8)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BURLEY-IN-WHARFEDALE

The operational length of the Up Platform at Burley-in-Wharfedale has been reduced to 79 yards (72 metres).

(7)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 5 MAY - KETTERING SOUTH JN

A flashing yellow aspect will be displayed at the signal detailed below and will apply to the route shown (see Rule Book, Section 'C', clause 3.1.1 and 3.1.2).

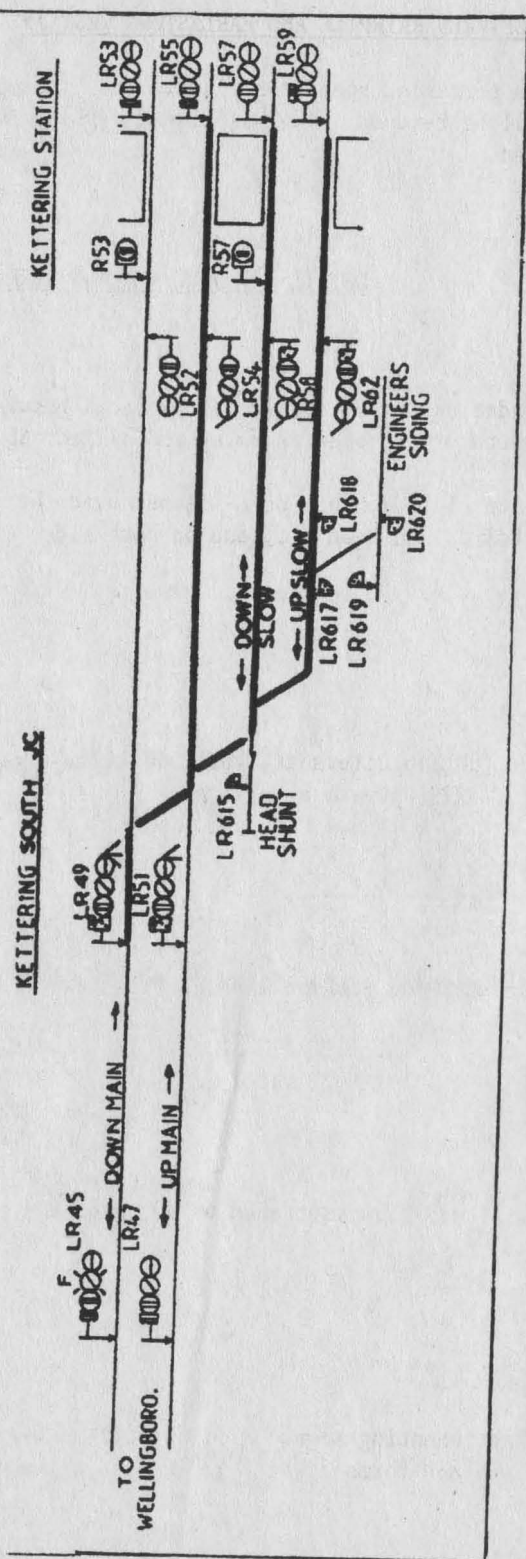
<u>Line</u>	<u>Flashing single yellow at signal</u>	<u>Indicates steady single yellow at</u>	<u>Junction indicator displayed</u>
Down Main	LR 45	LR 49	Position 4 (Down Main to Up Main)
			Or Position 5 (Down Main to Down Slow)
			Or Position 6 (Down Main to Up Slow)

See Diagram.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

LEICESTER R.S.B. - KETTERING
PROVISION OF FLASHING YELLOW ASPECT ON LR45

C6C-/AS/4

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

WEDNESDAY 8 MAY - BETWEEN RAINHILL AND EARLESTOWN WEST JN

The existing 20 mph permanent speed restriction over the up line from 11 miles 54 chains to 12 miles 02 chains will be removed. The associated warning indicator and AWS permanent magnet will also be removed.

(9)

DETAILS OF WORK ALREADY CARRIED OUTCORBY NORTH

The existing accommodation level crossing at 2m 66chs between Corby B.S.C. Works and Corby North will be converted to an open crossing and called "South Wood".

A special restriction of 10 mph has been imposed over the crossing and combined whistle and speed restriction boards has been provided on both sides of the crossing. (See Section 'D').

(7)

LENTON SOUTH JN

The position 1 junction indicators and position light signals, at present out of use on signals TT.298 and TT.299, have been removed.

(8)

STENSON JN

The catch points on the Down Stenson line at 131 miles 19 chains have been replaced by plain line.

(New item) (9)

* * HOOTON JN

*

The Bay Platform line has been shortened by 30 yards and the buffer stop repositioned accordingly.

(6)

* * MANCHESTER PICCADILLY

*

Ground position light shunting signal MP.1161, with a 4-way stencil type route indicator, reading set back into platforms 10, 11, 13 and 14, situated on the Up Slow line, has been temporarily taken away.

(6)

C6C-/AS/5

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN BOOTLE BRANCH JN AND EDGE HILL

*

The existing 15 mph permanent speed restriction which applies over all connections between the Down Main line and Waterloo Sidings and between Waterloo Sidings and the Up Main line has become a 20 mph permanent speed restriction.

The existing 30 mph permanent speed restriction over the Up line from 1 mile 60 chains to 2mp has been removed.

(6)

* * HYDE NORTH STATION

*

The Down platform has been temporarily shortened until further notice.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided or work to the instructions of the Handsignalmen.

(6)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BMONDAY 13 MAY - BETWEEN BROCKLESBY JN AND WRAWBY JN

At 10 00 hrs the maximum permissible speed of 45 mph which applies on the Down and Up lines for Class 6-9 trains between 99m 39ch and 94m 12ch will be raised to 60 mph.

(See Section D)

(10)

MONDAY 13 MAY - BETWEEN STAINFORTH JN AND KIRK SANDALL JNKirk Sandall Station (3m 60ch)

A new station will open at Kirk Sandall, consisting of an island platform situated between the Down Scunthorpe and Up Scunthorpe Fast lines. The length of both the Down and Up platforms will be 114 yards (104 metres).

(10)

FRIDAY 17 MAY - BETWEEN GREAT COATES NO.1 AND UNION DOCK

The Single line will be slued into the Brick Pit Sidings on the Union Dock side of ABP LC (AOCL).

In the Down direction, notice boards worded "PRIVATE LOCOS MUST NOT PASS THIS POINT" and "BR SHUNTING MOVEMENTS MUST NOT PASS THIS POINT" will be provided on the right hand side of the track, 90 yards before reaching ABP LC. A St. George's Cross warning board and reflectorised diamond board will be provided on the left hand side of the track at the same location.

Also in the Down direction, a stop board worded "Wait for white light and whistle before proceeding" will be provided on the left hand side of the track, 25 yards before reaching ABP LC.

(10)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT** LINCOLN HIGH STREET

*

The existing Lincoln High Street No.7 Platform line Home Signal, presently sited on the right hand side of Lincoln Central No.7 Platform, has been repositioned to the left hand side of No.7 Platform line, 11 yards nearer to High Street Signal Box.

(7)

BETWEEN GRIMSBY, MARSH EAST JN AND MARSH NORTH JN

The Up line from Marsh North Jn to Marsh East Jn has been taken out of use.

The trailing connection in the Up Main line at Marsh East Jn at 108m 05ch has been removed and plain line installed.

The facing connection in the Up Main line at Marsh North Jn at 108m 05ch leading to Marsh East Jn has been secured out of use pending removal.

(New Item) (10)

IMMINGHAM WEST JN WEST

The trailing connection in the Down Killingholme line leading to No.8 Quay Sidings has been secured out of use in the normal position pending removal and No.8 Sidings have been taken out of use.

The trailing connection in the Down Killinholme line leading to the Mineral Quay Departure line has been secured out of use in the normal position. The Mineral Quay Departure line has been taken out of use as far as the hand points which are facing for departing movements which have been secured for movements towards the Arrival line.

The trailing hand point crossover between the Mineral Quay Arrival and Departure lines has been secured out of use.

The Siding adjacent to the Mineral Quay Arrival line has been taken out of use and the hand points secured for movements along the Arrival line. The line to the Storage Siding (Western Jetty Running line) has been taken out of use.

(9)

WRABBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

C7C-/HM/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN MASBOROUGH SORTING SIDINGS SOUTH JN AND MASBOROUGH STATION NORTH JN

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Masborough Sorting Sidings South Jn and Masborough Station North Jn at 161m 38ch giving warning of the Permanent Speed Restriction of 40 mph at 162m 12ch.

The distance between the warning indicator and the 40 mph speed restriction is 1188 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(9)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

** BETWEEN HEALEY MILLS "A" JN AND HORBURY JN

*

A reflectorised Speed Restriction Warning Indicator has been provided between Healey Mills "A" Jn and Horbury Jn on the Down L & Y line at 42m 54ch giving warning of the Permanent Speed Restriction of 40 mph at 43½mp.

The distance between the warning indicator and the 40 mph speed restriction is 1452 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(7)

* HEALEY MILLS "A" JN

The facing connection between the Down L & Y line and the former Down Fast line at Healey Mills "A" Jn has been removed and replaced by plain line on a new alignment.

4-aspect colour light signal HM.77, located on the Down L & Y line at Healey Mills "A" Jn, has been removed from its bracket and replaced on a straight post at the same location.

(7)

MARSDEN STATION

The length of the Down Main platform at Marsden has been reduced to 71 yards (65 metres).

(8)

C7C-/HM/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

WAKEFIELD (COBRA SIDINGS)

No.1 Road has been shortened by 100 metres (109 yards).

No.2 Road has been abolished.

(New Item)

(10)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

* * BURLEY-IN-WHARFEDALE

*

The operational length of the Up Platform at Burley-in-Wharfedale has been reduced to 79 yards (72 metres).

(7)

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 MAY - BIRMINGHAM NEW STREET STATION

Position light signal NS.202 on platforms 5 will be provided with an additional stencil indicator '5' for 'shunt ahead' movements along platform 5.

(10)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR.30018/6 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.6 - continued

LOCAL INSTRUCTIONS

ALTOFTS JN TO LEEDS NORTH JN

Page 6.100

Add:-

HOLBECK DEPOT : WORKING N.P.C.C.S. VEHICLES FROM/TO LEEDS P.C.D.

1. Trains formed of N.P.C.C.S. vehicles working between Leeds P.C.D. and Holbeck Depot must not exceed eight bogie vehicles or the equivalent length.
2. When the Signalman requests authority for a train to be propelled from the Up Main line to the Arrival/Departure road, the Depot Shunter must stop all movements within the depot and proceed to the Inwards stop board to meet the train. He must then arrange for it to be hauled into the Depot.
3. When the vehicles have been washed and are ready to be propelled from the Depot, the Depot Shunter must not authorise this movement until he has obtained the permission of the Signalman.
4. When authorising the propelling movement from the Depot to commence, the Depot Shunter must position himself between the sidings and the Main line to relay signals between the Guard and Driver as far as the "Stop - Telephone" board. Approaching the Arrival/Departure road.

The Guard is responsible for observing the provisions of the Rule Book Section H, Clause 11.3.1.

(6D)

LEEDS TO HULL

Page 6.111

Amend

BETWEEN MICKLEFIELD JN AND
SOUTH MILFORD

Except for Engineer's trains, Class 9 trains are not permitted to run in either direction between Micklefield Junction and South Milford.

Class 9 Engineer's trains must have a locomotive other than a shunting locomotive, attached in rear.

(6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR.30018/6 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.6 - continued

LOCAL INSTRUCTIONS - continued

THORNE JN TO GILBERDYKE JN

Pages 6.113 and 6.114

GOOLE BRIDGE

Add:-

Trains unable to start when signal G.B. 2 OR G.B.3 is cleared

Should a train have been brought to a stand at signal G.B.2 or G.B.3 being at Danger and is unable to re-start when a proceed aspect is displayed, the Driver must telephone the Signalman immediately and advise him of the circumstances.

(6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

STANDEGE CLOSED TUNNELS

In connection with a Fire Service emergency exercise, fire engines and personnel will be in the vicinity of the Diggle end of Standedge Closed tunnels, between 10 00 hours and 12 00 hours on Tuesday 14 May.

All drivers must keep a sharp lookout and be aware of the Fire Service staff adjacent to the track.

(7)

DIGGLE JN LMR TO LEEDS, HOLBECK EAST JN

Lipside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx 22½m.p.

(UFN)

SLAITHWAITE STATION - SHORT PLATFORMS

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Huddersfield:-

2M89 21 30 (FSX) Wakefield Westgate to Holyhead when formed by a 2 car Class 150 unit and a 2 car Class 14X unit (Huddersfield to Manchester Victoria only).

The following unit formations may call at Slaithwaite Station without restriction.

- 1 x 2 car Class 14X unit
- 1 x 3 car Class 144 unit
- 1 x 2 car Class 15X unit

(UFN)

DEIGHTON AND COTTINGLEY STATIONS - SHORT PLATFORMS

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Huddersfield:-

2J16 07 55 (SUN) Huddersfield to Leeds when formed by a 3 car Class 144 unit and a 2 car Class 141/1 unit.

The following unit formations may call at Deighton and Cottingley Stations without restriction:-

- 1 x 2 car Class 14X unit
- 1 x 3 car Class 144 unit
- 1 x 2 car Class 15X unit

(UFN)

C 8/91
18-24.5.91SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BMONDAY 20 MAY - BETWEEN YORK AND SKELTON JN

At 10 00 hours the Permanent Speed Restriction of 50 mph on the Down line applicable between 0m 42ch and 1m 09ch will be raised to 60 mph.

(See Section 'D')

(11)

WEDNESDAY 22 MAY - FARNLEY BRANCH

The Farnley Branch will be shortened by approximately 950 yards and a buffer stop erected.

(11)

DETAILS OF WORK ALREADY CARRIED OUTARKSEY LC

The Down Passenger Loop has been taken out of use until further notice.

(UFN)

BETWEEN BROCKLESBY JN AND WRAWBY JN

The maximum permissible speed of 45 mph which applies on the Down and Up lines for Class 6-9 trains between 99m 39ch and 94m 12ch has been raised to 60 mph.

(See Section D)

(10)

WOODBURN JUNCTION

Woodburn Shops/Up Sidings have been taken out of use pending removal and the associated connection from the Stocksbridge line has been secured out of use in the normal position.

(New Item)

(11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN GRIMSBY, MARSH EAST JN AND MARSH NORTH JN

The Up line from Marsh North Jn to Marsh East Jn has been taken out of use.

The trailing connection in the Up Main line at Marsh East Jn at 108m 05ch has been removed and plain line installed.

The facing connection in the Up Main line at Marsh North Jn at 108m 05ch leading to Marsh East Jn has been secured out of use pending removal.

(10)

BETWEEN GREAT COATES NO.1 AND UNION DOCK

The Single line has been slued into the Brick Pit Sidings on the Union Dock side of ABP LC (AOCL).

In the Down direction, notice boards worded "PRIVATE LOCOS MUST NOT PASS THIS POINT" and "BR SHUNTING MOVEMENTS MUST NOT PASS THIS POINT" have been provided on the right hand side of the track, 90 yards before reaching ABP LC. A St. George's Cross warning board and reflectorised distant board have been provided on the left hand side of the track at the same location.

Also in the Down direction, a stop board worded "Wait for white light and whistle before proceeding" has been provided on the left hand side of the track, 25 yards before reaching ABP LC.

(10)

IMMINGHAM WEST JN WEST

The trailing connection in the Down Killingholme line leading to No.8 Quay Sidings has been secured out of use in the normal position pending removal and No.8 Sidings have been taken out of use.

The trailing connection in the Down Killinholme line leading to the Mineral Quay Departure line has been secured out of use in the normal position. The Mineral Quay Departure line has been taken out of use as far as the hand points which are facing for departing movements which have been secured for movements towards the Arrival line.

The trailing hand point crossover between the Mineral Quay Arrival and Departure lines has been secured out of use.

The Siding adjacent to the Mineral Quay Arrival line has been taken out of use and the hand points secured for movements along the Arrival line. The line to the Storage Siding (Western Jetty Running line) has been taken out of use.

(9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWRABY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN STAINFORTH JN AND KIRK SANDALL JNKirk Sandall Station (3m 60ch)

A new station has opened at Kirk Sandall, consisting of an island platform situated between the Down Scunthorpe and Up Scunthorpe Fast lines. The length of both the Down and Up platforms are 114 yards (104 metres).

(10)

BETWEEN MASBOROUGH SORTING SIDINGS SOUTH JN AND MASBOROUGH STATION NORTH JN

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Masborough Sorting Sidings South Jn and Masborough Station North Jn at 161m 38ch giving warning of the Permanent Speed Restriction of 40 mph at 162m 12ch.

The distance between the warning indicator and the 40 mph speed restriction is 1188 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(9)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BETWEEN HORBURY JN AND HEALEY MILLS 'B' JN

The Up Slow line between Horbury Jn and U45S signal, located at approximately 45m 09ch, has been out of use together with all associated signalling.

(9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** MARSDEN STATION

*

The length of the Down Main platform at Marsden has been reduced to 71 yards (65 metres).

(8)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

WAKEFIELD (COBRA SIDINGS)

No.1 Road has been shortened by 100 metres (109 yards).

No.2 Road has been abolished.

(10)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 18 MAY - ROMILEY STATION

The Up and Down platforms at Romiley Station will be temporarily shortened in connection with platform work.

Drivers of trains stopping at Romiley must be prepared to bring their trains to a stand at the temporary stop boards provided or work to the instructions of the Handsignalmen.

(11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 19 MAY - PRESTON P.S.B.

The Temporary Stop Blocks, previously provided on the Shunting Line at 112 yards and 348 yards on the Preston Station side of the signal box and on the Down Siding at 178 yards on the Preston Station side of the signal box will be taken away.

The line between the Stop Blocks, previously taken out of use, will be re-instated, together with the connection from the Shunting Line to the Siding.

The position light ground shunting signal (PN.138) which was temporarily re-positioned on the left hand side of the line will be put back in its original position on the right hand side of the Shunting Line, 238 yards on the Preston Station side of the signal box.

The following signal routes will be brought back into use :-

SIGNAL PN.138 - SIDINGS
SHUNTING LINE

SIGNAL PN.143 - SHUNTING LINE

SIGNAL PN.153 - SHUNTING LINE

(11)

SUNDAY 19 MAY - CHURCH & OSWALDTWHISTLE STATION

The Down Goods Loop together with the connections to and from the Down East Lancs line will be taken out of use pending removal. All associated signals and routes will be taken away.

The Limit of Shunt board on the Down East Lancs line, on the Rishton side of Church & Oswaldtwistle station will be taken away.

catch points on the Down East Lancs line situated at 15 miles 17 chains (220 yards after passing signal PN.417) will be taken out of use pending removal.

(11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUTKETTERING SOUTH JN

A flashing yellow aspect is displayed at the signal detailed below and applies to the route shown (see Rule Book, Section 'C', clause 3.1.1 and 3.1.2).

<u>Line</u>	<u>Flashing single yellow at signal</u>	<u>Indicates steady single yellow at</u>	<u>Junction indicator displayed</u>
Down Main	LR 45	LR 49	Position 4 (Down Main to Up Main) Or Position 5 (Down Main to Down Slow) Or Position 6 (Down Main to Up Slow)

See Diagram.

(9)

MELTON MOWBRAY STATION YARD

The buffer stops on the Middle and Crane roads have been taken away and the Sidings connected via handpoints to a neck to provide run-round facilities.

(New Item) (11)

* * LENTON SOUTH JN

*

The position 1 junction indicators and position light signals, at present out of use on signals TT.298 and TT.299, have been removed.

(8)

BIRMINGHAM NEW STREET STATION

Position light signal NS.202 on platform 5 has been provided with an additional stencil indicator '5' for 'shunt ahead' movements along platform 5.

(10)

C. 9/10. 91
25.5 - 7. C. 91SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BMONDAY 3 JUNE - BETWEEN FITZWILLIAM AND SANDAL & AGRIBIGG

At 10 00 hours a Permanent Speed Restriction of 50 mph will be imposed on both the Down and Up lines between 170½mp and 171m 07ch.

(See Section 'D')

(12)

MONDAY 3 JUNE - BETWEEN FITZWILLIAM AND SANDAL & AGRIBIGG

A reflectorised Speed Restriction Warning Indicator will be provided between Fitzwilliam and Sandal & Agbrigg on the Down line at 169m 32ch giving warning of the Permanent Speed Restriction of 50 mph at 170½mp.

The distance between the warning indicator and the 50 mph speed restriction will be 1936 yards.

An AWS magnet will be provided 200 yards before reaching the indicator.

(See Section 'D')

(12)

MONDAY 3 JUNE - BETWEEN FITZWILLIAM AND SANDAL & AGRIBIGG

A reflectorised Speed Restriction Warning Indicator will be provided between Sandal & Agbrigg & Fitzwilliam on the Up line at 172m 18ch giving warning of the Permanent Speed Restriction of 50 mph at 171m 07ch.

The distance between the warning indicator and the 50 mph speed restriction will be 2002 yards.

An AWS magnet will be provided 200 yards before reaching the indicator.

(See Section 'D')

(12)

DETAILS OF WORK ALREADY CARRIED OUTARKSEY LC

The Down Passenger Loop has been taken out of use until further notice.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN YORK AND SKELTON JN

The Permanent Speed Restriction of 50 mph on the Down line applicable between 0m 42ch and 1m 09ch has been raised to 60 mph.

(See Section 'D')

(11)

* * BETWEEN BROCKLESBY JN AND WRAWBY JN

*

The maximum permissible speed of 45 mph which applies on the Down and Up lines for Class 6-9 trains between 99m 39ch and 94m 12ch has been raised to 60 mph.

(See Section D)

(10)

WOODBURN JUNCTION

Woodburn Shops/Up Sidings have been taken out of use pending removal and the associated connection from the Stocksbridge line has been secured out of use in the normal position.

(11)

* * BETWEEN GRIMSBY, MARSH EAST JN AND MARSH NORTH JN

*

The Up line from Marsh North Jn to Marsh East Jn has been taken out of use.

The trailing connection in the Up Main line at Marsh East Jn at 108m 05ch has been removed and plain line installed.

The facing connection in the Up Main line at Marsh North Jn at 108m 05ch leading to Marsh Jn has been secured out of use pending removal.

(10)

* * BETWEEN GREAT COATES NO.1 AND UNION DOCK

*

The Single line has been slued into the Brick Pit Sidings on the Union Dock side of ABP LC (AOCL).

In the Down direction, notice boards worded "PRIVATE LOCOS MUST NOT PASS THIS POINT" and "BR SHUNTING MOVEMENTS MUST NOT PASS THIS POINT" have been provided on the right hand side of the track, 90 yards before reaching ABP LC. A St. George's Cross warning board and reflectorised distant board have been provided on the left hand side of the track at the same location.

Also in the Down direction, a stop board worded "Wait for white light and whistle before proceeding" has been provided on the left hand side of the track, 25 yards before reaching ABP LC.

(10)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * IMMINGHAM WEST JN WEST

*

The trailing connection in the Down Killingholme line leading to No.8 Quay Sidings has been secured out of use in the normal position pending removal and No.8 Sidings have been taken out of use.

The trailing connection in the Down Killinholme line leading to the Mineral Quay Departure line has been secured out of use in the normal position. The Mineral Quay Departure line has been taken out of use as far as the hand points which are facing for departing movements which have been secured for movements towards the Arrival line.

The trailing hand point crossover between the Mineral Quay Arrival and Departure lines has been secured out of use.

The Siding adjacent to the Mineral Quay Arrival line has been taken out of use and the hand points secured for movements along the Arrival line. The line to the Storage Siding (Western Jetty Running line) has been taken out of use.

(9)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

* * BETWEEN STAINFORTH JN AND KIRK SANDALL JN

*

Kirk Sandall Station (3m 60ch)

A new station has opened at Kirk Sandall, consisting of an island platform situated between the Down Scunthorpe and Up Scunthorpe Fast lines. The length of both the Down and Up platforms are 114 yards (104 metres).

(10)

* * BETWEEN MASBOROUGH SORTING SIDINGS SOUTH JN AND MASBOROUGH STATION NORTH JN

*

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Masborough Sorting Sidings South Jn and Masborough Station North Jn at 161m 38ch giving warning of the Permanent Speed Restriction of 40 mph at 162m 12ch.

The distance between the warning indicator and the 40 mph speed restriction is 1188 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

* * BETWEEN HORBURY JN AND HEALEY MILLS 'B' JN

*

The Up Slow line between Horbury Jn and U45S signal, located at approximately 45m 09ch, has been out of use together with all associated signalling.

(9)

FARNLEY BRANCH

The Farnley Branch has been shortened by approximately 950 yards and a buffer stop erected.

(11)

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

* * WAKEFIELD (COBRA SIDINGS)

*

No.1 Road has been shortened by 100 metres (109 yards).

No.2 Road has been abolished.

(10)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BMONDAY 3 JUNE - STAYTHORPE POWER STATION

A temporary level crossing (open crossing) will be provided over Reception Road B and Run Round Road B adjacent to Arnolds footpath level crossing 14 miles 770 yards (Nottingham East Jn to Newark Mileage).

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedINSTRUCTIONS FOR M.G.R. TRAIN WORKING
AT COLLIERIES, POWER STATIONS AND OTHER
UNLOADING TERMINALS

Page 41

WELBECK SPOIL TERMINAL
(GOOSE HILL)5. Crippled wagonsDelete:- "and radio sets" from clause 5.4.

(6D)

MISCELLANEOUS NOTICES
RULE BOOK (BR.87109)

Section B Clause 4.1.4 (operative from 1 December 1990). This clause, which has been temporarily suspended, will take effect from Saturday 1 June. From this date the PICOW must wear the prescribed armband.

(W.e.f. Saturday 1 June).

(6D)

FRIDAY AND SATURDAY 7 AND 8 JUNE, BETWEEN HORBURY STATION JN AND WAKEFIELD KIRKGATE

Between 22 00 hours Friday 7 and 06 00 hours Saturday 8 June, signal disconnections will take place between Horbury Station Jn and Wakefield Kirkgate. During the period of S. & T. disconnections (except in an emergency) trains from Wakefield Kirkgate will be signalled on the Up Fast line only, trains from Horbury Jn will be signalled on the Down Slow line only.

Signalling will be disconnected as follows:-

Down Slow line from signal D.44BS (at approximately 44m 61ch) to signal K.1203 (at approximately 45m 64ch).

Up Fast line from signal HJ.72 (at approximately 46m 46ch) to signal U.44 (at approximately 46m 61ch).

A MAXIMUM SPEED OF 20 MPH WILL APPLY IN BOTH DIRECTIONS.

Trains will be handsignalled in accordance with Track Circuit Block Regulation 11.7.1. (A).

DOWN LINE

A handsignalman will be appointed at D.44BS signal who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to K.1203 signal, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

C9-10D-/ALB/18

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedFRIDAY AND SATURDAY 7 AND 8 JUNE, BETWEEN HORBURY STATION JN AND WAKEFIELD KIRKGATE -
continuedUP LINE

A handsignalman will be appointed at HJ.72 signal who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to U.44 signal, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

(9/10)

PERFORMANCE ALLOWANCES

A new symbol will appear in Working Timetables from Sunday, 19 May, 1991 and will be shown in timing columns, thus, 09 45

<2>

09 50

The time in the "diamond" represents additional running time to offset delay. This time must not be used for regulation purposes.

If the Performance Allowance is unused trains should arrive early at intermediate calling points to give additional station time and thereby aid punctual departure.

(6D)

DRIVER TO SHORE RADIO

Please ensure that when reporting radio problems include the following information; time, date, radio number, radio system number, and the location of where you were trying to use the radio. Using the traffic logging on the radio systems we can then identify what was wrong.

(UFN)

TEMPORARY OPERATING INSTRUCTIONS - CLASS 15X UNITSCOUPLING OF CLASS 15X UNITS

Will you please note and bring to the attention of all staff under your control that the restrictions on the coupling of Class 15X units are withdrawn immediately. Class 15X units when coupled to any other Class 15X unit may have the Gangway doors unlocked between sets which are fitted with end Gangway doors.

(UFN)

C9-10D-/ALB/19

C 11/91
8-14.6.91SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 8 JUNE - HORBURY JUNCTIONDown Direction

The remaining section fo the Down Fast line between HJ.2 signal, at approximately 45m 22ch, and the trailing connection from the Down Slow line will be abolished.

This trailing connection will be disconnected and clamped in reverse position pending being main-lined. The Down L&Y to Down Fast facing crossover, of which this trailing end was part, will therefore become a single ended facing lead giving access from the Down L&Y line to the Down Fast line.

Ground Position Light Signal HJ.52, located at approximately 46m 32ch, which formerly applied to movements from the Up Slow to Down Fast and Down Slow lines, will now apply to the same destinations from the Up L&Y. For this purpose the signal will be sited on the left hand side of the Up L&Y line approximately 45 yards west of the junction.

Up Direction

4-aspect colour light signal HJ.34/41/42, located on the Up Slow line at approximately 45m 67ch, will have its Position 2 indicator abolished and will now display the following readings:-

<u>ASPECT</u>	<u>APPLIES TO</u>
MAIN	UP FAST
POS. 1	UP BRANCH

(14)

SUNDAY 9 JUNE - BETWEEN WAKEFIELD KIRKGATE WEST JN AND HORBURY JN

A reflectorised Speed Restriction Warning Indicator will be provided between Wakefield Kirkgate West Jn and Horbury Jn on the Up Slow line at 46m 04ch giving warning of the Permanent Speed Restriction of 20mph at 45m 39ch.

The distance between the warning indicator and the 20mph speed restriction will be 990 yards.

An AWS magnet will be provided 200 yards before reaching the indicator.

(14)

C11C-/ALB/1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTARKSEY LC

The Down Passenger Loop has been taken out of use until further notice.

(UFN)

* * BETWEEN YORK AND SKELTON JN

*

The Permanent Speed Restriction of 50 mph on the Down line applicable between 0m 42ch and 1m 09ch has been raised to 60 mph.

(See Section 'D')

(11)

* * WOODBURN JUNCTION

Woodburn Shops/Up Sidings have been taken out of use pending removal and the associated connection from the Stocksbridge line has been secured out of use in the normal position.

(11)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN FITZWILLIAM AND SANDAL & AGBRIGG

A Permanent Speed Restriction of 50 mph has been imposed on both the Down and Up lines between 170½mp and 171m 07ch.

(See Section 'D')

(13)

BETWEEN FITZWILLIAM AND SANDAL & AGBRIGG

A reflectorised Speed Restriction Warning Indicator has been provided between Fitzwilliam and Sandal & Agbrigg on the Down line at 169m 32ch giving warning of the Permanent Speed Restriction of 50 mph at 170½mp.

The distance between the warning indicator and the 50 mph speed restriction is 1936 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(See Section 'D')

(13)

C11C-/ALB/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN FITZWILLIAM AND SANDAL & AGRIBRIGG

A reflectorised Speed Restriction Warning Indicator has been provided between Sandal & Agbrigg and Fitzwilliam on the Up line at 172m 18ch giving warning of the Permanent Speed Restriction of 50 mph at 171m 07ch.

The distance between the warning indicator and the 50 mph speed restriction is 2002 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(See Section 'D')

(13)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

* * FARNLEY BRANCH

*

The Farnley Branch has been shortened by approximately 950 yards and a buffer stop erected.

(11)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

CROSSFLATTS STATION

The operational lengths of both the Down and Up Platforms at Crossflatts have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(New Item)

(14)

SALTAIRE STATION - UP PLATFORM

The operational lengths of both the Down and Up Platforms at Saltaire have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(New Item)

(14)

C11C-/ALB/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BMONDAY 10 JUNE - BEDFORD STATION JN

The existing 15mph permanent speed restriction which applies through the connections between the slow line will become a 20mph permanent speed restriction.

(14)

MONDAY 10 JUNE - MANTON NORTH JN

The existing 30mph permanent speed restriction which applies through the connection from the up main to the down main will become a 20mph permanent speed restriction.

(14)

DETAILS OF WORK ALREADY CARRIED OUTMILL HILL BROADWAY

Mill Hill emergency ground frame and associated trailing crossover worked therefrom between the down and up fast lines, have been abolished.

(12)

* * MELTON MOWBRAY STATION YARD

*

The buffer stops on the Middle and Crane roads have been taken away and the Sidings connected via handpoints to a neck to provide run-round facilities.

(11)

C11C-/ALB/4

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF ALREADY CARRIED OUT - continuedSTAYTHORPE POWER STATION

A temporary level crossing (open crossing) has been provided over Reception Road B and Run Round Road B adjacent to Arnolds footpath level crossing 14 miles 770 yards (Nottingham East Jn to Newark Mileage).

A 10 mph speed restriction has been imposed over the crossing and combined whistle and speed restriction boards have been provided before reaching the crossing in both directions.

(12)

* * ROMILEY STATION

*

The Up and Down platforms at Romiley Station have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Romiley must be prepared to bring their trains to a stand at the temporary stop boards provided or work to the instructions of the Handsignalmen.

(11)

MANCHESTER VICTORIA STATION

The middle road (Siding 5) between platform 9 and the former platform 8 line has been shortened by 20 yards and the buffer stops repositioned accordingly.

(12)

HUYTON QUARRY GF

The Down Siding G.F. together with the connection to the Down Main, all associated signals and telephone communication with Huyton Signal Box has been taken away.

The Willis Branch from the Down Siding G.F. to Cronton Colliery together with all the equipment has been taken away.

(New Item)

(14)

* * PRESTON P.S.B.

*

The Temporary Stop Blocks, previously provided on the Shunting Line at 112 yards and 348 yards on the Preston Station side of the signal box and on the Down Siding at 178 yards on the Preston Station side of the signal box have been taken away.

The line between the Stop Blocks, previously taken out of use, has been re-instated, together with the connection from the Shunting Line to the Siding.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR30018/4 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.4

LOCAL INSTRUCTIONS

WRAWBY JN TO MARSHGATE JN

Pages 4.60 and 4.61

SANTON SLAG SIDINGS/SANTON BRANCH

Page 4.61

Santon Ore Terminal

1.

Arrival

Before a loaded train is positioned on the tipler line, the Senior Railman must, whilst the train is proceeding from the stop board on the arrival line to the wagon marker board on the spur, proceed to the tipler plant and, provided the previous train has been unloaded and before the BSC Control Operator removes the train lock from the last wagon of that train, partially apply at least three hand brakes thereon and inform the B.S.C. Control Operator.

(6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICESFRIDAY AND SATURDAY 7 AND 8 JUNE, BETWEEN HORBURY STATION JN AND WAKEFIELD KIRKGATE

Between 22 00 hours Friday 7 and 06 00 hours Saturday 8 June, signal disconnections will take place between Horbury Station Jn and Wakefield Kirkgate. During the period of S. & T. disconnections (except in an emergency) trains from Wakefield Kirkgate will be signalled on the Up Fast line only, trains from Horbury Jn will be signalled on the Down Slow line only.

Signalling will be disconnected as follows:-

Down Slow line from signal D.44BS (at approximately 44m 61ch) to signal K.1203 (at approximately 45m 64ch).

Up Fast line from signal HJ.72 (at approximately 46m 46ch) to signal U.44 (at approximately 46m 51ch).

A MAXIMUM SPEED OF 20 MPH WILL APPLY IN BOTH DIRECTIONS.

Trains will be handsignalled in accordance with Track Circuit Block Regulation 11.7.1. (A).

DOWN LINE

A handsignalman will be appointed at signal D.44BS who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to signal K.1203, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

UP LINE

A handsignalman will be appointed at signal HJ.72 who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to signal U.44, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

(11)

SATURDAY 8 JUNE BETWEEN HORBURY STATION JN AND WAKEFIELD KIRKGATE

Between 20 30 and 23 59 hours Saturday 8 June, signal disconnections will take place between Horbury Station Jn and Wakefield Kirkgate. During the period of S & T disconnections (except in an emergency) trains from Wakefield Kirkgate will be signalled on the Up Fast Line only, trains from Horbury Junction will be signalled on the Down Slow line only.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedSATURDAY 8 JUNE BETWEEN HORBURY STATION JN AND WAKEFIELD KIRKGATE - continued

Signalling will be disconnected as follows:-

Down Slow line from signal D.44BS (at approximately 44m 61chs) to signal K.1203 (at approximately 45m 64chs).

Up Fast line from signal HJ.72 (at approximately 46m 46chs) to signal U.44 (at approximately 46m 61chs).

A MAXIMUM SPEED OF 20 MPH WILL APPLY IN BOTH DIRECTIONS.

Trains will be handsignalled in accordance with Track Circuit Block Regulation 11.7.1. (A)

DOWN LINE

A handsignalman will be appointed at D.44BS signal who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to K.1203 signal, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

UP LINE

A handsignalman will be appointed at HJ.72 signal who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to U.44 signal, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

(11)

SATURDAY 8 JUNE BETWEEN WOOLLEY COAL SIDINGS AND WAKEFIELD KIRKGATE

Between 06 00 and 20 30 hours Saturday 8 June, signal disconnections will take place between Woolley Coal Sidings and Wakefield Kirkgate. During the period of S & T disconnections (except in an emergency) trains from Wakefield Kirkgate will be signalled on the Up Fast line only, trains from Horbury Junction will be signalled on the Down Slow line only.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedSATURDAY 8 JUNE BETWEEN WOOLLEY COAL SIDINGS AND WAKEFIELD KIRKGATE - continued

Signalling will be disconnected as follows:-

Up Fast/Up Branch line from signal HJ.72 (at approximately 46m 46chs) to signal HJ.32 (at approximately 46m 61chs).

A MAXIMUM SPEED OF 20 MPH WILL APPLY

Trains will be handsignalled in accordance with emergency Track Circuit Block Regulation 11.7.1.(A)

UP LINE

A handsignalman will be appointed at signal HJ.72 who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to signal HJ.32, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

(11)

SUNDAY 9 JUNE BETWEEN WOOLLEY COAL SIDINGS AND WAKEFIELD KIRKGATE

Between 08 30 and 22 00 hours Sunday 9 June, signal disconnections will take place between Woolley Coal Sidings and Wakefield Kirkgate. During the period of S & T disconnections (except in an emergency) trains from Wakefield Kirkgate will be signalled on the Up Fast line only, trains from Horbury Junction will be signalled on the Down Slow line only.

Signalling will be disconnected as follows:-

Up Fast/Up Branch line from signal HJ.72 (at approximately 46m 46chs) to signal HJ.32 (at approximately 46m 61chs).

A MAXIMUM SPEED OF 20 MPH WILL APPLY

Trains will be handsignalled in accordance with emergency Track Circuit Block Regulation 11.7.1.(A)

UP LINE

A handsignalman will be appointed at signal HJ.72 who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to signal HJ.32, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

(11)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SUNDAY AND MONDAY 9 AND 10 JUNE BETWEEN HORBURY STATION JN AND WAKEFIELD KIRKGATE

Between 22 00 hours Saturday 9 and 06 00 hours Sunday 10 June, signal disconnections will take place between Horbury Station Jn and Wakefield Kirkgate. During the period of S & T disconnections (except in an emergency) trains from Wakefield Kirkgate will be signalled on the Up Fast line only, trains from Horbury Junction will be signalled on the Down Slow line only.

Signalling will be disconnected as follows:-

Down Slow line from signal D.44BS (at approximately 44m 6lchs) to signal K.1203 (at approximately 45m 64chs).

Up Fast line from signal HJ.72 (at approximately 46m 46chs) to signal U.44 (at approximately 46m 6lchs).

A MAXIMUM SPEED OF 20 MPH WILL APPLY IN BOTH DIRECTIONS

Trains will be handsignalled in accordance with Track Circuit Block Regulation 11.7.1.(A)

DOWN LINE

A handsignalman will be appointed at signal D.44BS who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to signal K.1203, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

UP LINE

A handsignalman will be appointed at signal HJ.72 who will issue the Driver of each train with a written authority to proceed through the block section in accordance with the Rule Book Section D to signal U.44, where the Driver must stop and hand the written authority to the Handsignalman. This signal will be identified by a special board (illuminated at night).

(11)

STATION PROHIBITIONS

SCARBOROUGH

Delete:- Platform 3 - Only Class 153, 155, 156, 158, Mark 3 and Mark 4 PERMITTED.

and Substitute:- Platform 3 - Only Class 153, 155, 156, 158, 159, Mark 3 and Mark 4 PERMITTED.

(8D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

HEADINGLEY STATION

With effect from 08 30 Sunday 9 June platform work will be taking place until further notice.

Drivers of trains stopping at Headingley must work to the instructions of Handsignalmen/ Notice Boards whilst work is being carried out. The operational length of both the Down and Up platforms will temporarily be reduced to 50 yards (46 metres). When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Knaresborough:-

2C53 18 05 (SX) Knaresborough to Leeds when formed by 2 x 2 car Class 14X units.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Leeds:-

2C36 22 30 (Sun) Leeds to Harrogate when formed by 2 x 2 car Class 14X units.

(UFN)

BURLEY-IN-WHARFEDALE STATION

Platform work will be taking place until further notice.

Drivers of trains stopping at Burley-in-Wharfedale must work to the instructions of handsignalmen/notice boards whilst work is being carried out.

(UFN)

NEVILLE HILL

Mk.IV coaches are not permitted to run, or be stabled on any unwired roads within the Depot.

(UFN)

SOUTH MILFORD STATION - SHORT DOWN PLATFORM

Owing to the length of the Down platform at South Milford Station being only 74 yards (68 metres), when the following train is composed of its booked formation the front 2 car unit must be locked out of use before departure from Leeds.

(When stopping at South Milford Drivers to ensure the rear 2 car unit is fully platformed):-

1E88 20 33 (SX) Manchester Piccadilly to Hull when formed by 2 x 2 car Class 156/158 units.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedGASCOIGNE WOOD RAPID LOADING SIDINGS

Contractors will be engaged in piling work for a new overhead conveyor. For the duration of this work, trains for loading will use No. 1 Bunker whenever possible. When it is necessary for a train to use No. 2 Bunker for loading, the B.R. Supervisor will arrange with the contractor for the passage of the train.

(UFN)

HULL - PLATFORM 1

Platform 1 is prohibited to all movements until further notice.

(UFN)

BEVERLEY STATION

Platform work will be taking place until further notice.

Drivers of trains stopping at Beverley Station must work to the instructions of handsignalmen/notice boards whilst work is being carried out.

(UFN)

FILEY STATION

Platform work will be taking place until further notice.

The Platforms are being shortened by approximately 45 yards at the South end of the station. Drivers of stopping train at Filey must work to the instruction's of Handsignalmen/Notice boards whilst work is being carried out.

(UFN)

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of Work	Duration	Commencing date
Leeds P.C.D. Spare Road and P.C.D. Platform 2 Between Trains	Construction work	07 30 to 18 00 daily. Until further notice.	-

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 15 JUNE - BETWEEN HALIFAX AND MILL LANE JUNCTION

The Absolute Block Regulations will apply on the Down line between Halifax and signal M.1563 and the Up line between signal M.1564 and Halifax.

The Track Circuit Block Regulations will apply on the Down line between signal M.1563 and Mill Lane Junction and on the Up line between Mill Lane Junction and signal M.1564.

(See Section D) (15)

TUESDAY 18 JUNE - BETWEEN MALTON AND RILLINGTON

The following Occupation/Accommodation Level Crossings will be equipped with telephones communicating with Malton Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Wallgate	21m 50ch
Millgarth	21m 70ch
Villa Farm	22m 46ch
Norton Parks	22m 78ch
Marr House	23m 43ch
Birdsall Estates	23m 63ch
Scagglethorpe	24m 14ch
Manor Farm	24m 35ch
Kilbys	24m 53ch
Lilac Farm	24m 72ch

(15)

DETAILS OF WORK ALREADY CARRIED OUTARKSEY LC

The Down Passenger Loop has been brought back into use.

(Amended Item) (15)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWRABY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN FITZWILLIAM AND SANDAL & AGRIBIGG

A Permanent Speed Restriction of 50 mph has been imposed on both the Down and Up lines between 170½mp and 171m 07ch.

(See Section 'D')

(13)

BETWEEN FITZWILLIAM AND SANDAL & AGRIBIGG

A reflectorised Speed Restriction Warning Indicator has been provided between Fitzwilliam and Sandal & Agbrigg on the Down line at 169m 32ch giving warning of the Permanent Speed Restriction of 50 mph at 170½mp.

The distance between the warning indicator and the 50 mph speed restriction is 1936 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(See Section 'D')

(13)

BETWEEN FITZWILLIAM AND SANDAL & AGRIBIGG

A reflectorised Speed Restriction Warning Indicator has been provided between Sandal & Agbrigg and Fitzwilliam on the Up line at 172m 18ch giving warning of the Permanent Speed Restriction of 50 mph at 171m 07ch.

The distance between the warning indicator and the 50 mph speed restriction is 2002 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(See Section 'D')

(13)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

C12C-/ALB/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedHORBURY JUNCTIONDown Direction

The remaining section of the Down Fast line between HJ.2 signal, at approximately 45m 22ch, and the trailing connection from the Down Slow line have been abolished.

This trailing connection has been disconnected and clamped in reverse position pending being plain-lined. The Down L&Y to Down Fast facing crossover, of which this trailing end was part, has therefore become a single ended facing lead giving access from the Down L&Y line to the Down Fast line.

Sound Position Light Signal HJ.52, located at approximately 46m 32ch, which formerly applied to movements from the Up Slow to Down Fast and Down Slow lines, now applies to the same destinations from the Up L&Y. For this purpose the signal has been sited on the left hand side of the Up L&Y line approximately 45 yards west of the junction.

Up Direction

4-aspect colour light signal HJ.34/41/42, located on the Up Slow line at approximately 45m 67ch, has had its Position 2 indicator abolished and now displays the following readings:-

<u>ASPECT</u>	<u>APPLIES TO</u>
MAIN	UP FAST
POS. 1	UP BRANCH

(14)

BETWEEN WAKEFIELD KIRKGATE WEST JN AND HORBURY JN

A reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Kirkgate West Jn and Horbury Jn on the Up Slow line at 46m 04ch giving warning of the Permanent Speed Restriction of 20mph at 45m 39ch.

The distance between the warning indicator and the 20mph speed restriction is be 990 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(14)

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

C12C-/ALB/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN YORK AND MALTON

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Strensall Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Hall Farn	3m 19ch
Barkers	4m 59ch
Manor Farm	5m 03ch
Oakbutts	5m 26ch
Smedley's	9m 05ch
Thornton	10m 20ch

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Kirkham Abbey Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Green Farm	11m 72ch
Manor Farm (Barton)	11m 77ch
Brisby's	12m 17ch
Manor Farm (Crambe)	13m 58ch
Newcombes	13m 65ch
Oak Cliff	14m 05ch
Brothertons	14m 13ch
Low Hutton	17m 75ch
High Farm	19m 53ch
New Cut	20m 07ch

Portobello Farm Accommodation L.C. at 19m 12ch previously equipped with telephone communication to Malton Signal Box, now communicates with Kirkham Abbey Signal Box.

(New Item) (15)

CROSSFLATTS STATION

The operational lengths of both the Down and Up Platforms at Crossflatts have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(New Item) (14)

SALTAIRE STATION

The operational lengths of both the Down and Up Platforms at Saltaire have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BMONDAY 17 JUNE - EDGE HILL DOWNHILL H.L. SIDINGS

A temporary level crossing will be provided at the Eastern end of the Carriage Maintenance Shed line during the period of construction of the fuelling installation. The level crossing will be approximately 70 yards from the Maintenance Shed and a Crossing Keeper will be on duty whilst construction work is taking place. 'STOP AND AWAIT INSTRUCTIONS' notice boards and moveable stop blocks will be positioned 40 yards on either side of the crossing.

The temporary level crossing will also extend across the Eastern end of Sidings 4, 5 and 6 but this portion of the crossing will only be used by road vehicles when the Engineer has taken possession of these sidings in accordance with the Rule Book, Section T, Part III A.

(15)

DETAILS OF WORK ALREADY CARRIED OUT* MILL HILL BROADWAY

*

Mill Hill emergency ground frame and associated trailing crossover worked therefrom between the down and up fast lines, have been abolished.

(12)

BEDFORD STATION JN

The existing 15mph permanent speed restriction which applies through the connections between the slow line has become a 20mph permanent speed restriction.

(14)

MANTON NORTH JN

The existing 30mph permanent speed restriction which applies through the connection from the Up Main to the Down Main has become a 20mph permanent speed restriction.

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF ALREADY CARRIED OUT - continued

** STAYTHORPE POWER STATION

*

A temporary level crossing (open crossing) has been provided over Reception Road B and Run Round Road B adjacent to Arnolds footpath level crossing 14 miles 770 yards (Nottingham East Jn to Newark Mileage).

A 10 mph speed restriction has been imposed over the crossing and combined whistle and speed restriction boards have been provided before reaching the crossing in both directions.

(12)

BETWEEN GLEBE STREET JN AND STOKE NORTH JN

The existing 20 mph temporary speed restriction applying in both directions over the "Up & Down" Main line between 19 miles 78 chains and 19 miles 77 chains has become a 20 mph permanent speed restriction applying between 19 miles 79 chains and 19 miles 76 chains.

(New Item)

(15)

** MANCHESTER VICTORIA STATION

*

The middle road (Siding 5) between platform 9 and the former platform 8 line has been shortened by 20 yards and the buffer stops repositioned accordingly.

(12)

HUYTON QUARRY GF

The Down Siding G.F. together with the connection to the Down Main, all associated signals and telephone communication with Huyton Signal Box has been taken away.

The Willis Branch from the Down Siding G.F. to Cronton Colliery together with all the equipment has been taken away.

(14)

PRESTON DOCK ST. SIDINGS

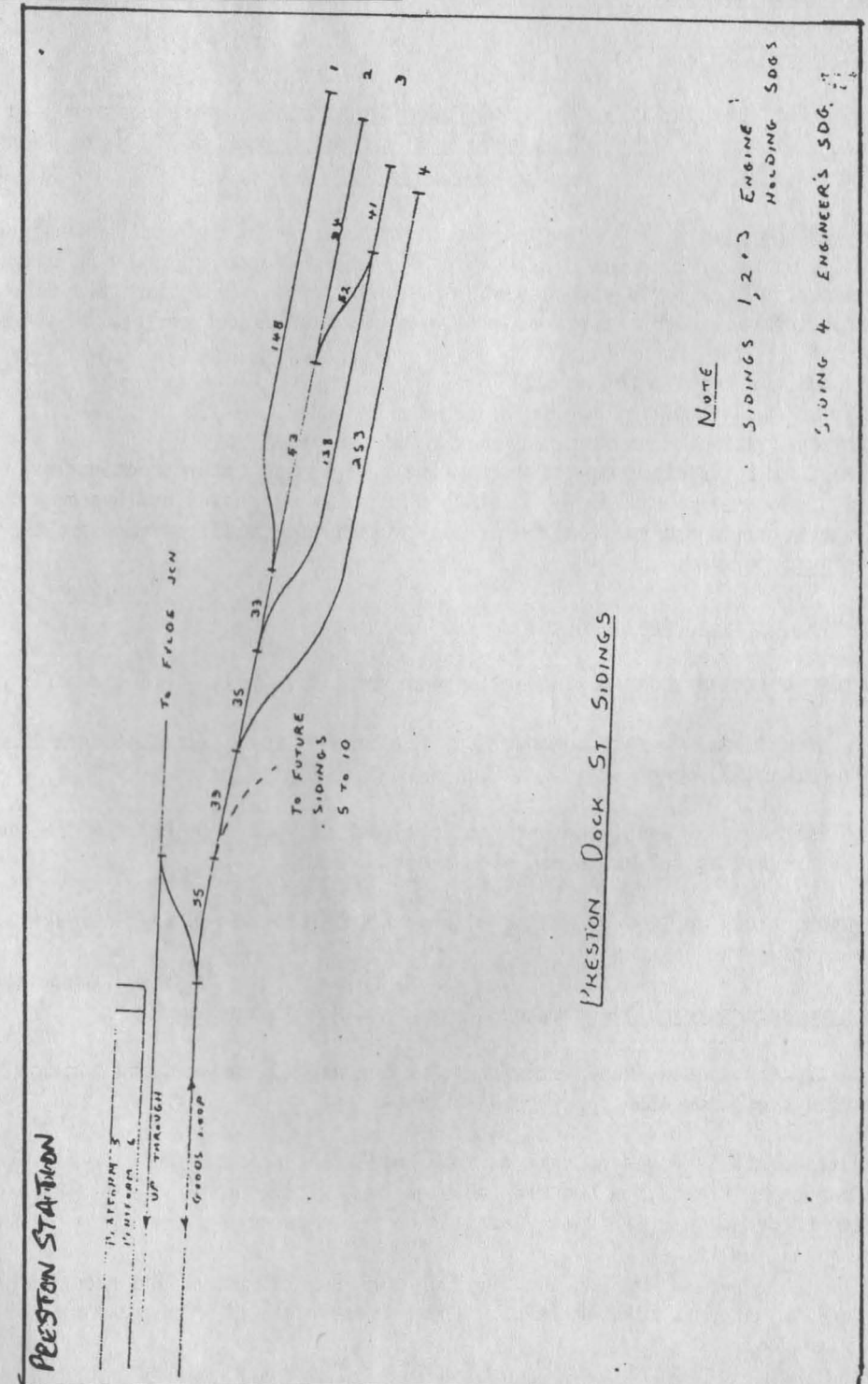
Sidings 1, 2, 3 and 4 at Dock St. Sidings have now been relocated and brought into use. See Diagram.

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR30018/6 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.6 - continuedTABLE B : SPECIAL WORKING ARRANGEMENTS

Between		Lines	Authorities	Restrictions
<u>Page 6.40</u>				
<u>CASTLEFORD EAST JN TO ALLERTON MAIN BOWERS OPENCAST</u>				
<u>Amend</u>				
Castleford Station	Former Ledston Station	Single	F	56 SLU BV. In clear weather only speed may not exceed 10mph. Radio communication must be available between Guard and Driver. During the hours of darkness illuminated headlamps must be fitted to the brakevan.

(8D)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 22 TO SUNDAY 23 JUNE - BETWEEN FITZWILLIAM AND HARE PARK JN

A new facing crossover will be installed between the Down and Up Main lines at 171 $\frac{1}{2}$ mp. The crossover will be secured out of use until further notice.

A new trailing connection will be installed in the Down Main line at 171m 09ch. The connection will be secured out of use in the normal position until further notice.

(16)

DETAILS OF WORK ALREADY CARRIED OUTARKSEY LC

The Down Passenger Loop has been brought back into use.

(15)

WRAWBY JN TO MARSHGATE JN ; BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

* * BETWEEN FITZWILLIAM AND SANDAL & AGRIGG

*

A Permanent Speed Restriction of 50 mph has been imposed on both the Down and Up lines between 170 $\frac{1}{2}$ mp and 171m 07ch.

(See Section 'D')

(13)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN FITZWILLIAM AND SANDAL & AGRIGG

*

A reflectorised Speed Restriction Warning Indicator has been provided between Fitzwilliam and Sandal & Agbrigg on the Down line at 169m 32ch giving warning of the Permanent Speed Restriction of 50 mph at 170 $\frac{1}{2}$ mp.

The distance between the warning indicator and the 50 mph speed restriction is 1936 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(See Section 'D')

(13)

* * BETWEEN FITZWILLIAM AND SANDAL & AGRIGG

*

A reflectorised Speed Restriction Warning Indicator has been provided between Sandal & Agbrigg and Fitzwilliam on the Up line at 172m 18ch giving warning of the Permanent Speed Restriction of 50 mph at 171m 07ch.

The distance between the warning indicator and the 50 mph speed restriction is 2002 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(See Section 'D')

(13)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

HORBURY JUNCTIONDown Direction

The remaining section of the Down Fast line between HJ.2 signal, at approximately 45m 22ch, and the trailing connection from the Down Slow line have been abolished.

This trailing connection has been disconnected and clamped in reverse position pending being plain-lined. The Down L&Y to Down Fast facing crossover, of which this trailing end was part, has therefore become a single ended facing lead giving access from the Down L&Y line to the Down Fast line.

Ground Position Light Signal HJ.52, located at approximately 46m 32ch, which formerly applied to movements from the Up Slow to Down Fast and Down Slow lines, now applies to the same destinations from the Up L&Y. For this purpose the signal has been sited on the left hand side of the Up L&Y line approximately 45 yards west of the junction.

C13C-/CMP/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedHORBURY JUNCTION - continuedUp Direction

4-aspect colour light signal HJ.34/41/42, located on the Up Slow line at approximately 45m 67ch, has had its Position 2 indicator abolished and now displays the following readings:-

<u>ASPECT</u>	<u>APPLIES TO</u>
MAIN	UP FAST
POS. 1	UP BRANCH

(14)

BETWEEN WAKEFIELD KIRKGATE WEST JN AND HORBURY JN

A reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Kirkgate West Jn and Horbury Jn on the Up Slow line at 46m 04ch giving warning of the Permanent Speed Restriction of 20mph at 45m 39ch.

The distance between the warning indicator and the 20mph speed restriction is be 990 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(14)

BETWEEN HALIFAX AND MILL LANE JUNCTION

The Absolute Block Regulations now applies on the Down line between Halifax and signal M.1563 and the Up line between signal M.1564 and Halifax.

The Track Circuit Block Regulations now applies on the Down line between signal M.1563 and Mill Lane Junction and on the Up line between Mill Lane Junction and signal M.1564.

(See Section D)

(15)

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

C13C-/CMP/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN YORK AND MALTON

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Strensall Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Hall Farn	3m 19ch
Barkers	4m 59ch
Manor Farm	5m 03ch
Oakbutts	5m 26ch
Smedley's	9m 05ch
Thornton	10m 20ch

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Kirkham Abbey Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Green Farm	11m 72ch
Manor Farm (Barton)	11m 77ch
Brisby's	12m 17ch
Manor Farm (Crambe)	13m 58ch
Newcombes	13m 65ch
Oak Cliff	14m 05ch
Brothertons	14m 13ch
Low Hutton	17m 75ch
High Farm	19m 53ch
New Cut	20m 07ch

Portobello Farm Accommodation L.C. at 19m 12ch previously equipped with telephone communication to Malton Signal Box, now communicates with Kirkham Abbey Signal Box.

(15)

BETWEEN MALTON AND RILLINGTON

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Malton Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Wallgate	21m 50ch
Millgarth	21m 70ch
Villa Farm	22m 46ch
Norton Parks	22m 78ch
Marr House	23m 43ch
Birdsall Estates	23m 63ch
Scagglethorpe	24m 14ch
Manor Farm	24m 35ch
Kilbys	24m 53ch
Lilac Farm	24m 72ch

(15)

C13C-/CMP/4

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CROSSFLATTS STATION

The operational lengths of both the Down and Up Platforms at Crossflatts have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

SALTAIRE STATION

The operational lengths of both the Down and Up Platforms at Saltaire have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 23 JUNE - WEST HAMPSTEAD NORTH JN

The catch points on the Down Fast line at 4 miles 12 chains (550 yards before reaching signal WH.35) will be replaced by plain line.

(16)

MONDAY 24 JUNE - BETWEEN BENNERLEY NCB SIDINGS AND LANGLEY MILL

A 65 mph permanent speed restriction will be imposed over the Down Line from 127 miles 66 chains to 128 miles 18 chains.

(16)

MONDAY 24 JUNE - FRODSHAM STATION

The Down platform at Frodsham Station will be temporarily shortened in connection with construction work.

Drivers of trains stopping there must bring their trains to a stand at the temporary '2-Car Stop' board situated at the Runcorn East end of the platform.

(16)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR30018/5 BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.5

LOCAL INSTRUCTIONS

Page 5.29

THRYBERGH JN TO SILVERWOOD COLLIERY

Delete:- existing instruction

and Substitute:-

Appendix No. 10 to the Rule Book, headed "One Train Working Lines Where a Train Staff is Not Provided" Instructions, Clause 2(b). It will not be necessary for working by Pilotman to apply if a previous train has left the branch and all track circuits on the branch are clear.

(8D)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 30 JUNE - KNOTTINGLEY TMD

No. 2 Fuel Sidings will be temporarily taken out of use and when restored to use No. 1 Fuel Siding will be abolished.

The Head Shunt to the west of the Loco Exam shed will be shortened and slued to a new alignment.

(17)

DETAILS OF WORK ALREADY CARRIED OUTARKSEY LC

The Down Passenger Loop has been brought back into use.

(15)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN FITZWILLIAM AND HARE PARK JN

A new facing crossover has been installed between the Down and Up Main lines at 171 $\frac{1}{2}$ mp. The crossover has been secured out of use until further notice.

A new trailing connection has been installed in the Down Main line at 171m 09ch. The connection has been secured out of use in the normal position until further notice.

(16)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

* * HORBURY JUNCTION

*

Down Direction

The remaining section of the Down Fast line between HJ.2 signal, at approximately 45m 22ch, and the trailing connection from the Down Slow line have been abolished.

This trailing connection has been disconnected and clamped in reverse position pending being plain-lined. The Down L&Y to Down Fast facing crossover, of which this trailing end was part, has therefore become a single ended facing lead giving access from the Down L&Y line to the Down Fast line.

Ground Position Light Signal HJ.52, located at approximately 46m 32ch, which formerly applied to movements from the Up Slow to Down Fast and Down Slow lines, now applies to the same destinations from the Up L&Y. For this purpose the signal has been sited on the left hand side of the Up L&Y line approximately 45 yards west of the junction.

Up Direction

4-aspect colour light signal HJ.34/41/42, located on the Up Slow line at approximately 45m 67ch, has had its Position 2 indicator abolished and now displays the following readings:-

<u>ASPECT</u>	<u>APPLIES TO</u>
MAIN	UP FAST
POS. 1	UP BRANCH

(14)

* * BETWEEN WAKEFIELD KIRKGATE WEST JN AND HORBURY JN

*

A reflectorised Speed Restriction Warning Indicator has been provided between Wakefield Kirkgate West Jn and Horbury Jn on the Up Slow line at 46m 04ch giving warning of the Permanent Speed Restriction of 20mph at 45m 39ch.

The distance between the warning indicator and the 20mph speed restriction is be 990 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedHORBURY JUNCTION - continuedBETWEEN HALIFAX AND MILL LANE JUNCTION

The Absolute Block Regulations now applies on the Down line between Halifax and signal M.1563 and the Up line between signal M.1564 and Halifax.

The Track Circuit Block Regulations now applies on the Down line between signal M.1563 and Mill Lane Junction and on the Up line between Mill Lane Junction and signal M.1564.

(See

Section D)

(15)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN YORK AND MALTON

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Strensall Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Hall Farn	3m 19ch
Barkers	4m 59ch
Manor Farm	5m 03ch
Oakbutts	5m 26ch
Smedley's	9m 05ch
Thornton	10m 20ch

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN YORK AND MALTON - continued

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Kirkham Abbey Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Green Farm	11m 72ch
Manor Farm (Barton)	11m 77ch
Brisby's	12m 17ch
Manor Farm (Crambe)	13m 58ch
Newcombes	13m 65ch
Oak Cliff	14m 05ch
Brothertons	14m 13ch
Low Hutton	17m 75ch
High Farm	19m 53ch
New Cut	20m 07ch

Portobello Farm Accommodation L.C. at 19m 12ch previously equipped with telephone communication to Malton Signal Box, now communicates with Kirkham Abbey Signal Box.

(15)

BETWEEN MALTON AND RILLINGTON

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Malton Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Wallgate	21m 50ch
Millgarth	21m 70ch
Villa Farm	22m 46ch
Norton Parks	22m 78ch
Marr House	23m 43ch
Birdsall Estates	23m 63ch
Scagglethorpe	24m 14ch
Manor Farm	24m 35ch
Kilbys	24m 53ch
Lilac Farm	24m 72ch

(15)

* * CROSSFLATTS STATION

*

The operational lengths of both the Down and Up Platforms at Crossflatts have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * SALTAIRE STATION

*

The operational lengths of both the Down and Up Platforms at Saltaire have been increased from 82 yards (75 metres) to 112 yards (102 metres).

(14)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 30 JUNE - WEST HAMPSTEAD SOUTH JN

The catch points on the Down Fast line at 3 miles 53 chains (547 yards before reaching signal WH.33) will be replaced by plain line.

(17)

SUNDAY 30 JUNE - HALE

The crossover between the Down and Up Main lines 273 yards on the Altrincham side of the signalbox will be disconnected and, when not in use, will be secured for through running along the Down and Up Main lines. All associated signals will be taken away.

(17)

TUESDAY 2 JULY - BENNERLEY NCB BUNKER LOADING FACILITY

The elevated position light shunting signal opposite to the MGR signal, 68 yards on the run-round side of the bunker, will display a proceed aspect when the MGR signals display a proceed aspect.

(17)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUTWEST HAMPSTEAD NORTH JN

The catch points on the Down Fast line at 4 miles 12 chains (550 yards before reaching signal WH.35) have been replaced by plain line.

(16)

LUTON STATION

"Travelling Post Office Stop" boards have been erected on platform 4, 84 yards on the approach side of signal WH.102 on the Up Fast line and on platform 5, 15 yards on the approach side of signal WH.101 on the Down Fast line.

The reflective stop boards are a 28 inch square with the words "TPO STOP" in yellow lettering on a red background.

(16)

BEDFORD STATION

A "Travelling Post Office Stop" board has been erected on platform 1, 44 yards on the approach side of signal WH.358 on the Up Slow line.

The reflective stop board is a 28 inch square with the words "TPO STOP" in yellow lettering on a red background.

(16)

* * BEDFORD STATION JN

*

The existing 15mph permanent speed restriction which applies through the connections between the slow line has become a 20mph permanent speed restriction.

(14)

SAXBY JN

A telephone has been installed on a pedestal opposite Saxby signal box, on the Up Line for the use of traincrews when the box is closed.

(16)

* * MANTON NORTH JN

*

The existing 30mph permanent speed restriction which applies through the connection from the Up Main to the Down Main has become a 20mph permanent speed restriction.

(14)

C15/91
6-12.7.91SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 7 JULY - BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

4-aspect colour light signal HM.222, located on the former Up Slow line at approximately 43m 71ch and presently fixed at Danger, will be abolished.

(18)

MONDAY 8 JULY - BETWEEN FERRYBRIDGE SIGNAL BOX AND HILLAM GATES LC

At 10 00 hours a Permanent Speed Restriction of 20mph will be imposed on the Down and Up lines between 1m 45ch and 1m 41ch.

(See Section 'D') (18)

MONDAY 8 JULY - BETWEEN HORBURY JN AND WAKEFIELD KIRKGATE WEST JN

At 10 00 hours the Permanent Speed Restriction of 40mph which applies on the Down Slow line between 46m 43ch and 47m 10ch will be extended to apply between 46 $\frac{1}{2}$ mp and 47m 10ch.

(See Section 'D') (18)

MONDAY 8 JULY - BETWEEN CASTLEFORD EAST JN AND ALTOFTS JN

At 10 00 hours:-

- The Permanent Speed Restriction of 35mph which applies on the Up line between 20m 66ch and 21m 01ch will be reduced to 20mph.
- The reflectorised speed Restriction Warning Indicator on the Up line at 20m 06ch giving warning of the Permanent Speed Restriction of 35mph at 20m 66ch will be replaced at the same mileage by a Speed Restriction Warning Indicator of 20mph.
- A Permanent Speed Restriction of 55mph will be imposed on the Up line between 21m 01ch and 22m 02ch.
- A Permanent Speed Restriction of 20mph will be imposed on the Up line between 22m 02ch and 22m 10ch.

(See Section 'D') (18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 8 JULY - BETWEEN SUDFORTH LANE LC AND WHITLEY BRIDGE LC

At 10 00 hours a Permanent Speed Restriction of 20mph will be imposed on the Down line between 62mp and 62 $\frac{1}{2}$ mp. (See Section 'D') (18)

MONDAY 8 JULY - BETWEEN HESSLE ROAD AND SALTEND

The method of working between Hedon Road and Saltend will be altered from One Train Working on the Arrival and Departure lines to control by the Supervisor at Hedon Road. Control will be exercised by Radio Communication between the Supervisor at Hedon Road, the Trainman in charge of the Train locomotive and the Trainman in charge of the Pilot locomotive.

The following points will be secured in the normal position:-

- To New sidings off Up Departure line, East and West end.
- Facing crossover from Down Arrival line to Up Departure line at the West end of the New Sidings.
- Facing connection from the Down Arrival line to Furnace Sidings to the East of 8 mile post.

Stop and Examine Boards will be erected as follows:-

<u>Location</u>	<u>Wording</u>
Hedon Road end of Single line at 7m 17ch.	1. Facing Hedon Road - Stop Await Instructions and Examing Points. 2. Facing Saltend - Start of One Train Working.
Down Arrival line approaching Saltend Sidings	1. Facing Hessle Road - Stop Await Instructions 2. Facing Saltend - Stop
Up Departure Road at Saltend	Stop Await Instructions
Up Departure Road, Eastern approach to Eastern Access LC	Stop Await Instructions
Up Departure Road, Hedon Road Eastern approach to start of One Train Working	Stop Await Instructions
On line towards "B" Quay at Hedon Road Facing Hessle Road.	Stop Await Instructions
Hedon Road Sidings, Eastern and Western exits	Stop Await Instructions
Exit from King George Dock line to Up Departure line	Stop Await Instructions

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 8 JULY - BETWEEN HESSLE ROAD AND SALTEND - continued

Spring points exist at the exit from Saltend Sidings set normal for the Up Departure line.
(18)

DETAILS OF WORK ALREADY CARRIED OUT** ARKSEY LC

*

The Down Passenger Loop has been brought back into use.

(15)

WOODBURN JUNCTION

The trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch has been secured out of use pending removal.

(New Item) (18)

WRABY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

FRICKLEY COLLIERY

A new permanent level crossing has been provided over the Bunker Loading (Arrival) line and the Locomotive Run-Round line, between, and approximately 50 yards from the Bunker Loading Installation and the head shunt buffer stops.

Pending provision of the permanent level crossing equipment, British Coal have provided posts and chains to close off the road prior to the arrival of a train and until a train is again clear of the level crossing.

(New Item) (18)

BETWEEN CASTLE HILLS SOUTH JN AND CASTLE HILLS NORTH JN

The facing and trailing connections from the Down Doncaster line to the Brodsworth Colliery Branch, at 158m 40ch and 158m 67ch respectively, have been secured out of use pending removal.

(New Item) (18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN FITZWILLIAM AND HARE PARK JN

A new facing crossover has been installed between the Down and Up Main lines at 171 $\frac{1}{2}$ mp. The crossover has been secured out of use until further notice.

A new trailing connection has been installed in the Down Main line at 171m 09ch. The connection has been secured out of use in the normal position until further notice.

(16)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

** BETWEEN HALIFAX AND MILL LANE JUNCTION

*

The Absolute Block Regulations now applies on the Down line between Halifax and signal M.1563 and the Up line between signal M.1564 and Halifax.

The Track Circuit Block Regulations now applies on the Down line between signal M.1563 and Mill Lane Junction and on the Up line between Mill Lane Junction and signal M.1564.

(See Section D) (15)

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

** BETWEEN YORK AND MALTON

*

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Strensall Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Hall Farn	3m 19ch
Barkers	4m 59ch
Manor Farm	5m 03ch
Oakbutts	5m 26ch
Smedley's	9m 05ch
Thornton	10m 20ch

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN YORK AND MALTON - continued

*

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Kirkham Abbey Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Green Farm	11m 72ch
Manor Farm (Barton)	11m 77ch
Brisby's	12m 17ch
Manor Farm (Crambe)	13m 58ch
Newcombes	13m 65ch
Oak Cliff	14m 05ch
Brothertons	14m 13ch
Low Hutton	17m 75ch
High Farm	19m 53ch
New Cut	20m 07ch

Portobello Farm Accommodation L.C. at 19m 12ch previously equipped with telephone communication to Malton Signal Box, now communicates with Kirkham Abbey Signal Box.

(15)

** BETWEEN MALTON AND RILLINGTON

*

The following Occupation/Accommodation Level Crossings have been equipped with telephones communicating with Malton Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Wallgate	21m 50ch
Millgarth	21m 70ch
Villa Farm	22m 46ch
Norton Parks	22m 78ch
Marr House	23m 43ch
Birdsall Estates	23m 63ch
Scagglethorpe	24m 14ch
Manor Farm	24m 35ch
Kilbys	24m 53ch
Lilac Farm	24m 72ch

(15)

KNOTTINGLEY TMD

No. 2 Fuel Sidings have been temporarily taken out of use and when restored to use No. 1 Fuel Siding will be abolished.

The Head Shunt to the west of the Loco Exam shed has been shortened and slued to a new alignment.

(17)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 7 JULY - BETWEEN NORTHENDEN JN, DEANSGATE JN AND MOBBERLEY

Skelton Jn, Navigation Road and Altrincham Signal boxes and all signals controlled therefrom will be taken out of use.

The following signals will be abolished:-

Mobberley - Up Main Home 2 and Starting signals.
Hale - all signals except Up Distant.

Temporary fixed red aspects will be provided at Hale as follows:-

Down Main - 10 yards on the Altrincham side of the Signal box.
Up Main - 387 yards on the Mobberley side of the Signal box.

The second Down Main Intermediate Block Distant and Home signals worked from Northenden Jn Signal box will be taken out of use.

Temporary "STOP and Await Instructions" boards will be provided at the site of the following signals:-

Skelton Jn - Down and Up Partington Up Home Signal.
- Down Main Home Signal.

Temporary stop blocks with red lamps facing in both directions will be provided at Altrincham Station as follows:-

Down Main (Platform 4) - at the Hale end.
Up Main (Platform 3) - at the Manchester end.

A reflectorised "STOP" board will be provided on the left-hand side of the Up Main line (Platform 3) 87 yards from the Hale end of the platform. A telephone communicating with Hale Signal box will be provided adjacent to the overbridge.

(18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 8 JULY - BETWEEN ASFORDBY LC AND FRISBY LC

Whistle boards will be provided in both directions 440 yards before reaching Mill Deeping Occupation Level Crossing (110 miles 41 chs.).

(18)

MONDAY 8 JULY - NOTTINGHAM CARRIAGE SIDINGS

Nottingham Carriage Sidings will be renamed Nottingham Eastcroft Sidings.

No. 7 Siding has been shortened by 20 yards.

A fuelling apron, approximately 50 yards long, will be provided on No. 8 Siding approximately 77 yards on the Nottingham side of the hand-worked connection between Nos. 1 and 8 Sidings.

A vehicle washing plant will be provided on No. 8 Siding, approximately 83 yards on the Nottingham side of the new fuelling apron. A notice board worded "STOP, PRESS START BUTTON, AWAIT PROCEED LIGHT" will be provided adjacent to the No. 8 Siding, 10 yards on the approach side of the washing plant and facing trains approaching in the Nottingham direction. A 3 mph speed restriction board will be provided adjacent to the washing plant and this speed restriction will apply to trains passing through the washing plant whilst it is in operation. (Note: The "STOP" and speed restriction boards do not apply to trains passing through the washing plant and not requiring washing).

2 and 4-car marker boards will be provided as shown below:-

- a) In the Headshunt at the Sneinton end of the sidings 50 and 100 yards respectively from the hand worked connection between Nos. 1 and 8 Sidings.
- b) On No. 8 Siding 50 and 100 yards respectively on the Nottingham side of the washing plant.

(18)

DETAILS OF WORK ALREADY CARRIED OUTWEST HAMPSTEAD SOUTH JN

The catch points on the Down Fast line at 3 miles 53 chains (547 yards before reaching signal WH.33) have been replaced by plain line.

(17)

WEST HAMPSTEAD NORTH JN

The catch points on the Down Fast line at 4 miles 12 chains (550 yards before reaching signal WH.35) have been replaced by plain line.

(16)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 14 JULY - BETWEEN HEALEY MILLS 'B' JN AND HORBURY JN'

4-aspect colour light signal HM.233, located on the Down L & Y line at approximately 44 mile post, will be moved from the right to the left-hand side of the line at the same location.

(19)

MONDAY 15 JULY - BETWEEN SAXILBY AND STOW PARK LC

At 10 00 hours a Permanent Speed Restriction of $\frac{30}{40}$ mph will be imposed on the Up line between 90mp and 89 $\frac{1}{2}$ mp.

(See Section 'D') (19)

MONDAY 15 JULY - BETWEEN STOW PARK LC AND GAINSBOROUGH LEA ROAD

At 10 00 hours a Permanent Speed Restriction of 30 mph will be imposed on the Up line between 94m 50ch and 94 $\frac{1}{2}$ mp.

(See Section 'D') (19)

MONDAY 15 JULY - BETWEEN SHAFTHOLME JN AND NORTON LC

At 10 00 hours there will be a Permanent Speed Restriction of 25 mph imposed on the Down line between 68m 75ch and 68m 54ch.

The Permanent Speed Restriction of $\frac{20}{25}$ mph on the Down line will apply between 68m 54ch and 68m 43ch.

There will be a Permanent Speed Restriction of 55 mph imposed on the Down line between 68m 43ch and 66m 30ch and also one of $\frac{30}{50}$ mph on the Down line between 66m 30ch and 65m 74ch.

(See Section 'D') (19)

TUESDAY 16 JULY - BETWEEN SOUTH KIRKBY JN AND HARE PARK JN

The AWS equipment associated with 3-aspect colour light signals L.635 on the Down Passenger Loop and L.630 on the Up Passenger Loop will be abolished.

(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedTUESDAY/WEDNESDAY 16/17 JULY - BETWEEN WEAVERTHORPE AND SEAMER WEST

The following Occupation/Accommodation Level Crossings will be equipped with telephone communicating with Weaverthorpe Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Jacksons	33m 03chs
Ganton Hall	33m 62chs
Potter Brompton	33m 76chs
Long Plantation	34m 08chs

The following Occupation/Accommodation Level Crossings will be equipped with telephones communicating with Seamer West Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Binnington	35m 22chs
Willerby Carr	35m 69chs

THURSDAY 18 JULY - BETWEEN RILLINGTON AND WEAVERTHORPE

The following Occupation/Accommodation Level Crossings will be equipped with telephones communicating with Rillington Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Sleights Farm	25m 57chs
Sand Lane	29m 74chs
Yedingham	30m 17chs
Cussins	31m 56chs
Grange Farm	32m 09chs

(19)

DETAILS OF WORK ALREADY CARRIED OUTWOODBURN JUNCTION

The trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch has been secured out of use pending removal.

(18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

FRICKLEY COLLIERY

A new permanent level crossing has been provided over the Bunker Loading (Arrival) line and the Locomotive Run-Round line, between, and approximately 50 yards from the Bunker Loading Installation and the head shunt buffer stops.

Pending provision of the permanent level crossing equipment, British Coal have provided posts and chains to close off the road prior to the arrival of a train and until a train is again clear of the level crossing.

(18)

BETWEEN FERRYBRIDGE SIGNAL BOX AND HILLAM GATES LC

A Permanent Speed Restriction of 20mph has been imposed on the Down and Up lines between 1m 45ch and 1m 41ch.

(See Section 'D') (18)

BETWEEN CASTLE HILLS SOUTH JN AND CASTLE HILLS NORTH JN

The facing and trailing connections from the Down Doncaster line to the Brodsworth Colliery Branch, at 158m 40ch and 158m 67ch respectively, have been secured out of use pending removal.

(18)

* * BETWEEN FITZWILLIAM AND HARE PARK JN

*

A new facing crossover has been installed between the Down and Up Main lines at 171 $\frac{1}{2}$ mp. The crossover has been secured out of use until further notice.

A new trailing connection has been installed in the Down Main line at 171m 09ch. The connection has been secured out of use in the normal position until further notice.

(16)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

4-aspect colour light signal HM.222, located on the former Up Slow line at approximately 43m 71ch and formerly fixed at Danger, has been abolished.

(18)

BETWEEN HORBURY JN AND WAKEFIELD KIRKGATE WEST JN

The Permanent Speed Restriction of 40mph which applied on the Down Slow line between 46m 43ch and 47m 10ch has been extended to apply between 46 $\frac{1}{2}$ mp and 47m 10ch.

(See Section 'D') (18)

BETWEEN CASTLEFORD EAST JN AND ALTOFTS JN

1. The Permanent Speed Restriction of 35mph which applied on the Up line between 20m 66ch and 21m 01ch has been reduced to 20mph.
2. The reflectorised speed Restriction Warning Indicator on the Up line at 20m 06ch giving warning of the Permanent Speed Restriction of 35mph at 20m 66ch has been replaced at the same mileage by a Speed Restriction Warning Indicator of 20mph.
3. A Permanent Speed Restriction of 55mph has been imposed on the Up line between 21m 01ch and 22m 02ch.
4. A Permanent Speed Restriction of 20mph has been imposed on the Up line between 22m 02ch and 22m 10ch.

(See Section 'D') (18)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedKNOTTINGLEY TMD

No. 2 Fuel Sidings have been temporarily taken out of use and when restored to use No. 1 Fuel Siding will be abolished.

The Head Shunt to the west of the Loco Exam shed has been shortened and slued to a new alignment.

(17)

BETWEEN SUDFORTH LANE LC AND WHITLEY BRIDGE LC

A Permanent Speed Restriction of 20mph has been imposed on the Down line between 62mp and 62½mp. (See Section 'D') (18)

GOOLE STATION

The temporary scaffold platform extensions at the Hull end of both the Down and Up platforms at Goole Station have been taken out of use.

The operational lengths of the permanent platforms are:- Down (to Hull) 125 yards (115 metres), Up (to Doncaster) 114 yards (104 metres).

(New Item) (19)

BETWEEN HESSLE ROAD AND SALTEND

The method of working between Hedon Road and Saltend has been altered from One Train Working on the Arrival and Departure lines to control by the Supervisor at Hedon Road. Control is exercised by Radio Communication between the Supervisor at Hedon Road, the Trainman in charge of the Train locomotive and the Trainman in charge of the Pilot locomotive.

The following points have been secured in the normal position:-

1. To New sidings off Up Departure line, East and West end.
2. Facing crossover from Down Arrival line to Up Departure line at the West end of the New Sidings.
3. Facing connection from the Down Arrival line to Furnace Sidings to the East of 8 mile post.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HESSLE ROAD AND SALTEND - continued

Stop and Examine Boards have been erected as follows:-

<u>Location</u>	<u>Wording</u>
Hedon Road end of Single line at 7m 17ch.	1. Facing Hedon Road - Stop Await Instructions and Examing Points. 2. Facing Saltend - Start of One Train Working.
Down Arrival line approaching Saltend Sidings	1. Facing Hessele Road - Stop Await Instructions 2. Facing Saltend - Stop
Up Departure Road at Saltend	Stop Await Instructions
Up Departure Road, Eastern approach to Eastern Access LC	Stop Await Instructions
Up Departure Road, Hedon Road Eastern approach to start of One Train Working	Stop Await Instructions
On line towards "B" Quay at Hedon Road Facing Hessele Road.	Stop Await Instructions
Hedon Road Sidings, Eastern and Western exits	Stop Await Instructions
Exit from King George Dock line to Up Departure line	Stop Await Instructions
Spring points exist at the exit from Saltend Sidings set normal for the Up Departure line.	(18)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BNILDETAILS OF WORK ALREADY CARRIED OUTWEST HAMPSTEAD SOUTH JN

The catch points on the Down Fast line at 3 miles 53 chains (547 yards before reaching signal WH.33) have been replaced by plain line.

(17)

** WEST HAMPSTEAD NORTH JN

The catch points on the Down Fast line at 4 miles 12 chains (550 yards before reaching signal WH.35) have been replaced by plain line.

(16)

** LUTON STATION

"Travelling Post Office Stop" boards have been erected on platform 4, 84 yards on the approach side of signal WH.102 on the Up Fast line and on platform 5, 15 yards on the approach side of signal WH.101 on the Down Fast line.

The reflective stop boards are a 28 inch square with the words "TPO STOP" in yellow lettering on a red background.

(16)

** BEDFORD STATION

A "Travelling Post Office Stop" board has been erected on platform 1, 44 yards on the approach side of signal WH.358 on the Up Slow line.

The reflective stop board is a 28 inch square with the words "TPO STOP" in yellow lettering on a red background.

(16)

** SAXBY JN

A telephone has been installed on a pedestal opposite Saxby signal box, on the Up Line for the use of traincrews when the box is closed.

(16)

C16C-/HM/7

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN ASFORDBY LC AND FRISBY LC

Whistle boards have been provided in both directions 440 yards before reaching Mill Deeping Occupation Level Crossing (110 miles 41 chs.).

(18)

** HINCKLEY

*

A telephone has been installed on the structure of Hinckley signal box for the use of traincrews when the box is closed.

(16)

NOTTINGHAM CARRIAGE SIDINGS

Nottingham Carriage Sidings have been renamed Nottingham Eastcroft Sidings.

No. 7 Siding has been shortened by 20 yards.

A fuelling apron, approximately 50 yards long, has been provided on No. 8 Siding approximately 77 yards on the Nottingham side of the hand-worked connection between Nos. 1 and 8 Sidings.

A vehicle washing plant has been provided on No. 8 Siding, approximately 83 yards on the Nottingham side of the new fuelling apron. A notice board worded "STOP, PRESS START BUTTON, AWAIT PROCEED LIGHT" has been provided adjacent to the No. 8 Siding, 10 yards on the approach side of the washing plant and facing trains approaching in the Nottingham direction. A 3 mph speed restriction board has been provided adjacent to the washing plant and this speed restriction applies to trains passing through the washing plant whilst it is in operation. (Note: The "STOP" and speed restriction boards do not apply to trains passing through the washing plant and not requiring washing).

2 and 4-car marker boards have been provided as shown below:-

- a) In the Headshunt at the Sneinton end of the sidings 50 and 100 yards respectively from the hand worked connection between Nos. 1 and 8 Sidings.
- b) On No. 8 Siding 50 and 100 yards respectively on the Nottingham side of the washing plant.

(18)

** ROLLESTON STATION

*

A "2-CAR STOP" sign has been erected on the down platform.

Drivers of 2-car sets must be prepared to bring their trains to a stand at this board to ensure that all doors open on to the raised part of the platform.

(16)

C16C-/HM/8

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN BENNERLEY BC SIDINGS AND LANGLEY MILL

A 65 mph permanent speed restriction has been imposed over the Down Line from 127 miles 66 chains to 128 miles 18 chains.

(16)

~~BENNERLEY BC BUNKER LOADING FACILITY~~ S:ET

The elevated position light shunting signal opposite to the MGR signal, 68 yards on the run-round side of the bunker, displays a proceed aspect when the MGR signals display a proceed aspect. THIS WORK HAS NOT BEEN CARRIED

(17)

** FRODSHAM STATION

*

The Down platform at Frodsham Station has been temporarily shortened in connection with construction work.

Drivers of trains stopping there must bring their trains to a stand at the temporary '2-Car Stop' board situated at the Runcorn East end of the platform.

(16)

HALE

The crossover between the Down and Up Main lines 273 yards on the Altrincham side of the signal box has been disconnected and, when not in use, will be secured for through running along the Down and Up Main lines. All associated signals have been removed.

(17)

BETWEEN NORTHENDEN JN, DEANSGATE JN AND MOBBERLEY

Skelton Jn, Navigation Road and Altrincham Signal boxes and all signals controlled therefrom have been taken out of use.

The following signals have been abolished:-

Mobberley - Home 2 and Starting signals.
Hale - signals except Up Distant.

Up Main

all

Temporary fixed red aspects have been provided at Hale as follows:-

Down Main - 10 yards on the Altrincham side of the Signal box.
Up Main - 387 yards on the Mobberley side of the Signal box.

C16C-/HM/9

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NORTHENDEN JN, DEANSGATE JN AND MOBBERLEY - continued

The second Down Main Intermediate Block Distant and Home signals worked from Northenden Jn Signal box have been taken out of use.

Temporary "STOP and Await Instructions" boards have been provided at the site of the following signals:-

Skelton Jn - Down and Up Partington Up Home Signal.
- Down Main Home Signal. MANEY INTO LIND

Temporary stop blocks with red lamps facing in both directions have been provided at Altrincham Station as follows:-

Down Main (Platform 4) - at the Hale end.
Up Main (Platform 3) - at the Manchester end.

A reflectorised "STOP" board has been provided on the left-hand side of the Up Main line (Platform 3) 87 yards from the Hale end of the platform. A telephone communicating with Hale Signal box has been provided adjacent to the overbridge.

(18)

** EDGE HILL DOWNHILL HL SIDINGS

*

A temporary level crossing has been provided between Edge Hill PSB and the Tamper Repairs Bay at 1 mile 26 chains. The crossing extends across carriage sidings A and B roads and the Tamper Bay road. The crossing will only be used by road vehicles when the Engineer has taken possession of these sidings and the Tamper Bay road in accordance with the Rule Book, Section T, Part IIIA. Lockable barriers will be provided at the crossing to prevent road vehicles using the crossing when the possession has been given up.

(16)

C16C-/HM/10

C17/91
20-26.7.91SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 21 JULY - BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID)

4-aspect colour light controlled signal SA.3, located on the Down Main line at 164m 11chs, will be moved 5 yards further south (towards Masborough).

3-aspect colour light controlled signal SA.27, located on the Up Tinsley line at 6m 62chs, will be abolished together with the associated A.W.S. equipment.

A new 4-aspect colour light controlled signal, plated SA.736, will be provided on the Up Tinsley line at 6m 72chs (replacing the above SA.27 signal). The signal will be fitted with a Position 4 junction indicator and a position light signal off-set to the left. The Position 4 junction indicator will not be brought into use at this stage. Associated A.W.S. equipment will be provided 200 yards before reaching the signal.

SA.736 signal will be capable of displaying the following indications:-

<u>ASPECT</u>	<u>INDICATION</u>	<u>APPLIES TO</u>
Main	-	Down Main Signal SA.455
P.L.	-	Rotherham Engineering Steels Private Sidings. (11 Inch Mill)

The existing illuminated "Notice Board" type Limit of Shunt indicator, located on the Up Tinsley line at 6m 17chs, will be replaced at the same location by a Ground Position Light signal displaying two horizontal red lights. The new signal will be numbered and plated 1093.

The following existing signals controlled from Aldwarke Jn signal box will be renumbered and replated as follows without change to position, profile or routing:-

<u>EXISTING NO.</u>	<u>LOCATION</u>	<u>NEW NO.</u>
SA.23	Up Tinsley (at 6m 07chs)	SA.740
SA.25	Up Tinsley (at 6m 39chs)	SA.738
SA.4	Up Main (at 165m 04chs)	SA.450
SA.56 (GPL)	11 Inch Mill (at 164m 70chs)	1076

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 21 JULY - BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID) - continued

<u>EXISTING NO.</u>	<u>LOCATION</u>	<u>NEW NO.</u>
SA.52 (Elevated PL)	Aldwarke New Site (at 6m 43chs)	1091
SA.51 (GPL)	Down Tinsley (at 6m 39chs) (for Up direction movements)	1092

(20)

MONDAY 22 JULY - BETWEEN BOULTHAM CROSSING LC AND WEST HOLMESSkegby Bridge Tip Crossing Occupation (at 32m 18chs)

The Whistle Boards applying to the above crossing will be repositioned as follows:-

Down direction - 273 yards before reaching the crossing

Up direction - 197 yards before reaching the crossing

(20)

MONDAY 22 JULY BETWEEN WOODBURN JN TO DEEPCAR

At 10 00 hours the maximum permissible speed of 60mph on the single line between Woodburn Jn and Deepcar will be reduced to 30mph.

The Permanent Speed Restriction of 10mph on the single line between 41m 25chs and 41m 15chs will be removed.

(See Section 'D') (20)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN SAXILBY AND STOW PARK LC

A Permanent Speed Restriction of 30 mph has been imposed on the Up line between 90mp and 89½mp. 40

(See Section 'D') (19)

BETWEEN STOW PARK LC AND GAINSBOROUGH LEA ROAD

A Permanent Speed Restriction of 30 mph has been imposed on the Up line between 94m 50ch and 94½mp.

(See Section 'D') (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWOODBURN JUNCTION

The trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch has been secured out of use pending removal.

(18)

WRABBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

FRICKLEY COLLIERY

A new permanent level crossing has been provided over the Bunker Loading (Arrival) line and the Locomotive Run-Round line, between, and approximately 50 yards from the Bunker Loading Installation and the head shunt buffer stops.

Pending provision of the permanent level crossing equipment, British Coal have provided posts and chains to close off the road prior to the arrival of a train and until a train is again clear of the level crossing.

(18)

BETWEEN FERRYBRIDGE SIGNAL BOX AND HILLAM GATES LC

A Permanent Speed Restriction of 20mph has been imposed on the Down and Up lines between 1m 45ch and 1m 41ch.

(See Section 'D') (18)

BETWEEN CASTLE HILLS SOUTH JN AND CASTLE HILLS NORTH JN

The facing and trailing connections from the Down Doncaster line to the Brodsworth Colliery Branch, at 158m 40ch and 158m 67ch respectively, have been secured out of use pending removal.

(18)

BETWEEN SOUTH KIRKBY JN AND HARE PARK JN

The AWS equipment associated with 3-aspect colour light signals L.635 on the Down Passenger Loop and L.630 on the Up Passenger Loop has been abolished.

(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BRAMLEY STATION - DOWN PLATFORM

The operational length of the Down (To Bradford Interchange) Platform at Bramley has been increased to 112 yards (102 meters)

(New Item)

(20)

BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

4-aspect colour light signal HM.233, located on the Down L & Y line at approximately 44 mile post, has been moved from the right to the left-hand side of the line at the same location.

(19)

BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

4-aspect colour light signal HM.222, located on the former Up Slow line at approximately 43m 71ch and formerly fixed at Danger, has been abolished.

(18)

BETWEEN HORBURY JN AND WAKEFIELD KIRKGATE WEST JN

The Permanent Speed Restriction of 40mph which applied on the Down Slow line between 46m 43ch and 47m 10ch has been extended to apply between 46m 43ch and 47m 10ch.

(See Section 'D') (18)

BETWEEN CASTLEFORD EAST JN AND ALTOFTS JN

1. The Permanent Speed Restriction of 35mph which applied on the Up line between 20m 66ch and 21m 01ch has been reduced to 20mph.
2. The reflectorised speed Restriction Warning Indicator on the Up line at 20m 06ch giving warning of the Permanent Speed Restriction of 35mph at 20m 66ch has been replaced at the same mileage by a Speed Restriction Warning Indicator of 20mph.
3. A Permanent Speed Restriction of 55mph has been imposed on the Up line between 21m 01ch and 22m 02ch.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN CASTLEFORD EAST JN AND ALTOFTS JN - continued

4. A Permanent Speed Restriction of 20mph has been imposed on the Up line between 22m 02ch and 22m 10ch.

(See Section 'D') (18)

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice. (UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN WEAVERTHORPE AND SEAMER WEST

The following Occupation/Accommodation Level Crossings has been equipped with telephone communicating with Weaverthorpe Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Jacksons	33m 03chs
Ganton Hall	33m 62chs
Potter Brompton	33m 76chs
Long Plantation	34m 08chs

The following Occupation/Accommodation Level Crossings has been equipped with telephones communicating with Seamer West Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Binnington	35m 22chs
Willerby Carr	35m 69chs

BETWEEN RILLINGTON AND WEAVERTHORPE

The following Occupation/Accommodation Level Crossings has been equipped with telephones communicating with Rillington Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Sleights Farm	25m 57chs
Sand Lane	29m 74chs

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN RILLINGTON AND WEAVERTHORPE - continuedLevel CrossingLocation

Yedingham	30m 17chs
Cussins	31m 56chs
Grange Farm	32m 09chs

(19)

* * KNOTTINGLEY TMD

*

No. 1 Fuel Sidings have been temporarily taken out of use and when restored to use No. 1 Fuel Siding will be abolished.

The Head Shunt to the west of the Loco Exam shed has been shortened and slued to a new alignment.

(17)

BETWEEN SUDFORTH LANE LC AND WHITLEY BRIDGE LC

A Permanent Speed Restriction of 20mph has been imposed on the Down line between 62mp and 62½mp. (See Section 'D') (18)

GOOLE STATION

The temporary scaffold platform extensions at the Hull end of both the Down and Up platforms at Goole Station have been taken out of use.

The operational lengths of the permanent platforms are:- Down (to Hull) 125 yards (115 metres), Up (to Doncaster) 114 yards (104 metres).

(New Item) (19)

BETWEEN SHAFTHOLME JN AND NORTON LC

A Permanent Speed Restriction of 25 mph has been imposed on the Down line between 68m 75ch and 68m 54ch.

The Permanent Speed Restriction of $\frac{20}{25}$ mph on the Down line applies between 68m 54ch and 68m 43ch.

A Permanent Speed Restriction of 55 mph has been imposed on the Down line between 68m 43ch and 66m 30ch and also one of $\frac{30}{50}$ mph on the Down line between 66m 30ch and 65m 74ch.

(See Section 'D') (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBURLEY-IN-WHARFEDALE - UP PLATFORM

The operational length of the Up (to Leeds) Platform at Burley-in-Wharfedale has been increased to 102 yards (93 metres).

(New Item) (20)

BETWEEN HESSLE ROAD AND SALTEND

The method of working between Hedon Road and Saltend has been altered from One Train Working on the Arrival and Departure lines to control by the Supervisor at Hedon Road. Control is exercised by Radio Communication between the Supervisor at Hedon Road, the Trainman in charge of the Train locomotive and the Trainman in charge of the Pilot locomotive.

The following points have been secured in the normal position:-

1. To New sidings off Up Departure line, East and West end.
2. Facing crossover from Down Arrival line to Up Departure line at the West end of the New Sidings.
3. Facing connection from the Down Arrival line to Furnace Sidings to the East of 8 mile post.

Stop and Examine Boards have been erected as follows:-

<u>Location</u>	<u>Wording</u>
Hedon Road end of Single line at 7m 17ch.	<ol style="list-style-type: none"> 1. Facing Hedon Road - Stop Await Instructions and Examing Points. 2. Facing Saltend - Start of One Train Working.
Down Arrival line approaching Saltend Sidings	<ol style="list-style-type: none"> 1. Facing Hessele Road - Stop Await Instructions 2. Facing Saltend - Stop
Up Departure Road at Saltend	Stop Await Instructions
Up Departure Road, Eastern approach to Eastern Access LC	Stop Await Instructions
Up Departure Road, Hedon Road Eastern approach to start of One Train Working	Stop Await Instructions
On line towards "B" Quay at Hedon Road Facing Hessele Road.	Stop Await Instructions

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HESSLE ROAD AND SALTEND - continued

<u>Location</u>	<u>Wording</u>
Hedon Road Sidings, Eastern and Western exits	Stop Await Instructions
Exit from King George Dock line to Up Departure line	Stop Await Instructions
Spring points exist at the exit from Saltend Sidings set normal for the Up Departure line.	(18)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 21 JULY - HATHERSAGE STATION

Platform work will be taking place on the Down and Up platforms which will be shortened by approximately 40 yards at the Sheffield end. Drivers of trains calling at Hathersage must stop at the 'S' boards.

(20)

MONDAY 22 JULY - TIMPERLEY/MOBBERLEY AND NORTHENDEN JN/DEANS GATE JN

Signalling alterations will take place between Timperley and Moberley and between Northenden Junction and Deansgate Junction. Full details are shown in Supplementary Notice No.80E which will be issued to the staff concerned.

(20)

DETAILS OF WORK ALREADY CARRIED OUT* * WEST HAMPSTEAD SOUTH JN

*

The catch points on the Down Fast line at 3 miles 53 chains (547 yards before reaching signal WH.33) have been replaced by plain line.

(17)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN ASFORDBY LC AND FRISBY LC

Whistle boards have been provided in both directions 440 yards before reaching Mill Deeping Occupation Level Crossing (110 miles 41 chs.).

(18)

NOTTINGHAM CARRIAGE SIDINGS

Nottingham Carriage Sidings have been renamed Nottingham Eastcroft Sidings.

No. 7 Siding has been shortened by 20 yards.

A fuelling apron, approximately 50 yards long, has been provided on No. 8 Siding approximately 77 yards on the Nottingham side of the hand-worked connection between Nos. 1 and 8 Sidings.

A vehicle washing plant has been provided on No. 8 Siding, approximately 83 yards on the Nottingham side of the new fuelling apron. A notice board worded "STOP, PRESS START BUTTON, AWAIT PROCEED LIGHT" has been provided adjacent to the No. 8 Siding, 10 yards on the approach side of the washing plant and facing trains approaching in the Nottingham direction. A 3 mph speed restriction board has been provided adjacent to the washing plant and this speed restriction applies to trains passing through the washing plant whilst it is in operation. (Note: The "STOP" and speed restriction boards do not apply to trains passing through the washing plant and not requiring washing).

2 and 4-car marker boards have been provided as shown below:-

- a) In the Headshunt at the Sneinton end of the sidings 50 and 100 yards respectively from the hand worked connection between Nos. 1 and 8 Sidings.
- b) On No. 8 Siding 50 and 100 yards respectively on the Nottingham side of the washing plant.

* * BENNERLEY BC BUNKER LOADING FACILITY

*

The elevated position light shunting signal opposite to the MGR signal, 68 yards on the run-round side of the bunker, displays a proceed aspect when the MGR signals display a proceed aspect.

(17)

* * HALE

*

The crossover between the Down and Up Main lines 273 yards on the Altrincham side of the signal box has been disconnected and, when not in use, will be secured for through running along the Down and Up Main lines. All associated signals have been removed.

(17)

C17C-/JW/9

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NORTHENDEN JN, DEANSGATE JN AND MOBBERLEY

Skelton Jn, Navigation Road and Altrincham Signal boxes and all signals controlled therefrom have been taken out of use.

The following signals have been abolished:-

Mobberley	-	Up Main Home 2 and Starting signals.
Hale	-	all signals except Up Distant.

Temporary fixed red aspects have been provided at Hale as follows:-

Down Main	-	10 yards on the Altrincham side of the Signal box.
Up Main	-	387 yards on the Mobberley side of the Signal box.

The second Down Main Intermediate Block Distant and Home signals worked from Northenden Jn Signal box have been taken out of use.

Temporary "STOP and Await Instructions" boards have been provided at the site of the following signals:-

Skelton Jn	-	Down and Up Partington Up Home Signal.
	-	Down Main Home Signal.

Temporary stop blocks with red lamps facing in both directions have been provided at Altrincham Station as follows:-

Down Main (Platform 4)	-	at the Hale end.
Up Main (Platform 3)	-	at the Manchester end.

A reflectorised "STOP" board has been provided on the left-hand side of the Up Main line (Platform 3) 87 yards from the Hale end of the platform. A telephone communicating with Hale Signal box has been provided adjacent to the overbridge.

(18)

MANCHESTER VICTORIA EAST JUNCTION/CRUMPSALL

The connection between the Up local line and the Down electric line at Manchester Victoria East Junction has been secured for through running on the two lines and must only be used when an Absolute Possession has been taken of the Up local line.

Queen's Road Signalbox has been taken out of use.

Crumpsall Down Distant Signal has been taken away.

A telephone communicating with Crumpsall Signalbox has been provided at the Prestwich end of the Up platform at Crumpsall.

C17C-/JW/10

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MANCHESTER VICTORIA EAST JUNCTION/CRUMPSALL - continued

Crumpsall Up Starting Signal has been fixed at Danger and Queen's Road Up Distant Signal on the same post has been taken away.

Temporary stop blocks, fitted with red lights facing Crumpsall, have been provided on the Down and Up Main lines 100 yards on the Manchester side of the Up Starting Signal.

Temporary stop blocks, fitted with red lights facing Manchester, have been provided on the Down and Up Main lines 1000 yards on the Manchester side of the Up Starting Signal.

The Down and Up electric lines between Manchester Victoria and the temporary stop blocks have been handed over to Greater Manchester MetroLink and may only be used by B.R. trains in emergency.

(See Section D)

(New Item)

(20)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR30018/6 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.6 - continuedTABLE B : SPECIAL WORKING ARRANGEMENTS

Between		Lines	Authorities	Restrictions
<u>Page 6.83</u>				
<u>CASTLEFORD EAST JN TO ALLERTON MAIN BOWERS OPENCAST</u>				
<u>Amend</u>				
Castleford Station	Former Ledston Station	Single	F	56 SLU BV. In clear weather only speed may not exceed 10mph. Radio communication must be available between Guard and Driver. During the hours of darkness illuminated headlamps must be fitted to the brakevan.

(8D)

LOCAL INSTRUCTIONSPage 6.114HESSLE ROAD TO SALTENDWORKING BETWEEN HEDON ROAD SIDINGS AND SALTENDDelete instructions and Substitute :-

- All movements within the above area will be controlled by the Person in charge, (PIC) Hedon Road Sidings using radio communication only. The PIC is the only person who may authorise movements beyond any Stop and Await Instructions Boards.
- When the pilot locomotive shunter commences duty and when the train shunter is to accompany a train from the "Stop. Await Instructions and examine Points" board at Hedon Road to Saltend Sidings and return, each individual must ensure he obtains a three-way radio set for transmitting and receiving instructions, from the PIC.

C17D-/HM/20

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR30018/6 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.6 - continuedLOCAL INSTRUCTIONS - continuedPage 6.114 - continuedHESSLE ROAD TO SALTEND - continuedWORKING BETWEEN HEDON ROAD SIDINGS AND SALTEND - continuedDelete instructions and Substitute :- - continued

- A radio transmission test will be initiated by the PIC with each person and all instructions thereafter must be acknowledged and be preceded by the words "BR PIC to BR pilot locomotive shunter/train shunter" (as appropriate) or vice versa. Strict radio discipline must be maintained.
- Should the radio messages cease to be received or acknowledged at any time, all movements must be stopped until communications are restored.
- Before the pilot locomotive shunter leaves duty and when the train shunter has alighted from a train departing on the One Train Working line, the radio set held by the individual concerned must be returned to the PIC.

(8D)

C17D1-/HM/21

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 28 JULY BETWEEN MEADOWHALL AND DEARNE JN

At 14 00 hours the Permanent Speed Restriction of 80 mph on the Down line between 163m 34chs and 163m 52chs will be removed.

A Permanent Speed Restriction of 80 mph on both the Down and Up lines between 163m 74chs/161m 77chs and 162 $\frac{1}{2}$ mp will be imposed.

A maximum permissible speed of 90 mph / 100 mph for HSTs on both the Down and Up lines between 162 $\frac{1}{2}$ mp and 167m 68chs will be imposed.

(See Section D) (21)

MONDAY 29 JULY BETWEEN ALTOFTS JN AND FAIRBURN TUNNEL

At 10 00 hours there will be various Permanent Speed Restriction alterations on the Down line.

Between 22m 10chs and 22m 02chs there will be imposed a Permanent Speed Restriction of 20 mph.

Between 21m 01chs and 20m 66chs there will be imposed a Permanent Speed Restriction of 20 mph.

Between 20m 66chs and 19 $\frac{1}{2}$ mp there will be imposed a Permanent Speed Restriction of 50 mph.

Between 19 $\frac{1}{2}$ mp and 19 $\frac{1}{2}$ mp there will be imposed a Permanent Speed Restriction of 30 mph.

(See Section D) (21)

MONDAY 29 JULY BETWEEN ALTOFTS JN AND WHITWOOD

A reflectorised Speed Restriction Warning Indicator will be provided on the Down line between Altofts Jn and Whitwood at 22m 58chs giving warning of the Permanent Speed Restriction of 20 mph at 22m 10chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction will be 1056 yards. An AWS permanent magnet will be provided 200 yards before reaching the indicator.

(21)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 29 JULY BETWEEN WHITWOOD AND CASTLEFORD EAST JN

A reflectorised Speed Restriction Warning Indicator will be provided on the Down line between Whitwood and Castleford East Jn at 21m 46chs giving warning of the Permanent Speed Restriction of 20 mph at 21m 01chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction will be 990 yards. An AWS permanent magnet will be provided 200 yards before reaching the indicator.

(21)

MONDAY 29 JULY BETWEEN WHITWOOD AND CASTLEFORD EAST JN

The reflectorised Speed Restriction Warning Indicator on the Down line at 21m 41chs giving warning of the Permanent Speed Restriction of 35 mph at 21m 01chs will be removed, together with the associated permanent magnet.

(21)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN BOULTHAM CROSSING LC AND WEST HOLMESSkewbridge Tip Crossing Occupation (at 32m 18chs)

The Whistle Boards applying to the above crossing have been repositioned as follows:-

Down direction - 273 yards before reaching the crossing

Up direction - 197 yards before reaching the crossing

(20)

BETWEEN SAXILBY AND STOW PARK LC

A Permanent Speed Restriction of $\frac{30}{40}$ mph has been imposed on the Up line between 90mp and 89 $\frac{1}{2}$ mp.

(See Section 'D') (19)

BETWEEN STOW PARK LC AND GAINSBOROUGH LEA ROAD

A Permanent Speed Restriction of 30 mph has been imposed on the Up line between 94m 50ch and 94 $\frac{1}{2}$ mp.

(See Section 'D') (19)

C18C-/JW/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WOODBURN JN TO DEEPCAR

The maximum permissible speed of 60mph on the single line between Woodburn Jn and Deepcar has been reduced to 30mph.

The Permanent Speed Restriction of 10mph on the single line between 41m 25chs and 41m 15chs has been removed.

(See Section 'D') (20)

* * WOODBURN JUNCTION

*

The trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch has been secured out of use pending removal.

(18)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID)

4-aspect colour light controlled signal SA.3, located on the Down Main line at 164m 11chs, has been moved 5 yards further south (towards Masborough).

3-aspect colour light controlled signal SA.27, located on the Up Tinsley line at 6m 62chs, has been abolished together with the associated A.W.S. equipment.

A new 4-aspect colour light controlled signal, plated SA.736, has been provided on the Up Tinsley line at 6m 72chs (replacing the above SA.27 signal). The signal has been fitted with a Position 4 junction indicator and a position light signal off-set to the left. The Position 4 junction indicator has not been brought into use at this stage. Associated A.W.S. equipment has been provided 200 yards before reaching the signal.

SA.736 signal is capable of displaying the following indications:-

<u>ASPECT</u>	<u>INDICATION</u>	<u>APPLIES TO</u>
Main	-	Down Main Signal SA.455
P.L.	-	Rotherham Engineering Steels Private Sidings. (11 Inch Mill)

C18C-/JW/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID) - continued

The existing illuminated "Notice Board" type Limit of Shunt indicator, located on the Up Tinsley line at 6m 17chs, has been replaced at the same location by a Ground Position Light signal displaying two horizontal red lights. The new signal has been numbered and plated 1093.

The following existing signals controlled from Aldwarke Jn signal box have been renumbered and replated as follows without change to position, profile or routing:-

<u>EXISTING NO.</u>	<u>LOCATION</u>	<u>NEW NO.</u>
SA.23	Up Tinsley (at 6m 07chs)	SA.740
SA.25	Up Tinsley (at 6m 39chs)	SA.738
SA.4	Up Main (at 165m 04chs)	SA.450
SA.56 (GPL)	11 Inch Mill (at 164m 70chs)	1076
SA.52 (Elevated PL)	Aldwarke New Site (at 6m 43chs)	1091
SA.51 (GPL)	Down Tinsley (at 6m 39chs) (for Up direction movements)	1092

(20)

** FRICKLEY COLLIERY

*

A new permanent level crossing has been provided over the Bunker Loading (Arrival) line and the Locomotive Run-Round line, between, and approximately 50 yards from the Bunker Loading Installation and the head shunt buffer stops.

Pending provision of the permanent level crossing equipment, British Coal have provided posts and chains to close off the road prior to the arrival of a train and until a train is again clear of the level crossing.

(18)

** BETWEEN FERRYBRIDGE SIGNAL BOX AND HILLAM GATES LC

*

A Permanent Speed Restriction of 20mph has been imposed on the Down and Up lines between 1m 45ch and 1m 41ch.

(See Section 'D') (18)

** BETWEEN CASTLE HILLS SOUTH JN AND CASTLE HILLS NORTH JN

*

The facing and trailing connections from the Down Doncaster line to the Brodsworth Colliery Branch, at 158m 40ch and 158m 67ch respectively, have been secured out of use pending removal.

(18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SOUTH KIRKBY JN AND HARE PARK JN

The AWS equipment associated with 3-aspect colour light signals L.635 on the Down Passenger Loop and L.630 on the Up Passenger Loop has been abolished.

(19)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BRAMLEY STATION - DOWN PLATFORM

The operational length of the Down (To Bradford Interchange) Platform at Bramley has been increased to 112 yards (102 meters)

(20)

BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

4-aspect colour light signal HM.233, located on the Down L & Y line at approximately 44 mile post, has been moved from the right to the left-hand side of the line at the same location.

(19)

** BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

*

4-aspect colour light signal HM.222, located on the former Up Slow line at approximately 43m 7ch and formerly fixed at Danger, has been abolished.

(18)

** BETWEEN HORBURY JN AND WAKEFIELD KIRKGATE WEST JN

*

The Permanent Speed Restriction of 40mph which applied on the Down Slow line between 46m 43ch and 47m 10ch has been extended to apply between 46m 43ch and 47m 10ch.

(See Section 'D') (18)

C18C-/JW/5

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN CASTLEFORD EAST JN AND ALTOFTS JN

*

1. The Permanent Speed Restriction of 35mph which applied on the Up line between 20m 66ch and 21m 01ch has been reduced to 20mph.
2. The reflectorised speed Restriction Warning Indicator on the Up line at 20m 06ch giving warning of the Permanent Speed Restriction of 35mph at 20m 66ch has been replaced at the same mileage by a Speed Restriction Warning Indicator of 20mph.
3. A Permanent Speed Restriction of 55mph has been imposed on the Up line between 21m 01ch and 22m 02ch.
4. A Permanent Speed Restriction of 20mph has been imposed on the Up line between 22m 02ch and 22m 10ch.

(See Section 'D') (18)

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN WEAVERTHORPE AND SEAMER WESTThe following Occupation/Accommodation Level Crossings has been equipped with telephone communicating with Weaverthorpe Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Jacksons	33m 03chs
Ganton Hall	33m 62chs
Potter Brompton	33m 76chs
Long Plantation	34m 08chs

The following Occupation/Accommodation Level Crossings has been equipped with telephones communicating with Seamer West Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Binnington	35m 22chs
Willerby Carr	35m 69chs

C18C-/JW/6

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN RILLINGTON AND WEAVERTHORPEThe following Occupation/Accommodation Level Crossings has been equipped with telephones communicating with Rillington Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Sleights Farm	25m 57chs
Sand Lane	29m 74chs
Yedingham	30m 17chs
Cussins	31m 56chs
Grange Farm	32m 09chs

(19)

** BETWEEN SUDFORTH LANE LC AND WHITLEY BRIDGE LC

*

A Permanent Speed Restriction of 20mph has been imposed on the Down line between 62mp and 62½mp. (See Section 'D') (18)

GOOLE STATION

The temporary scaffold platform extensions at the Hull end of both the Down and Up platforms at Goole Station have been taken out of use.

The operational lengths of the permanent platforms are:- Down (to Hull) 125 yards (115 metres), Up (to Doncaster) 114 yards (104 metres).

(19)

BETWEEN SHAFTHOLME JN AND NORTON LC

A Permanent Speed Restriction of 25 mph has been imposed on the Down line between 68m 75ch and 68m 54ch.

The Permanent Speed Restriction of 20 mph on the Down line applies between 68m 54ch and 68m 43ch. 25A Permanent Speed Restriction of 55 mph has been imposed on the Down line between 68m 43ch and 66m 30ch and also one of 30 mph on the Down line between 66m 30ch and 65m 74ch. 50

(See Section 'D') (19)

C18C-/JW/7

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBURLEY-IN-WHARFEDALE - UP PLATFORM

The operational length of the Up (to Leeds) Platform at Burley-in-Wharfedale has been increased to 102 yards (93 metres).

(20)

** BETWEEN HESSLE ROAD AND SALTEND

*

The method of working between Hedon Road and Saltend has been altered from One Train Working on the Arrival and Departure lines to control by the Supervisor at Hedon Road. Control is exercised by Radio Communication between the Supervisor at Hedon Road, the Trainman in charge of the Train locomotive and the Trainman in charge of the Pilot locomotive.

The following points have been secured in the normal position:-

1. To New sidings off Up Departure line, East and West end.
2. Facing crossover from Down Arrival line to Up Departure line at the West end of the New Sidings.
3. Facing connection from the Down Arrival line to Furnace Sidings to the East of 8 mile post.

Stop and Examine Boards have been erected as follows:-

<u>Location</u>	<u>Wording</u>
Hedon Road end of Single line at 7m 17ch.	1. Facing Hedon Road - Stop Await Instructions and Examining Points. 2. Facing Saltend - Start of One Train Working.
Down Arrival line approaching Saltend Sidings	1. Facing Hesse Road - Stop Await Instructions 2. Facing Saltend - Stop
Up Departure Road at Saltend	Stop Await Instructions
Up Departure Road, Eastern approach to Eastern Access LC	Stop Await Instructions
Up Departure Road, Hedon Road Eastern approach to start of One Train Working	Stop Await Instructions
On line towards "B" Quay at Hedon Road Facing Hedon Road.	Stop Await Instructions

C18C-/JW/8

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN HESSLE ROAD AND SALTEND - continued

*

<u>Location</u>	<u>Wording</u>
Hedon Road Sidings, Eastern and Western exits	Stop Await Instructions
Exit from King George Dock line to Up Departure line	Stop Await Instructions
Spring points exist at the exit from Saltend Sidings set normal for the Up Departure line.	

(18)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 28 JULY - FLIXTON STATION

Platform work will be taking place on the Up Platform which will be shortened by approximately 100 yards at the Manchester end.

Drivers of trains stopping at Flixton must be prepared to bring their trains to a stand at the temporary stop board provided.

(21)

DETAILS OF WORK ALREADY CARRIED OUT** BETWEEN ASFORDBY LC AND FRISBY LC

*

Whistle boards have been provided in both directions 440 yards before reaching Mill Deeping Occupation Level Crossing (110 miles 41 chs.).

(18)

C18C-/JW/9

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** NOTTINGHAM CARRIAGE SIDINGS

*

Nottingham Carriage Sidings have been renamed Nottingham Eastcroft Sidings.

No. 7 Siding has been shortened by 20 yards.

A fuelling apron, approximately 50 yards long, has been provided on No. 8 Siding approximately 77 yards on the Nottingham side of the hand-worked connection between Nos. 1 and 8 Sidings.

A vehicle washing plant has been provided on No. 8 Siding, approximately 83 yards on the Nottingham side of the new fuelling apron. A notice board worded "STOP, PRESS START BUTTON, AWAIT PROCEED LIGHT" has been provided adjacent to the No. 8 Siding, 10 yards on the approach side of the washing plant and facing trains approaching in the Nottingham direction. A 3 mph speed restriction board has been provided adjacent to the washing plant and this speed restriction applies to trains passing through the washing plant whilst it is in operation. (Note: The "STOP" and speed restriction boards do not apply to trains passing through the washing plant and not requiring washing).

2 and 4-car marker boards have been provided as shown below:-

- a) In the Headshunt at the Sneinton end of the sidings 50 and 100 yards respectively from the hand worked connection between Nos. 1 and 8 Sidings.
- b) On No. 8 Siding 50 and 100 yards respectively on the Nottingham side of the washing plant.

(18)

** BETWEEN NORTHEHENDEN JN, DEANS GATE JN AND MOBBERLEY

*

Skelton Jn, Navigation Road and Altrincham Signal boxes and all signals controlled therefrom have been taken out of use.

The following signals have been abolished:-

Mobberley	-	Up Main Home 2 and Starting
signals.		
Hale	-	all signals except Up
Distant.		

Temporary fixed red aspects have been provided at Hale as follows:-

Down Main	-	10 yards on the Altrincham side of the Signal box.
Up Main	-	387 yards on the Mobberley side of the Signal box.

The second Down Main Intermediate Block Distant and Home signals worked from Northenden Jn Signal box have been taken out of use.

Temporary "STOP and Await Instructions" boards have been provided at the site of the following signals:-

C18C-/JW/10

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN NORTHEHENDEN JN, DEANS GATE JN AND MOBBERLEY - continued

*

Skelton Jn - Down and Up Partington Up Home Signal.
- Down Main Home Signal.

Temporary stop blocks with red lamps facing in both directions have been provided at Altrincham Station as follows:-

Down Main (Platform 4) - at the Hale end.
Up Main (Platform 3) - at the Manchester end.

A reflectorised "STOP" board has been provided on the left-hand side of the Up Main line (Platform 3) 87 yards from the Hale end of the platform. A telephone communicating with Hale Signal box has been provided adjacent to the overbridge.

(18)

TIMPERLEY/MOBBERLEY AND NORTHEHENDEN JN/DEANS GATE JN

Signalling alterations are taking place between Timperley and Mobberley and between Northenden Junction and Deansgate Junction. Full details are shown in Supplementary Notice No.80E which will be issued to the staff concerned.

(20)

HATHERSAGE STATION

Platform work will be taking place on the Down and Up platforms which will be shortened by approximately 40 yards at the Sheffield end. Drivers of trains calling at Hathersage must stop at the 'S' boards.

(20)

MANCHESTER VICTORIA EAST JUNCTION/CRUMPSALL

The connection between the Up local line and the Down electric line at Manchester Victoria East Junction has been secured for through running on the two lines and must only be used when an Absolute Possession has been taken of the Up local line.

Queen's Road Signalbox has been taken out of use.

Crumpsall Down Distant Signal has been taken away.

A telephone communicating with Crumpsall Signalbox has been provided at the Prestwich end of the Up platform at Crumpsall.

Crumpsall Up Starting Signal has been fixed at Danger and Queen's Road Up Distant Signal on the same post has been taken away.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MANCHESTER VICTORIA EAST JUNCTION/CRUMPSALL - continued

Temporary stop blocks, fitted with red lights facing Crumpsall, have been provided on the Down and Up Main lines 100 yards on the Manchester side of the Up Starting Signal.

Temporary stop blocks, fitted with red lights facing Manchester, have been provided on the Down and Up Main lines 1000 yards on the Manchester side of the Up Starting Signal.

The Down and Up electric lines between Manchester Victoria and the temporary stop blocks have been handed over to Greater Manchester MetroLink and may only be used by B.R. trains in emergency.

(See Section D) (20)

C 19/91
3-9-8-91SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BWEDNESDAY 7 AUGUST - BETWEEN THORNTON ABBEY AND GOXHILL

The Up Distant signal for Barton Road LC will be renewed on a straight post and will be reduced in height to 12 feet. The signal will also be moved 45 yards nearer to Thornton Abbey Gate Box.

The Drivers White Light for Butterswood LC will remain in its present position.

(22)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN BOULTHAM CROSSING LC AND WEST HOLMESSkewbridge Tip Crossing Occupation (at 32m 18chs)

The Whistle Boards applying to the above crossing have been repositioned as follows:-

Down direction - 273 yards before reaching the crossing

Up direction - 197 yards before reaching the crossing

(20)

* * BETWEEN SAXILBY AND STOW PARK LC

*

A Permanent Speed Restriction of $\frac{30}{40}$ mph has been imposed on the Up line between 90mp and 85mp.

(See Section 'D') (19)* * BETWEEN STOW PARK LC AND GAINSBOROUGH LEA ROAD

*

A Permanent Speed Restriction of 30 mph has been imposed on the Up line between 94m 50ch and 94 $\frac{1}{2}$ mp.

(See Section 'D') (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN WOODBURN JN TO DEEPCAR

The maximum permissible speed of 60mph on the single line between Woodburn Jn and Deepcar has been reduced to 30mph.

The Permanent Speed Restriction of 10mph on the single line between 41m 25chs and 41m 15chs has been removed.

(See Section 'D') (20)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN DRONFIELD AND DORE SOUTH JNBradway Tunnel Ground Frame

The Ground Frame operated facing crossover, located between the Down and Up Main lines at approximately 152m 43chs has been secured out of use in the normal position until further notice.

(New Item) (22)

BETWEEN MEADOWHALL AND DEARNE JN

The Permanent Speed Restriction of 80 mph on the Down line between 163m 34chs and 163m 52chs has been removed.

A Permanent Speed Restriction of 80 mph on both the Down and Up lines between 63chs 74chs/161m 77chs and 162 $\frac{1}{2}$ has been imposed.

A maximum permissible speed of 90 mph / 100 mph for HSTs on both the Down and Up lines between 162 $\frac{1}{2}$ mp and 167m 68chs has been imposed.

BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID)

4-aspect colour light controlled signal SA.3, located on the Down Main line at 164m 11chs, has been moved 5 yards further south (towards Masborough).

3-aspect colour light controlled signal SA.27, located on the Up Tinsley line at 6m 62chs, has been abolished together with the associated A.W.S. equipment.

C19C-/AMF/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID) - continued

A new 4-aspect colour light controlled signal, plated SA.736, has been provided on the Up Tinsley line at 6m 72chs (replacing the above SA.27 signal). The signal has been fitted with a Position 4 junction indicator and a position light signal off-set to the left. The Position 4 junction indicator has not be brought into use at this stage. Associated A.W.S. equipment has been provided 200 yards before reaching the signal.

SA.736 signal is capable of displaying the following indications:-

<u>ASPECT</u>	<u>INDICATION</u>	<u>APPLIES TO</u>
Main	-	Down Main Signal SA.455
P.L.	-	Rotherham Engineering Steels Private Sidings. (11 Inch Mill)

The existing illuminated "Notice Board" type Limit of Shunt indicator, located on the Up Tinsley line at 6m 17chs, has been replaced at the same location by a Ground Position Light signal displaying two horizontal red lights. The new signal has been numbered and plated 1093.

The following existing signals controlled from Aldwarke Jn signal box have been renumbered and replated as follows without change to position, profile or routing:-

<u>EXISTING NO.</u>	<u>LOCATION</u>	<u>NEW NO.</u>
SA.23	Up Tinsley (at 6m 07chs)	SA.740
SA.25	Up Tinsley (at 6m 39chs)	SA.738
SA.4	Up Main (at 165m 04chs)	SA.450
SA.56 (GPL)	11 Inch Mill (at 164m 70chs)	1076
SA.52 (Elevated PL)	Aldwarke New Site (at 6m 43chs)	1091
SA.51 (GPL)	Down Tinsley (at 6m 39chs) (for Up direction movements)	1092

(20)

* * BETWEEN SOUTH KIRKBY JN AND HARE PARK JN

*

The AWS equipment associated with 3-aspect colour light signals L.635 on the Down Passenger Loop and L.630 on the Up Passenger Loop has been abolished.

(19)

C19C-/AMF/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BRAMLEY STATION - DOWN PLATFORM

The operational length of the Down (To Bradford Interchange) Platform at Bramley has been increased to 112 yards (102 meters)

(20)

BETWEEN ELLAND AND HEATON LODGE JN

The Main to Main facing crossover at approximately 32m 55chs has been secured out of use pending removal.

(New Item) (22)* * BETWEEN HEALEY MILLS "B" JN AND HORBURY JN

*

4-aspect colour light signal HM.233, located on the Down L & Y line at approximately 44 mile post, has been moved from the right to the left-hand side of the line at the same location.

(19)

BETWEEN ALTOFTS JN AND FAIRBURN TUNNEL

The Permanent Speed Restriction alterations on the Down line are as shown below.

Between 22m 10chs and 22m 02chs there is a Permanent Speed Restriction of 20 mph.

Between 21m 01chs and 20m 66chs there is a Permanent Speed Restriction of 20 mph.

Between 20m 66chs and 19½mp there is a Permanent Speed Restriction of 50 mph.

Between 19½mp and 19¼mp there is a Permanent Speed Restriction of 30 mph.

(See Section D) (21)SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN ALTOFTS JN AND WHITWOOD

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Altofts Jn and Whitwood at 22m 58chs giving warning of the Permanent Speed Restriction of 20 mph at 22m 10chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction is 1056 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(21)

BETWEEN WHITWOOD AND CASTLEFORD EAST JN

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Whitwood and Castleford East Jn at 21m 46chs giving warning of the Permanent Speed Restriction of 20 mph at 21m 01chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction is 990 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(21)

BETWEEN WHITWOOD AND CASTLEFORD EAST JN

The reflectorised Speed Restriction Warning Indicator on the Down line at 21m 41chs giving warning of the Permanent Speed Restriction of 35 mph at 21m 01chs has been removed, together with the associated permanent magnet.

(21)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN WEAVERTHORPE AND SEAMER WEST

*

The following Occupation/Accommodation Level Crossings has been equipped with telephone communicating with Weaverthorpe Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Jacksons	33m 03chs
Ganton Hall	33m 62chs
Potter Brompton	33m 76chs
Long Plantation	34m 08chs

The following Occupation/Accommodation Level Crossings has been equipped with telephones communicating with Seamer West Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Binnington	35m 22chs
Willerby Carr	35m 69chs

** BETWEEN RILLINGTON AND WEAVERTHORPE

*

The following Occupation/Accommodation Level Crossings has been equipped with telephones communicating with Rillington Signal Box.

<u>Level Crossing</u>	<u>Location</u>
Sleights Farm	25m 57chs
Sand Lane	29m 74chs
Yedingham	30m 17chs
Cussins	31m 56chs
Grange Farm	32m 09chs

(19)

** GOOLE STATION

*

The temporary scaffold platform extensions at the Hull end of both the Down and Up platforms at Goole Station have been taken out of use.

The operational lengths of the permanent platforms are:- Down (to Hull) 125 yards (115 metres), Up (to Doncaster) 114 yards (104 metres).

(19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN SHAFTHOLME JN AND NORTON LC

*

A Permanent Speed Restriction of 25 mph has been imposed on the Down line between 68m 75ch and 68m 54ch.

The Permanent Speed Restriction of $\frac{20}{25}$ mph on the Down line applies between 68m 54ch and 68m 43ch.

A Permanent Speed Restriction of 55 mph has been imposed on the Down line between 68m 43ch and 66m 30ch and also one of $\frac{30}{50}$ mph on the Down line between 66m 30ch and 65m 74ch.

50

(See Section 'D') (19)

BURLEY-IN-WHARFEDALE - UP PLATFORM

The operational length of the Up (to Leeds) Platform at Burley-in-Wharfedale has been increased to 102 yards (93 metres).

(20)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 3 AUGUST - BETWEEN CRICKLEWOOD SOUTH JN AND BRENT CURVE JN

Permissive working will be withdrawn on the Down Hendon line between signals WH.441 and WH.449.

(22)

SATURDAY 3 AUGUST - BETWEEN KETTERING AND KETTERING STATION JN

Permissive working will be withdrawn in the Slow line platforms at Kettering station.

(22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 3 AUGUST - BETWEEN KNIGHTON JN AND WIGSTON NORTH JN

Permissive working will be withdrawn in both directions on the "Up & Down" Goods Line. (22)

SATURDAY 3 AUGUST - BETWEEN TRENT SOUTH JN AND SHEET STORES JN

Permissive working will be withdrawn on the Down Goods Loop. (22)

SATURDAY 3 AUGUST - BETWEEN ST. MARY'S NORTH JN AND LITTLE EATON JN

Permissive working will be withdrawn on the Down Goods Line. (22)

SATURDAY 3 AUGUST - BETWEEN CLAY CROSS SOUTH JN AND CLAY CROSS NORTH JN

Permissive working will be withdrawn on the down (Derby) Goods Loop. (22)

SATURDAY 3 AUGUST - BETWEEN LENTON NORTH JN AND LENTON SOUTH JN

Permissive working will be withdrawn on the Up Goods Line. (22)

SATURDAY 3 AUGUST - BETWEEN CONEY GREEN JN AND CHESTERFIELD

Permissive working will be withdrawn between Coney Green Jn and Signal S.3 on the Down Goods Line and between Signal TT.1 and Coney Green Jn on the Up Goods Line. (22)

SATURDAY 3 AUGUST - BETWEEN MELBOURNE JN AND SUNNY HILL

Permissive working will be withdrawn on the Down Goods Line. (22)

SATURDAY 3 AUGUST - ELFORD GF

Permissive working will be withdrawn on the Down Goods Loop. (22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSATURDAY 3 AUGUST - BETWEEN WALSALL AND WALSALL PLECK JN

Permissive working will be withdrawn on the Up Fast Line between Signals WL.68 and WL.81. (22)

SUNDAY 4 AUGUST - INCE & ELTON STATION

The Down Platform will be temporarily shortened in connection with maintenance work.

Drivers of trains stopping at Ince & Elton must work to the instructions of handsignalmen / stop boards whilst work is being carried out. (22)

MONDAY 5 AUGUST - BETWEEN HARRINGWORTH AND CORBY TUNNEL

At 10 00 the temporary speed restriction of 20 mph over the Up line from 84 miles 14 chains to 83 miles 63 chains will become a 20 mph permanent speed restriction. A Warning Indicator and associated AWS permanent magnet will be provided 880 yards before reaching the 20 mph permanent speed restriction.

(See Section 'D') (22)

MONDAY 5 AUGUST - BETWEEN SEATON TUNNEL AND GLASTON TUNNEL

At 10 00 the temporary speed restriction of 20 mph over the Down line from 86 miles 50 chains to 86 miles 75 chains will become a 20 mph permanent speed restriction. A Warning Indicator and associated AWS permanent magnet will be provided 902 yards before reaching the 20 mph permanent speed restriction.

(See Section 'D') (22)

MONDAY 5 AUGUST - BETWEEN ALDRIDGE AND RYECROFT JN

The existing 20 mph permanent speed restriction over the Down line from 46 miles 30 chains to 47 miles 10 chains will be removed.

A 35 mph permanent speed restriction will be imposed on the Down line from 46 miles 60 chains to 47 miles 0 chains. (22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 5 AUGUST - ROMILEY STATION

The Down and Up Platforms will be temporarily shortened in connection with platform work.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided or work to the instructions of the Handsignalmen, which will be re-positioned as the work progresses.

(22)

TUESDAY 6 AUGUST - MOUNTSORREL REDLANDS PS

Twin bulkhead white lights and a notice board will be provided at the south end of the Departure line on the right hand side, facing Leicester. The left hand light will apply to South Siding 2 and the right hand light will apply to South Siding 3.

The notice board will be lettered 'HAND POINTS at South end of No.2 or No.3 Sidings are set to Headshunts when ILLUMINATED.'

(22)

DETAILS OF WORK ALREADY CARRIED OUTTIMPERLEY/MOBBERLEY AND NORTHENDEN JN/DEANS GATE JN

Signalling alterations are taking place between Timperley and Mobberley and between Northenden Junction and Deansgate Junction. Full details are shown in Supplementary Notice No.80E which will be issued to the staff concerned.

(20)

FLIXTON STATION

Platform work is taking place on the Up Platform which has been shortened by approximately 30 yards at the Manchester end.

Drivers of trains stopping at Flixton must be prepared to bring their trains to a stand at the temporary stop board provided.

(21)

HATHERSAGE STATION

Platform work will be taking place on the Down and Up platforms which will be shortened by approximately 40 yards at the Sheffield end. Drivers of trains calling at Hathersage must stop at the 'S' boards.

(20)

C19C-/AMF/10

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedMANCHESTER VICTORIA EAST JUNCTION/CRUMPSALL

The connection between the Up local line and the Down electric line at Manchester Victoria East Junction has been secured for through running on the two lines and must only be used when an Absolute Possession has been taken of the Up local line.

Queen's Road Signalbox has been taken out of use.

Crumpsall Down Distant Signal has been taken away.

A telephone communicating with Crumpsall Signalbox has been provided at the Prestwich end of the Up platform at Crumpsall.

Crumpsall Up Starting Signal has been fixed at Danger and Queen's Road Up Distant Signal on the same post has been taken away.

Temporary stop blocks, fitted with red lights facing Crumpsall, have been provided on the Down and Up Main lines 100 yards on the Manchester side of the Up Starting Signal.

Temporary stop blocks, fitted with red lights facing Manchester, have been provided on the Down and Up Main lines 1000 yards on the Manchester side of the Up Starting Signal.

The Down and Up electric lines between Manchester Victoria and the temporary stop blocks have been handed over to Greater Manchester MetroLink and may only be used by B.R. trains in emergency.

(See Section D) (20)

C19C-/AMF/11

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT** BETWEEN BOULTHAM CROSSING LC AND WEST HOLMES

*
* bridge Tip Crossing Occupation (at 32m 18chs)

The Whistle Boards applying to the above crossing have been repositioned as follows:-

Down direction - 273 yards before reaching the crossing

Up direction - 197 yards before reaching the crossing

(20)

BETWEEN THORNTON ABBEY AND GOXHILL

The Up Distant signal for Barton Road LC has been renewed on a straight post and reduced in height to 12 feet. The signal has also been moved 45 yards nearer to Thornton Abbey Gate Box.

The Drivers White Light for Butterswood LC remains in its present position.

(22)

* BETWEEN WOODBURN JN TO DEEPCAR

*
The maximum permissible speed of 60mph on the single line between Woodburn Jn and Deepcar has been reduced to 30mph.

The Permanent Speed Restriction of 10mph on the single line between 41m 25chs and 41m 15chs has been removed.

(See Section 'D') (20)

WRABBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WRABY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN - continued

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN DRONFIELD AND DORE SOUTH JN

Bradway Tunnel Ground Frame

The Ground Frame operated facing crossover, located between the Down and Up Main lines at approximately 152m 43chs has been brought back into use.

(New item)

(23)

BETWEEN MEADOWHALL AND DEARNE JN

The Permanent Speed Restriction of 80 mph on the Down line between 163m 34chs and 163m 52chs has been removed.

A Permanent Speed Restriction of 80 mph on both the Down and Up lines between 63chs 74chs/161m 77chs and 162½ has been imposed.

A maximum permissible speed of 90 mph / 100 mph for HSTs on both the Down and Up lines between 162½mp and 167m 68chs has been imposed.

(21)

* * BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND ALDWARKE JN (MID)

4-aspect colour light controlled signal SA.3, located on the Down Main line at 164m 11chs, has been moved 5 yards further south (towards Masborough).

3-aspect colour light controlled signal SA.27, located on the Up Tinsley line at 6m 62chs, has been abolished together with the associated A.W.S. equipment.

A new 4-aspect colour light controlled signal, plated SA.736, has been provided on the Up Tinsley line at 6m 72chs (replacing the above SA.27 signal). The signal has been fitted with a Position 4 junction indicator and a position light signal off-set to the left. The Position 4 junction indicator has not be brought into use at this stage. Associated A.W.S. equipment has been provided 200 yards before reaching the signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued

- * * BETWEEN MASBOROUGH STATION NORTH JN AND SWINTON JN SOUTH AND BETWEEN ROTHERHAM CENTRAL AND
* ALDWARKE JN (MID) - continued

SA.736 signal is capable of displaying the following indications:-

<u>ASPECT</u>	<u>INDICATION</u>	<u>APPLIES TO</u>
Main	-	Down Main Signal SA.455
P.L.	-	Rotherham Engineering Steels Private Sidings. (11 Inch Mill)

The existing illuminated "Notice Board" type Limit of Shunt indicator, located on the Up Tinsley line at 6m 17chs, has been replaced at the same location by a Ground Position Light signal displaying two horizontal red lights. The new signal has been numbered and plated 1093.

The following existing signals controlled from Aldwarke Jn signal box have been renumbered and replated as follows without change to position, profile or routing:-

<u>EXISTING NO.</u>	<u>LOCATION</u>	<u>NEW NO.</u>
SA.23	Up Tinsley (at 6m 07chs)	SA.740
SA.25	Up Tinsley (at 6m 39chs)	SA.738
SA.4	Up Main (at 165m 04chs)	SA.450
SA.56 (GPL)	11 Inch Mill (at 164m 70chs)	1076
SA.52 (Elevated PL)	Aldwarke New Site (at 6m 43chs)	1091
SA.51 (GPL)	Down Tinsley (at 6m 39chs) (for Up direction movements)	1092

(20)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

* * BRAMLEY STATION - DOWN PLATFORM

*

The operational length of the Down (To Bradford Interchange) Platform at Bramley has been increased to 112 yards (102 meters)

(20)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN ELLAND AND HEATON LODGE JN

The Main to Main facing crossover at approximately 32m 55chs has been secured out of use pending removal.

(22)

BETWEEN ALTOFTS JN AND FAIRBURN TUNNEL

The Permanent Speed Restriction alterations on the Down line are as shown below.

Between 22m 10chs and 22m 02chs there is a Permanent Speed Restriction of 20 mph.

Between 21m 01chs and 20m 66chs there is a Permanent Speed Restriction of 20 mph.

Between 20m 66chs and 19 $\frac{1}{2}$ mp there is a Permanent Speed Restriction of 50 mph.

Between 19 $\frac{1}{2}$ mp and 19 $\frac{1}{2}$ mp there is a Permanent Speed Restriction of 30 mph.

(See Section D) (21)

BETWEEN ALTOFTS JN AND WHITWOOD

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Altofts Jn and Whitwood at 22m 58chs giving warning of the Permanent Speed Restriction of 20 mph at 22m 10chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction is 1056 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(21)

BETWEEN WHITWOOD AND CASTLEFORD EAST JN

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Whitwood and Castleford East Jn at 21m 46chs giving warning of the Permanent Speed Restriction of 20 mph at 21m 01chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction is 990 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(21)

BETWEEN WHITWOOD AND CASTLEFORD EAST JN

The reflectorised Speed Restriction Warning Indicator on the Down line at 21m 41chs giving warning of the Permanent Speed Restriction of 35 mph at 21m 01chs has been removed, together with the associated permanent magnet.

(21)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice. (UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end. (UFN)

* * BURLEY-IN-WHARFEDALE - UP PLATFORM

*

The operational length of the Up (to Leeds) Platform at Burley-in-Wharfedale has been increased to 102 yards (93 metres). (20)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 11 AUGUST - CROFT SIDINGS

The Down Main semaphore starting signal will be reduced in height to 15 feet above rail level. (23)

SUNDAY 11 AUGUST - HATHERSAGE STATION

The Down platform will be taken out of use and a temporary platform, 54 yards in length will be provided at the Sheffield end of the former platform. (23)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUTYORK YARD NORTH (KLONDYKE SIDINGS)

Sidings NOs. 1, 3, 4, 5, 6, and 7 have been taken out of use until further notice.

(New item) (24)

BETWEEN THORNTON ABBEY AND GOXHILL

The Up Distant signal for Barton Road LC has been renewed on a straight post and reduced in height to 12 feet. The signal has also been moved 45 yards nearer to Thornton Abbey Gate Box.

The Drivers White Light for Butterswood LC remains in its present position.

(22)

WRABBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

BETWEEN DRONFIELD AND DORE SOUTH JNBradway Tunnel Ground Frame

The Ground Frame operated facing crossover, located between the Down and Up Main lines at approximately 152m 43chs has been brought back into use.

(23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN MEADOWHALL AND DEARNE JN

*

The Permanent Speed Restriction of 80 mph on the Down line between 163m 34chs and 163m 52chs has been removed.

A Permanent Speed Restriction of 80 mph on both the Down and Up lines between 63chs 74chs/161m 77chs and 162 $\frac{3}{4}$ has been imposed.

A maximum permissible speed of 90 mph / 100 mph for HSTs on both the Down and Up lines between 162 $\frac{3}{4}$ mp and 167m 68chs has been imposed.

(21)

BETWEEN FOXLOW JN AND BEIGHTON JN

Slitting Mill Accommodation LC (at 151m 07ch)

The above level crossing has been equipped with a telephone communicating with Sheffield Signal Box.

(New item)

(24)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BETWEEN ELLAND AND HEATON LODGE JN

The Main to Main facing crossover at approximately 32m 55chs has been secured out of use pending removal.

(22)

* * BETWEEN ALTOFTS JN AND FAIRBURN TUNNEL

*

The Permanent Speed Restriction alterations on the Down line are as shown below.

Between 22m 10chs and 22m 02chs there is a Permanent Speed Restriction of 20 mph.

Between 21m 01chs and 20m 66chs there is a Permanent Speed Restriction of 20 mph.

Between 20m 66chs and 19 $\frac{1}{2}$ mp there is a Permanent Speed Restriction of 50 mph.

Between 19 $\frac{1}{2}$ mp and 19 $\frac{1}{2}$ mp there is a Permanent Speed Restriction of 30 mph.

(See Section D)

(21)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN ALTOFTS JN AND WHITWOOD

*

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Altofts Jn and Whitwood at 22m 58chs giving warning of the Permanent Speed Restriction of 20 mph at 22m 10chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction is 1056 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(21)

* * BETWEEN WHITWOOD AND CASTLEFORD EAST JN

*

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Whitwood and Castleford East Jn at 21m 46chs giving warning of the Permanent Speed Restriction of 20 mph at 21m 01chs.

The distance between the Warning Indicator and the commencement of the 20 mph speed restriction is 990 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(21)

* * BETWEEN WHITWOOD AND CASTLEFORD EAST JN

*

The reflectorised Speed Restriction Warning Indicator on the Down line at 21m 41chs giving warning of the Permanent Speed Restriction of 35 mph at 21m 01chs has been removed, together with the associated permanent magnet.

(21)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CRICKLEWOOD SOUTH JN AND BRENT CURVE JN

Permissive working has been withdrawn on the Down Hendon line between signals WH.441 and WH.449.

(22)

BETWEEN KETTERING AND KETTERING STATION JN

Permissive working has been withdrawn in the Slow line platforms at Kettering station.

(22)

BETWEEN KNIGHTON JN AND WIGSTON NORTH JN

Permissive working has been withdrawn in both directions on the "Up & Down" Goods Line.

(22)

MOUNTSORREL REDLANDS PS

Twin bulkhead white lights and a notice board has been provided at the south end of the Departure line on the right hand side, facing Leicester. The left hand light applies to South Siding 2 and the right hand light applies to South Siding 3.

The notice board is lettered 'HAND POINTS at South end of No.2 or No.3 Sidings are set to Headshunts when ILLUMINATED.'

(22)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR30018/4 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.4

LOCAL INSTRUCTIONS

COTTAM POWER STATION BRANCH

Pages 4.58 and 4.59

COTTAM POWER STATION

Add:-

Emergency Sirens

Emergency sirens are sounded for specific purposes at the power station, as follows:-

1. A continuous wailing sound denotes an outbreak of fire.
2. A "high and low" wailing sound denotes that first-aiders are required.
3. A "high and low" wailing sound of a different tone than 2 above denotes "emergency action" to be taken.

Should "emergency action" be required, all locomotives must be shut down, all trains secured and all BR staff must assemble in front of the heavy vehicle maintenance bay - ASSEMBLY POINT 2., situated at the East side of the main control plant.

Advice will be given by a power station representative when it is safe for BR staff to return to their duties.

Sirens will be tested at 10 00 hours each Monday when no action by BR staff will be required.

(10D)

Page 4.59

Delete existing instruction and Substitute

Wadsley Bridge Siding

Trains for Wadsley Bridge siding will be brought to a stand at Woodburn Jn WJ.31 signal and the Driver instructed that when the signal is cleared he must proceed to the signalbox where he must stop to enable the Trainman to collect the Annetts keys to both Wadsley Bridge Ground Frames and the moveable stop block key.

The Signalman at Woodburn Jn must make an entry in the Train Register Book indicating the date, time and to whom the keys are given. This entry must be countersigned by the person collecting the keys.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR30018/4 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.4 - continued

LOCAL INSTRUCTIONS - continued

Pages 4.59 - continued

WADSLEY BRIDGE SIDING - continued

Placing of Empty Wagons

Trains of empty wagons must enter the Wadsley Bridge Siding through the Sheffield end (Wadsley Bridge B) Ground Frame. Before entering the siding the Trainmen must ensure that the stop block is removed from across the rails.

Once inside the siding and before the locomotive is detached, all the wagon brakes must be secured on and the stop block positioned and padlocked across the rail behind the rearmost wagon. The locomotive will then leave the siding via the Stocksbridge end (Wadsley Bridge A) Ground Frame. Both Ground Frames must be set and locked for main line running before the locomotive sets off on the return journey.

Removal of Loaded Wagons

The locomotive which is to pick up loaded wagons must enter and leave the siding via the Sheffield end Ground Frame.

When the loaded wagons have been removed and the siding is empty the moveable stop block must be padlocked away from the rail. If, exceptional circumstances demand that any vehicles are to be left in the siding, the stop block must be padlocked across the rail behind the rear wagon.

Both Ground Frames must be set and locked for main line running before the train sets off on the return journey.

On returning to Woodburn Jn the train must be stopped at signal WJ.88 and the keys returned to the signalbox. The Signaller must make a suitable entry in the Train Register which the member of the traincrew returning the keys must countersign.

Whenever passenger trains are to be run to Wadsley Bridge on no account must there be any wagons standing in the siding.

(10D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR30018/6 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.6 - continued

LOCAL INSTRUCTIONS

Page 6-113

Add

Goole Yard and Docks

1. The BR Person in Charge at Goole Yard must advise the Signalman at Goole Station, including his name, when he takes up and leaves duty each day. The Signalman at Goole must record this advice in the Train Register.
2. The Signalman at Goole must advise the BR Person in Charge, on extension 027-2872, of an approaching train which is to enter the yard. No train must be allowed to enter the yard unless the BR person in Charge is on duty.
3. Entry to Goole Yard is restricted to the East End Ground Frame. The West End entry (No.10 points) must only be used when specially authorised.
4. The BR Person in Charge will operate the East End Ground Frame for arriving and departing trains. Arriving trains must then proceed to the "STOP AND AWAIT INSTRUCTIONS" Board at the West end of the Weigh Sidings.
5. No train must be authorised to pass the "STOP AND AWAIT INSTRUCTIONS" Board to enter Goole Yard until the BR Person in Charge has obtained an assurance from Goole Railfreight Ltd that their locomotive is and will remain 'Dockside' of the "Stop" board at the Dock entrance.
6. Except in the case of failure when an assurance has been received that no attempt will be made to move the failed locomotive, at no time must the Goole Railfreight pilot and a BR locomotive occupy Goole Yard at the same time.
7. At all other times, the Goole Railfreight Ltd pilot may work freely between the Docks and Yard.
8. At no time must a BR locomotive pass the notice board which gives access to the West Dock. At no time must the Goole Railfreight Ltd pilot pass the notice board at the West end of the Weigh Sidings, or the notice board at the extreme West end of Goole Yard.
9. Departing trains must not leave Goole Yard until authorised to do so by the BR Person in Charge.

(10D)

SECTION C

24.8-6.9.91

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BMONDAY 2 SEPTEMBER - WOODBURN JN

The connections between the Down and Up Worksop lines and the Down Goods line at Woodburn Junction will be secured out of use pending removal.

(26)

THURSDAY 5 SEPTEMBER - BETWEEN GILBERDYKE JN AND SALTMARSHE

Gilberdyke Jn Down Branch First Home Signal, located at approximately 0m 25ch will be fitted with a Signal Post Telephone communicating with Gilberdyke Jn Signal Box.

(26)

DETAILS OF WORK ALREADY CARRIED OUTYORK YARD NORTH (KLONDYKE SIDINGS)

Sidings NOs. 1, 3, 4, 5, 6, and 7 have been taken out of use until further notice.

(24)

* *BETWEEN THORNTON ABBEY AND GOXHILL

*

The Up Distant signal for Barton Road LC has been renewed on a straight post and reduced in height to 12 feet. The signal has also been moved 45 yards nearer to Thornton Abbey Gate Box.

The Drivers White Light for Butterswood LC remains in its present position.

(22)

WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* *BETWEEN DRONFIELD AND DORE SOUTH JN

*

Bradway Tunnel Ground Frame

The Ground Frame operated facing crossover, located between the Down and Up Main lines at approximately 152m 43chs has been brought back into use.

(23)

BETWEEN FOXLOW JN AND BEIGHTON JN

Slitting Mill Accommodation LC (at 151m 07ch)

The above level crossing has been equipped with a telephone communicating with Sheffield Signal Box.

(24)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

* *BETWEEN ELLAND AND HEATON LODGE JN

*

The Main to Main facing crossover at approximately 32m 55chs has been secured out of use pending removal.

(22)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BWEDNESDAY 28 AUGUST - FRODSHAM STATION

The Down Platform at Frodsham station will revert back to its original length and the '2-Car Stop' board, situated at the Runcorn East end of the platform will be removed.

(25)

SUNDAY 1 SEPTEMBER - RADLETT

A banner repeating signal WH.R254, will be provided on the Up Slow line at 15 miles 217 yards.

Flashing yellow aspects will be displayed at the signals detailed below and will apply to the routes shown (see Rule Book, Section C, clauses 3.1.1 and 3.1.2).

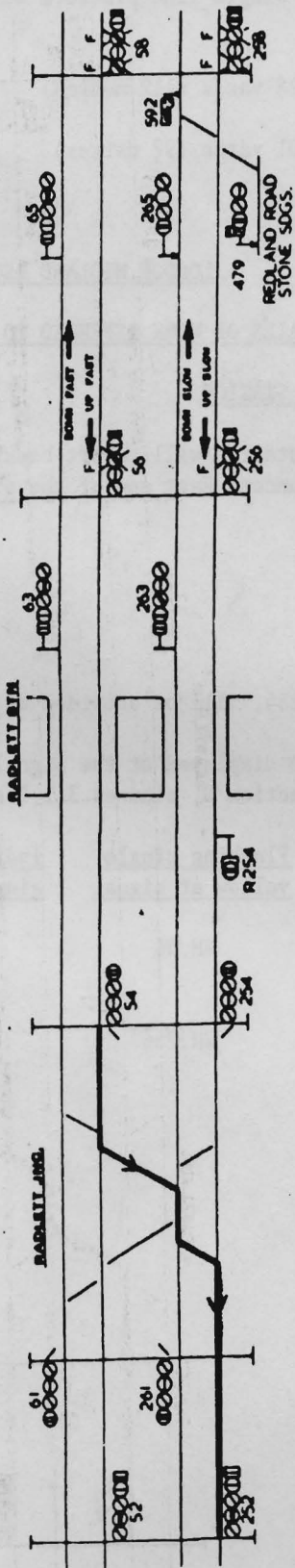
<u>Line</u>	<u>Flashing double yellow at signal</u>	<u>Flashing single yellow at signal</u>	<u>Indicates steady single yellow at</u>	<u>Junction indicator displayed</u>
Up Fast	WH.58	WH.56	WH.54	Position 1 (Up Fast to Up Slow)
Up Slow	WH.258	WH.256	WH.254	Position 4 (Up Slow to Up Fast)

See following diagrams.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

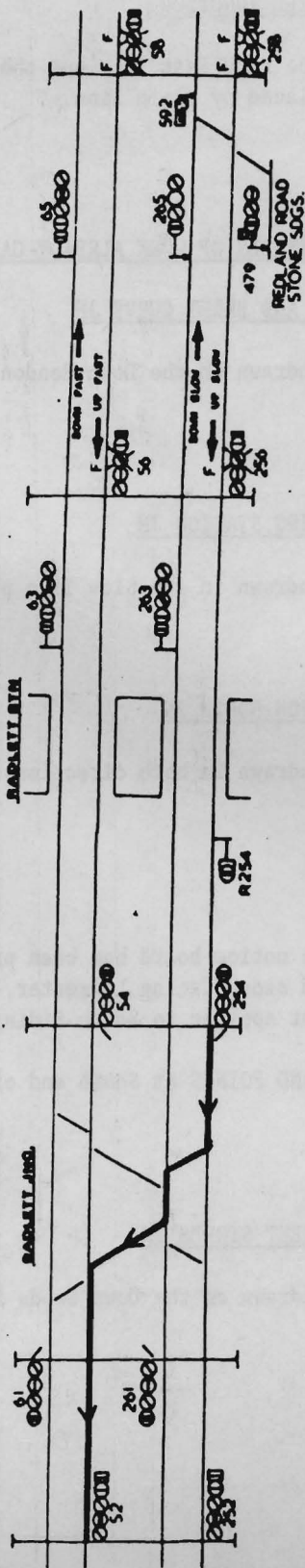
DETAILS OF WORK REFERRED TO IN SECTION B - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 1 SEPTEMBER - CHEETHAM HILL JUNCTION

The facing connection between the Down Fast line and the Engineer's siding (former Down Branch line) will be recovered and replaced by plain line.

(25)

DETAILS OF WORK ALREADY CARRIED OUT* *BETWEEN CRICKLEWOOD SOUTH JN AND BRENT CURVE JN

*

Permissive working has been withdrawn on the Down Hendon line between signals WH.441 and WH.449.

(22)

* *BETWEEN KETTERING AND KETTERING STATION JN

*

Permissive working has been withdrawn in the Slow line platforms at Kettering station.

(22)

* *BETWEEN KNIGHTON JN AND WIGSTON NORTH JN

*

Permissive working has been withdrawn in both directions on the "Up & Down" Goods Line.

(22)

* *MOUNTSORREL REDLANDS PS

*

Twin bulkhead white lights and a notice board has been provided at the south end of the Departure line on the right hand side, facing Leicester. The left hand light applies to South Siding 2 and the right hand light applies to South Siding 3.

The notice board is lettered 'HAND POINTS at South end of No.2 or No.3 Sidings are set to Headshunts when ILLUMINATED.'

(22)

* *BETWEEN TRENT SOUTH JN AND SHEET STORES JN

*

Permissive working has been withdrawn on the Down Goods Loop.

(22)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 7 AND SUNDAY 8 SEPTEMBER - BETWEEN WAKEFIELD WESTGATE AND OUTWOOD

The catch points in the Down line at 176½ mile post will be secured out of use pending removal.

(27)

MONDAY 9 SEPTEMBER - WELBECK COLLIERY BRANCH

At 10 00 hours a permanent speed restriction of 15mph will be imposed in the Down direction only on the Single line between 2m 13ch and 2¼mp.

(See Section 'D') (27)

TUESDAY 10 SEPTEMBER - BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

At 16 00 the Down Slow line between Kirton Lane Crossing LC and Thorne Junction will be brought back into use together with all associated signalling.

The facing Down Main to Down Slow line connection at Kirton Lane Crossing LC and the trailing connection in the Down Slow line at Thorne Junction will be brought back into use together with all associated signalling.

(27)

DETAILS OF WORK ALREADY CARRIED OUT* * YORK YARD NORTH (KLONDYKE SIDINGS)

*

Sidings NOs. 1, 3, 4, 5, 6, and 7 have been taken out of use until further notice.

(24)

* * WRAWBY JN TO MARSHGATE JN : BETWEEN KIRTON LANE CROSSING LC AND THORNE JN

*

The Down Slow line between Kirton Lane Crossing L.C. and Thorne Junction has been secured out of use due to condition of track.

The facing Down Main to Down Slow connection at Kirton Lane Crossing L.C. has been secured out of use in the normal position and the trailing connection in the Down Slow at Thorne Junction has been secured out of use in the reverse position.

Until 16 00 Tuesday 20 September.

(24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WOODBURN JN

The connections between the Down and Up Worksop lines and the Down Goods line at Woodburn Junction have been secured out of use pending removal.

(26)

* * BETWEEN FOXLOW JN AND BEIGHTON JN

*

Slitting Mill Accommodation LC (at 151m 07ch)

The above level crossing has been equipped with a telephone communicating with Sheffield Signal Box.

(24)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN GILBERDYKE JN AND SALTMARSH

Gilberdyke Jn Down Branch First Home Signal, located at approximately 0m 25ch has been fitted with a Signal Post Telephone communicating with Gilberdyke Jn Signal Box.

(26)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BNILDETAILS OF WORK ALREADY CARRIED OUTRADLETT

A banner repeating signal WH.R254, has been provided on the Up Slow line at 15 miles 217 yards.

Flashing yellow aspects are displayed at the signals detailed below and apply to the routes shown (see Rule Book, Section C, clauses 3.1.1 and 3.1.2).

<u>Line</u>	<u>Flashing double yellow at signal</u>	<u>Flashing single yellow at signal</u>	<u>Indicates steady single yellow at</u>	<u>Junction indicator displayed</u>
Up Fast	WH.58	WH.56	WH.54	Position 1 (Up Fast to Up Slow)
Up Slow	WH.258	WH.256	WH.254	Position 4 (Up Slow to Up Fast)

See diagrams.

FRODSHAM STATION

The Down Platform at Frodsham station has reverted back to its original length and the '2-Car Stop' board, situated at the Runcorn East end of the platform has been removed.

(25)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR30018/6 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.6 - continued

LOCAL INSTRUCTIONS - continued

Page 6-113 - continued

Add - continued

Goole Yard and Docks - continued

9. Departing trains must not leave Goole Yard until authorised to do so by the BR Person in Charge.

(10D)

Page 6-114

Add:-

HULL TO SEAMER WEST

DRIFFIELD

Up trains terminating at and Down trains departing from, Up platform

During a blockage of the line between Beverley and Driffield for planned engineering work or in an emergency, Up passenger trains will terminate and Down passenger trains will start at Driffield Station Up platform.

Authority for the Drivers of Down trains to depart from the Up platform will be the clearance of ground position light signal 53.

(10D)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BMONDAY 16 SEPTEMBER BETWEEN YORK AND RILLINGTON

At 10 00 hours there will be several speed improvements for Class 15 x units on both lines between York and Rillington.

(See Section D) (28)

MONDAY 16 SEPTEMBER BETWEEN KIRKHAM ABBEY AND MALTON

A reflectorised Speed Restriction Indicator will be provided on the Down line between Kirkham Abbey and Malton at 17m 33ch, giving warning of the Permanent Speed Restriction of 40mph at 18m 22ch.

The distance between the Warning Indicator and the commencement of the 40mph speed restriction will be 1518 yards.

An AWS permanent magnet will be provided 200 yards before reaching the indicator.

(28)

WEDNESDAY 18 SEPTEMBER - BETWEEN GRIMETHORPE SHUNTERS CABIN AND CUDWORTH STATION

The existing two aspect (RED/GREEN) colour light signal plated C.88, located on the Down Branch at approximately 58m 03ch and presently fixed at RED, together with the associated fixed colour light Distant Signal, plated C.88R, located 700 yards before reaching C.88 signal, will be replated GC.12 and GC.12R respectively and brought back into use under the control of Grimethorpe Colliery Shunter's Cabin.

A Signal Post Telephone will be provided at GC.12 signal, enclosed in an "Anti-Vandal" enclosure, opened by B.R. No.1 key, to give communication with Grimethorpe Colliery Shunter's Cabin.

(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

BETWEEN GILBERDYKE JN AND SALTMARSH

Gilberdyke Jn Down Branch First Home Signal, located at approximately 0m 25ch has been fitted with a Signal Post Telephone communicating with Gilberdyke Jn Signal Box.

(26)

BEVERLEY STATION

The operational lengths of the Down (to Bridlington) and Up (to Hull) platforms at Beverley Station have both been reduced to 114 yards (104 metres).

(New item) (28)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 14 SEPTEMBER - BETWEEN CRICKLEWOOD SOUTH JN AND BRENT CURVE JN

Permissive working will be re-instated on the Down Hendon line between signals WH.441 and WH.449.

(28)

SATURDAY 14 SEPTEMBER - BETWEEN KETTERING AND KETTERING STATION JN

Permissive working will be re-instated in the Slow line platforms at Kettering station.

(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SATURDAY 14 SEPTEMBER - BETWEEN KNIGHTON JN AND WIGSTON NORTH JN

Permissive working will be re-instated in both directions on the "Up & Down" Goods line.

(28)

SATURDAY 14 SEPTEMBER - BETWEEN TRENT SOUTH JN AND SHEET STORES JN

Permissive working will be re-instated on the Down Goods loop.

(28)

SATURDAY 14 SEPTEMBER - BETWEEN ST. MARY'S NORTH JN AND LITTLE EATON JN

Permissive working will be re-instated on the Down Goods line.

(28)

SATURDAY 14 SEPTEMBER - BETWEEN CLAY CROSS SOUTH JN AND CLAY CROSS NORTH JN

Permissive working will be re-instated on the Down Goods loop.

(28)

SATURDAY 14 SEPTEMBER - BETWEEN CONEY GREEN JN AND CHESTERFIELD

Permissive working will be re-instated between Coney Green Jn and signal S.3 on the Down Goods line and between signal TT.1 and Coney Green Jn on the Up Goods line.

(28)

SATURDAY 14 SEPTEMBER - BETWEEN LENTON NORTH JN AND LENTON SOUTH JN

Permissive working will be re-instated on the Up Goods line.

(28)

SATURDAY 14 SEPTEMBER - BETWEEN MELBOURNE JN AND SUNNY HILL

Permissive working will be re-instated on the Down Goods line.

(28)

SATURDAY 14 SEPTEMBER - ELFORD G.F.

Permissive working will be re-instated on the Down Goods loop.

(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SATURDAY 14 SEPTEMBER - BETWEEN WALSALL AND WALSALL PLECK JN

Permissive working will be re-instated on the Up Fast line between signals WL.68 and WL.81.
(28)

SUNDAY 15 SEPTEMBER - GOLBORNE JUNCTION

The Up Slow line will be temporarily taken out of use between Haydock Branch Junction exclusive and Golborne Junction.

The Switch Diamond Points in the Down Fast line will be removed away and replaced by plain

The trailing points in the Up Fast line from the Up Slow line will be secured in the normal position.

Signal WN.148 on the Down Lowton line together with the telephone and AWS inductor will be re-positioned 80 yards further from Golborne Jn.
(28)

SUNDAY 15 SEPTEMBER - HATHERSAGE STATION

The Up Platform will be taken out of use and a temporary platform, 54 yards in length, will be provided at the Sheffield end of the former platform.
(28)

MONDAY 16 SEPTEMBER - BETWEEN HAZEL GROVE HIGH LEVEL JN AND CHEADLE JN

The existing 30 mph temporary speed restriction over the single line between 178 miles 60 chains and 181 miles 70 chains will become a 30 mph permanent speed restriction.
(28)

MONDAY 16 SEPTEMBER - BETWEEN CHEADLE JN AND NORTHENDEN

The existing 30 mph temporary speed restriction over the single line between 35 miles 60 chains and 34 miles 70 chains will become a 30 mph permanent speed restriction.
(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 16 SEPTEMBER - BETWEEN MELLING TUNNEL AND CARNFORTH EAST JN

The existing 20 mph permanent speed restriction which applies over the Down line between 2 miles 40 chains and 1 mp will be shortened to apply between 2 miles 40 chains and 2 miles 20 chains.

(28)

DETAILS OF WORK ALREADY CARRIED OUT

* * FRODSHAM STATION

*

The Down Platform at Frodsham station has reverted back to its original length and the '2-Stop' board, situated at the Runcorn East end of the platform has been removed.

(25)

* * CHEETHAM HILL JUNCTION

*

The facing connection between the Down Fast line and the Engineer's siding (former Down Branch line) has been recovered and replaced by plain line.

The trailing connection between the Engineer's siding (former Up Branch line) and the Up Fast line have been recovered and replaced by plain line.

(25)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BMONDAY 23 SEPTEMBER - BETWEEN DEWSBURY EAST JN AND HEALEY MILLS "A" JN

The Limit of Shunt indicator, located on the Down L & Y line at 41m 79chs will be repositioned nearer to Dewsbury East Jn to give a standage of 120 yards between it and HM.77 signal.

(29)

FRIDAY 27 SEPTEMBER - CLIPSTONE SIGNAL BOX

The Down Mansfield (semaphore) signals, applying to Clipstone South Jn, will be abolished and replaced by a new 3-aspect colour light signal with a Position 1 junction indicator applying to the Down Western Curve. The new signal will be plated C.19 and will be located 119 yards further away from Clipstone Signal Box. The new signal will be provided with a telephone to Clipstone Signal Box.

The Up Mansfield Semaphore signal, with 2-aspect colour light unit beneath, located at 10½ mile post, will be abolished and replaced by a new 3-aspect colour light automatic signal. The new signal will be plated C.214 and will be located 10 yards further away from Clipstone Signal Box.

(29)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN KIRKTON LANE CROSSING LC AND THORNE JN

The Down Slow line between Kirkton Lane Crossing LC and Thorne Junction has been brought back into use together with all associated signalling.

The facing Down Main to Down Slow line connection at Kirkton Lane Crossing LC and the trailing connection in the Down Slow line at Thorne Junction has been brought back into use together with all associated signalling.

(27)

* * WOODBURN JN

*

The connections between the Down and Up Worksop lines and the Down Goods line at Woodburn Junction have been secured out of use pending removal.

(26)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWELBECK COLLIERY BRANCH

A permanent speed restriction of 15mph has been imposed in the Down direction only on the Single line between 2m 13ch and 2 $\frac{1}{2}$ mp.

(See Section D) (27)

BETWEEN WAKEFIELD WESTGATE AND OUTWOOD

The catch points in the Down line at 176 $\frac{1}{2}$ mile post has been secured out of use pending removal.

(27)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN YORK AND RILLINGTON

There have been several speed improvements for Class 15 x units on both lines between York and Rillington.

(See Section D) (28)

BETWEEN KIRKHAM ABBEY AND MALTON

A reflectorised Speed Restriction Indicator has been provided on the Down line between Kirkham Abbey and Malton at 17m 33ch, giving warning of the Permanent Speed Restriction of 40mph at 18m 22ch.

The distance between the Warning Indicator and the commencement of the 40mph speed restriction is 1518 yards.

An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN GRIMETHORPE SHUNTERS CABIN AND GUDWORTH STATION

The existing two aspect (RED/GREEN) colour light signal plated C.88, located on the Down Branch at approximately 58m 03ch and presently fixed at RED, together with the associated fixed colour light Distant Signal, plated C.88R, located 700 yards before reaching C.88 signal, have been replated GC.12 and GC.12R respectively and brought back into use under the control of Grimethorpe Colliery Shunter's Cabin.

A Signal Post Telephone has been provided at GC.12 signal, enclosed in an "Anti-Vandal" enclosure, opened by B.R. No.1 key, to give communication with Grimethorpe Colliery Shunter's Cabin.

(28)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

* * BETWEEN GILBERDYKE JN AND SALTMARSH

*

Gilberdyke Jn Down Branch First Home Signal, located at approximately 0m 25ch has been fitted with a Signal Post Telephone communicating with Gilberdyke Jn Signal Box.

(26)

BEVERLEY STATION

The operational lengths of the Down (to Bridlington) and Up (to Hull) platforms at Beverley Station have both been reduced to 114 yards (104 metres).

(28)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 22 SEPTEMBER - UTTOXETER

The Up Main Home 3 semaphore signal located 71 yards in rear of Uttoxeter West Crossing will be reduced in height to approximately 17 feet above rail level.

(29)

SUNDAY 22 SEPTEMBER - BETWEEN ASHTON MOSS NORTH JN/ASHTON O.A. & G.B. JN AND DENTON JN

The Down and Up lines between Ashton Moss South Jn. and Ashton O.A. & G.B. Jn will be taken out of use pending removal.

Ashton O.A. & G.B. Junction

The trailing connection from the Down Main line to the Down Ashton Moss South Jn line and the facing connection from the Up Main line to the Up Ashton Moss South Jn. line, will be taken out of use and secured for through running along the Down and Up main lines, pending removal. All associated signalling will be taken away.

Ashton Moss South Junction

Ashton Moss South Jn Signalbox will be abolished and all associated signalling will be taken away, with the exception of Ashton Moss North Jn Down Goods Distant Signal (beneath former Down Main line to Down Goods Line Starting Signal).

The connections from the Down Main line to Down Goods line and Up Goods line to Up Main line will be taken out of use and secured for through running between Denton Jn and Ashton Moss North Jn, pending replacement with plain line.

The crossover between the Up Main line and Down Main line will be secured out of use pending removal.

Ashton Moss North Junction

The Down Goods and Up Goods lines will be renamed Down Branch and Up Branch respectively.

Between Ashton Moss North Junction and Denton Junction

The Down and Up lines will be upgraded to passenger status throughout, the block section will be between Ashton Moss North Jn and Denton Jn signalboxes and the Absolute Block System will apply.

(29)

MONDAY 23 SEPTEMBER - BETWEEN TROWELL JN AND STANTON GATE SF

The existing 20 mph permanent speed restriction which applies over the Up Goods line between 125 mp and 124 mp will be shortened to apply between 125 mp and 124 miles 60 chains.

(29)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

FRIDAY 27 SEPTEMBER - HATHERSAGE STATION

The Down Platform, which has been reconstructed, will be brought back into use and will be 60 yards in length. The temporary down platform will be taken away.

(29)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CRICKLEWOOD SOUTH JN AND BRENT CURVE JN

Permissive working has been re-instated on the Down Hendon line between signals WH.441 and WH.449.

(28)

BETWEEN KETTERING AND KETTERING STATION JN

Permissive working has been re-instated in the Slow line platforms at Kettering station.

(28)

BETWEEN KNIGHTON JN AND WIGSTON NORTH JN

Permissive working has been re-instated in both directions on the "Up & Down" Goods line.

(28)

BETWEEN TRENT SOUTH JN AND SHEET STORES JN

Permissive working has been re-instated on the Down Goods loop.

(28)

BETWEEN ST. MARY'S NORTH JN AND LITTLE EATON JN

Permissive working has been re-instated on the Down Goods line.

(28)

BETWEEN CLAY CROSS SOUTH JN AND CLAY CROSS NORTH JN

Permissive working has been re-instated on the Down Goods loop.

(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 22 SEPTEMBER - UTTOXETER

The Up Main Home 3 semaphore signal located 71 yards in rear of Uttoxeter West Crossing will be reduced in height to approximately 17 feet above rail level.

(29)

SUNDAY 22 SEPTEMBER - BETWEEN ASHTON MOSS NORTH JN/ASHTON O.A. & G.B. JN AND DENTON JN

The Down and Up lines between Ashton Moss South Jn. and Ashton O.A. & G.B. Jn will be taken out of use pending removal.

Ashton O.A. & G.B. Junction

The trailing connection from the Down Main line to the Down Ashton Moss South Jn line and the facing connection from the Up Main line to the Up Ashton Moss South Jn. line, will be taken out of use and secured for through running along the Down and Up main lines, pending removal. All associated signalling will be taken away.

Ashton Moss South Junction

Ashton Moss South Jn Signalbox will be abolished and all associated signalling will be taken away, with the exception of Ashton Moss North Jn Down Goods Distant Signal (beneath former Down Main line to Down Goods Line Starting Signal).

The connections from the Down Main line to Down Goods line and Up Goods line to Up Main line will be taken out of use and secured for through running between Denton Jn and Ashton Moss North Jn, pending replacement with plain line.

The crossover between the Up Main line and Down Main line will be secured out of use pending removal.

Ashton Moss North Junction

The Down Goods and Up Goods lines will be renamed Down Branch and Up Branch respectively.

Between Ashton Moss North Junction and Denton Junction

The Down and Up lines will be upgraded to passenger status throughout, the block section will be between Ashton Moss North Jn and Denton Jn signalboxes and the Absolute Block System will apply.

(29)

MONDAY 23 SEPTEMBER - BETWEEN TROWELL JN AND STANTON GATE SF

The existing 20 mph permanent speed restriction which applies over the Up Goods line between 125 mp and 124 mp will be shortened to apply between 125 mp and 124 miles 60 chains.

(29)

C 27/91
28/9 - 4/10/91SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BNILDETAILS OF WORK ALREADY CARRIED OUT* * BETWEEN KIRKTON LANE CROSSING LC AND THORNE JN

*

The Down Slow line between Kirkton Lane Crossing LC and Thorne Junction has been brought back in use together with all associated signalling.

The facing Down Main to Down Slow line connection at Kirkton Lane Crossing LC and the trailing connection in the Down Slow line at Thorne Junction has been brought back into use together with all associated signalling.

(27)

CLIPSTONE SIGNAL BOX

The Down Mansfield (semaphore) signals, applying to Clipstone South Jn, have been abolished and replaced by a new 3-aspect colour light signal with a Position 1 junction indicator applying to the Down Western Curve. The new signal has been plated C.19 and has been located 119 yards further away from Clipstone Signal Box. The new signal has been provided with a telephone to Clipstone Signal Box.

The Up Mansfield Semaphore signal, with 2-aspect colour light unit beneath, located at 10½ mile post, has been abolished and replaced by a new 3-aspect colour light automatic signal. The new signal has been plated C.214 and has been located 10 yards further away from Clipstone Signal Box.

(29)

* * WELBECK COLLIERY BRANCH

*

A permanent speed restriction of 15mph has been imposed in the Down direction only on the Single line between 2m 13ch and 2¼mp.

(See Section D) (27)

* * BETWEEN WAKEFIELD WESTGATE AND OUTWOOD

*

The catch points in the Down line at 176¼ mile post has been secured out of use pending removal.

(27)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BETWEEN DEWSBURY EAST JN AND HEALEY MILLS "A" JN

The Limit of Shunt indicator, located on the Down L & Y line at 41m 79chs has been repositioned nearer to Dewsbury East Jn to give a standage of 120 yards between it and HM.77 signal.

(29)

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN YORK AND RILLINGTON

There have been several speed improvements for Class 15 x units on both lines between York and Rillington.

(See Section D) (28)

BETWEEN KIRKHAM ABBEY AND MALTON

A reflectorised Speed Restriction Indicator has been provided on the Down line between Kirkham Abbey and Malton at 17m 33ch, giving warning of the Permanent Speed Restriction of 40mph at 18m 22ch.

The distance between the Warning Indicator and the commencement of the 40mph speed restriction is 1518 yards.

An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GRIMETHORPE SHUNTERS CABIN AND CUDWORTH STATION

The existing two aspect (RED/GREEN) colour light signal plated C.88, located on the Down Branch at approximately 58m 03ch and presently fixed at RED, together with the associated fixed colour light Distant Signal, plated C.88R, located 700 yards before reaching C.88 signal, have been replated GC.12 and GC.12R respectively and brought back into use under the control of Grimethorpe Colliery Shunter's Cabin.

A Signal Post Telephone has been provided at GC.12 signal, enclosed in an "Anti-Vandal" enclosure, opened by B.R. No.1 key, to give communication with Grimethorpe Colliery Shunter's Cabin.

(28)

DRA. LOWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

BEVERLEY STATION

The operational lengths of the Down (to Bridlington) and Up (to Hull) platforms at Beverley Station have both been reduced to 114 yards (104 metres).

(28)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 29 SEPTEMBER - UTTOXETER

The Down Main Home 3 Semaphore Signal located 77 yards in rear of Hockley Crossing will be reduced in height to approximately 17 feet above rail level.

(30)

SUNDAY 29 SEPTEMBER - BETWEEN DITTON JN No. 1 AND HALTON JN

The existing 40 mph permanent speed restriction over the Up line from 181 miles 24 chains to 181 miles 12 chains will be removed. The associated warning indicator and AWS permanent magnet will also be removed.

The existing 65 mph permanent speed restrictions which apply over the Up line between 182 miles 08 chains and 181 miles 24 chains and between 181 miles 12 chains and 180 miles 13 chains will be combined to apply between 182 miles 08 chains and 180 miles 13 chains.

(30)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CRICKLEWOOD SOUTH JN AND BRENT CURVE JN

Permissive working has been re-instated on the Down Hendon line between signals WH.441 and WH.449.

(28)

BETWEEN KETTERING AND KETTERING STATION JN

Permissive working has been re-instated in the Slow line platforms at Kettering station.

(28)

BETWEEN KNIGHTON JN AND WIGSTON NORTH JN

Permissive working has been re-instated in both directions on the "Up & Down" Goods line.

(28)

BETWEEN TRENT SOUTH JN AND SHEET STORES JN

Permissive working has been re-instated on the Down Goods loop.

(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN ST. MARY'S NORTH JN AND LITTLE EATON JN

Permissive working has been re-instated on the Down Goods line. (28)

BETWEEN CLAY CROSS SOUTH JN AND CLAY CROSS NORTH JN

Permissive working has been re-instated on the Down Goods loop. (28)

BETWEEN CONEY GREEN JN AND CHESTERFIELD

Permissive working has been re-instated between Coney Green Jn and signal S.3 on the Down Goods line and between signal TT.1 and Coney Green Jn on the Up Goods line. (28)

BETWEEN LENTON NORTH JN AND LENTON SOUTH JN

Permissive working has been re-instated on the Up Goods line. (28)

BETWEEN TROWELL JN AND STANTON GATE SF

The existing 20 mph permanent speed restriction which applies over the Up Goods line between 125 mp and 124 mp has been shortened to apply between 125 mp and 124 miles 60 chains. (29)

BETWEEN MELBOURNE JN AND SUNNY HILL

Permissive working has been re-instated on the Down Goods line. (28)

ELFORD G.F.

Permissive working has been re-instated on the Down Goods loop. (28)

UTTOXETER

The Up Main Home 3 semaphore signal located 71 yards in rear of Uttoxeter West Crossing has been reduced in height to approximately 17 feet above rail level. (29)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN WALSALL AND WALSALL PLECK JN

Permissive working has been re-instated on the Up Fast line between signals WL.68 and WL.81.
(28)

BETWEEN ASHTON MOSS NORTH JN/ASHTON O.A. & G.B. JN AND DENTON JN

The Down and Up lines between Ashton Moss South Jn. and Ashton O.A. & G.B. Jn has been taken out of use pending removal.

Ashton O.A. & G.B. Junction

The trailing connection from the Down Main line to the Down Ashton Moss South Jn line and the facing connection from the Up Main line to the Up Ashton Moss South Jn. line, have been taken out of use and secured for through running along the Down and Up main lines, pending removal. All associated signalling has been taken away.

Ashton Moss South Junction

Ashton Moss South Jn Signalbox has been abolished and all associated signalling has been taken away, with the exception of Ashton Moss North Jn Down Goods Distant Signal (beneath former Down Main line to Down Goods Line Starting Signal).

The connections from the Down Main line to Down Goods line and Up Goods line to Up Main line has been taken out of use and secured for through running between Denton Jn and Ashton Moss North Jn, pending replacement with plain line.

The crossover between the Up Main line and Down Main line has been secured out of use pending removal.

Ashton Moss North Junction

The Down Goods and Up Goods lines has been renamed Down Branch and Up Branch respectively.

Between Ashton Moss North Junction and Denton Junction

The Down and Up lines have been upgraded to passenger status throughout, the block section is between Ashton Moss North Jn and Denton Jn signalboxes and the Absolute Block System applies.
(29)

GOLBORNE JUNCTION

The Up Slow line has been temporarily taken out of use between Haydock Branch Junction exclusive and Golborne Junction.

The Switch Diamond Points in the Down Fast line has been removed away and replaced by plain line.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR30018/4 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.4 - continued

LOCAL INSTRUCTIONS

COTTAM POWER STATION BRANCH

Pages 4.58 and 4.59

COTTAM POWER STATION

Add:-

Emergency Sirens

Emergency sirens are sounded for specific purposes at the power station, as follows:-

1. A continuous wailing sound denotes an outbreak of fire.
2. A "high and low" wailing sound denotes that first-aiders are required.
3. A "high and low" wailing sound of a different tone than 2 above denotes "emergency action" to be taken.

Should "emergency action" be required, all locomotives must be shut down, all trains secured and all BR staff must assemble in front of the heavy vehicle maintenance bay - ASSEMBLY POINT 2., situated at the East side of the main control plant.

Advice will be given by a power station representative when it is safe for BR staff to return to their duties.

Sirens will be tested at 10 00 hours each Monday when no action by BR staff will be required.

(10D)

Page 4.59

Delete existing instruction and Substitute

Wadsley Bridge Siding

Trains for Wadsley Bridge siding will be brought to a stand at Woodburn Jn WJ.31 signal and the Driver instructed that when the signal is cleared he must proceed to the signalbox where he must stop to enable the Trainman to collect the Annetts keys to both Wadsley Bridge Ground Frames and the moveable stop block key.

The Signaller at Woodburn Jn must make an entry in the Train Register Book indicating the date, time and to whom the keys are given. This entry must be countersigned by the person collecting the keys.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR30018/4 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO.4 - continued

LOCAL INSTRUCTIONS - continued

Pages 4.59 - continued

WADSLEY BRIDGE SIDING - continued

Placing of Empty Wagons

Trains of empty wagons must enter the Wadsley Bridge Siding through the Sheffield end (Wadsley Bridge B) Ground Frame. Before entering the siding the Trainmen must ensure that the stop block is removed from across the rails.

Once inside the siding and before the locomotive is detached, all the wagon brakes must be secured on and the stop block positioned and padlocked across the rail behind the rearmost wagon. The locomotive will then leave the siding via the Stocksbridge end (Wadsley Bridge A) Ground Frame. Both Ground Frames must be set and locked for main line running before the locomotive sets off on the return journey.

Removal of Loaded Wagons

The locomotive which is to pick up loaded wagons must enter and leave the siding via the Sheffield end Ground Frame.

When the loaded wagons have been removed and the siding is empty the moveable stop block must be padlocked away from the rail. If, exceptional circumstances demand that any vehicles are to be left in the siding, the stop block must be padlocked across the rail behind the rear wagon.

Both Ground Frames must be set and locked for main line running before the train sets off on the return journey.

On returning to Woodburn Jn the train must be stopped at signal WJ.88 and the keys returned to the signalbox. The Signaller must make a suitable entry in the Train Register which the member of the traincrew returning the keys must countersign.

Whenever passenger trains are to be run to Wadsley Bridge on no account must there be any wagons standing in the siding.

(10D)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BMONDAY 7 OCTOBER - BETWEEN WRAWBY JN AND PELHAM STREET

At 10 00 hours a permanent speed restriction of 40mph on the Down line between 38m 72ch and 38m 79ch will be imposed.

(For Section 'D' See P.O.N. 10D) (31)

BETWEEN CHERRY WILLINGHAM AND PELHAM STREET JN

Reflectorised Speed Restriction Warning Indicator will be provided on the Down line between Cherry Willingham LC and Pelham Street Jn at 38m 13ch giving warning of the Permanent Speed restriction of 40mph at 38m 72ch.

The distance between the Warning Indicator and the commencement of the 40mph speed restriction will be 128 yards. An AWS permanent magnet will be provided 200 yards before reaching the indicator.

(31)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BETWEEN DEWSBURY EAST JN AND HEALEY MILLS "A" JN

The Limit of Shunt indicator, located on the Down L & Y line at 41m 79chs has been repositioned nearer to Dewsbury East Jn to give a standage of 120 yards between it and HM.77 signal.

(29)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BEVERLEY STATION

*

The operational lengths of the Down (to Bridlington) and Up (to Hull) platforms at Beverley Station have both been reduced to 114 yards (104 metres).

(28)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 OCTOBER - UTTOXETER

The Up Main Home 2 Semaphore Signal located 68 yards in rear of Pinfold Crossing will be reduced in height to approximately 17 feet above rail level.

(31)

SUNDAY 6 OCTOBER - GOLBORNE JN

The facing connection from the Down Main line to the Down Slow line will be re-positioned 150 yards further from Warrington P.S.B.

(31)

MONDAY 7 OCTOBER - IRLAM STATION

The Down and Up platforms will be permanently shortened by approximately 16 yards at the Liverpool end.

Drivers of trains stopping at Irlam must be prepared to bring their trains to a stand at the temporary stop boards, which will be provided whilst platform works are being carried out.

(31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

WEDNESDAY 9 OCTOBER - APPLEBY NORTH

The Up Main Home 2 Semaphore Signal situated immediately on the station side of the signal box, will be reduced in height to approximately 26 feet above rail level.

(31)

DETAILS OF WORK ALREADY CARRIED OUT

* * BETWEEN CRICKLEWOOD SOUTH JN AND BRENT CURVE JN

*

Permissive working has been re-instated on the Down Hendon line between signals WH.441 and WH.449.

(28)

* * BETWEEN KETTERING AND KETTERING STATION JN

*

Permissive working has been re-instated in the Slow line platforms at Kettering station.

(28)

* * BETWEEN KNIGHTON JN AND WIGSTON NORTH JN

*

Permissive working has been re-instated in both directions on the "Up & Down" Goods line.

(28)

* * BETWEEN TRENT SOUTH JN AND SHEET STORES JN

*

Permissive working has been re-instated on the Down Goods loop.

(28)

* * BETWEEN ST. MARY'S NORTH JN AND LITTLE EATON JN

*

Permissive working has been re-instated on the Down Goods line.

(28)

* * BETWEEN CLAY CROSS SOUTH JN AND CLAY CROSS NORTH JN

*

Permissive working has been re-instated on the Down Goods loop.

(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN CONEY GREEN JN AND CHESTERFIELD

*

Permissive working has been re-instated between Coney Green Jn and signal S.3 on the Down Goods line and between signal TT.1 and Coney Green Jn on the Up Goods line.

(28)

* * BETWEEN LENTON NORTH JN AND LENTON SOUTH JN

*

Permissive working has been re-instated on the Up Goods line.

(28)

BETWEEN TROWELL JN AND STANTON GATE SF

The existing 20 mph permanent speed restriction which applies over the Up Goods line between 125 mp and 124 mp has been shortened to apply between 125 mp and 124 miles 60 chains.

(29)

* * BETWEEN MELBOURNE JN AND SUNNY HILL

*

Permissive working has been re-instated on the Down Goods line.

(28)

ELFORD G.F.

Permissive working has been re-instated on the Down Goods loop.

(28)

UTTOXETER

The Up Main Home 3 semaphore signal located 71 yards in rear of Uttoxeter West Crossing has been reduced in height to approximately 17 feet above rail level.

(29)

UTTOXETER

The Down Main Home 3 Semaphore Signal located 77 yards in rear of Hockley Crossing has been reduced in height to approximately 17 feet above rail level.

(30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN WALSALL AND WALSALL PLECK JN

*

Permissive working has been re-instated on the Up Fast line between signals WL.68 and WL.81.
(28)

BETWEEN DITTON JN No. 1 AND HALTON JN

The existing 40mph permanent speed restriction over the Up line from 181 miles 24 chains to 181 miles 12 chains has been removed. The associated warning indicator and AWS permanent magnet has also been removed.

The existing 65mph permanent speed restrictions which apply over the Up line between 182 miles 08 chains and 181 miles 24 chains and between 181 miles 12 chains and 180 miles 13 chains have been combined to apply between 182 miles 08 chains and 180 miles 13 chains.

(30)

BETWEEN ASHTON MOSS NORTH JN/ASHTON O.A. & G.B. JN AND DENTON JN

The Down and Up lines between Ashton Moss South Jn. and Ashton O.A. & G.B. Jn has been taken out of use pending removal.

Ashton O.A. & G.B. Junction

The trailing connection from the Down Main line to the Down Ashton Moss South Jn line and the facing connection from the Up Main line to the Up Ashton Moss South Jn. line, have been taken out of use and secured for through running along the Down and Up main lines, pending removal. All associated signalling has been taken away.

Ashton Moss South Junction

Ashton Moss South Jn Signalbox has been abolished and all associated signalling has been taken away, with the exception of Ashton Moss North Jn Down Goods Distant Signal (beneath former Down Main line to Down Goods Line Starting Signal).

The connections from the Down Main line to Down Goods line and Up Goods line to Up Main line has been taken out of use and secured for through running between Denton Jn and Ashton Moss North Jn, pending replacement with plain line.

The crossover between the Up Main line and Down Main line has been secured out of use pending removal.

Ashton Moss North Junction

The Down Goods and Up Goods lines has been renamed Down Branch and Up Branch respectively.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN ASHTON MOSS NORTH JN/ASHTON O.A. & G.B. JN AND DENTON JN - continued

Between Ashton Moss North Junction and Denton Junction

The Down and Up lines have been upgraded to passenger status throughout, the block section is between Ashton Moss North Jn and Denton Jn signalboxes and the Absolute Block System applies.
(29)

* * GOLBORNE JUNCTION

*
The Up Slow line has been temporarily taken out of use between Haydock Branch Junction and Golborne Junction.

The Switch Diamond Points in the Down Fast line has been removed away and replaced by plain line.

The trailing points in the Up Fast line from the Up Slow line has been secured in the normal position.

Signal WN.148 on the Down Lowton line together with the telephone and AWS inductor has been re-positioned 80 yards further from Golborne Jn.
(28)

HATHERSAGE STATION

The Down Platform, which has been reconstructed, has been brought back into use and is 60 yards in length. The temporary down platform has been taken away.
(29)

* * HATHERSAGE STATION

*
The Up Platform has been taken out of use and a temporary platform, 54 yards in length, has been provided at the Sheffield end of the former platform.
(28)

* * BETWEEN HAZEL GROVE HIGH LEVEL JN AND CHEADLE JN

*
The existing 30 mph temporary speed restriction over the single line between 178 miles 60 chains and 181 miles 70 chains has become a 30 mph permanent speed restriction.
(28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN CHEADLE JN AND NORTHENDEN

*

The existing 30 mph temporary speed restriction over the single line between 35 miles 60 chains and 34 miles 70 chains has become a 30 mph permanent speed restriction.

(28)

* * BETWEEN MELLING TUNNEL AND CARNFORTH EAST JN

*

The existing 20 mph permanent speed restriction which applies over the Down line between 2 miles 40 chains and 1 mp has been shortened to apply between 2 miles 40 chains and 2 miles 20 chains.

(28)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SOUTH ELMSALL STATION

Platform work will be taking place until further notice.

Drivers of trains stopping at South Elmsall must bring their trains to a stand at the temporary stop boards provided.

Until 08 00 Saturday 5 October.

(UFN)

BRAMLEY STATION

Platform work will be taking place until further notice.

Drivers of trains stopping at Bramley Station must work to the instructions of handsignalmen/notice boards whilst work is being carried out.

(UFN)

BRADFORD INTERCHANGE

Platform work will be taking place until further notice.

Drivers of trains stopping at Bradford Interchange station must work to the instructions of handsignalmen/notice boards whilst work is being carried out.

(UFN)

MYTHOLMROYD STATION

Platform work will be taking place until further notice.

Drivers of trains stopping at Mytholmroyd must work to the instructions of Handsignalman/notice boards whilst work is in progress.

In the Down direction the available operational length of platform is 85 yards (78 metres) at the east end, comprising of 16 yards (15 metres) of existing platform and 69 yards (63 metres) of new platform extension.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Blackpool North and unlocked at Bradford Interchange:-

2E89 20 53 (S0) Blackpool North to York when formed by 2 x 2 car Class 155 units.

In the Up direction the available operational length of platform is 85 yards (78 metres) at the east end, comprising of 11 yards (10 metres) of existing platform and 74 yards (68 metres) of new platform extension.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

HALIFAX STATION

Construction work will be taking place until further notice.

In connection with this work the platform will be reduced in length by 70 metres from the Bradford end.

Drivers of trains stopping at Halifax must work to the instructions of handsignalmen/notice boards whilst work is being carried out.

(UFN)

DIGGLE JN LMR TO LEEDS, HOLBECK EAST JN

Leadside drilling work is being carried out adjacent to the Up Line between Springwood Jn. and Marsden at approx 22½ m.p.

(UFN)

DEIGHTON AND COTTINGLEY STATIONS - SHORT PLATFORMS

When the following trains are composed of their booked formation the rear 2 car unit must be locked out of use before departure from Huddersfield:-

- 2J50 18 06 (SO) Huddersfield to Leeds when formed by 2 x 2 car Class 14X units.
- 2J56 20 06 (SO) Huddersfield to Leeds when formed by 2 x 2 car Class 14X units.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Leeds:-

- 2J03 08 12 (SO) Leeds to Huddersfield when formed by 2 x 2 car Class 14X units.

When the following train is composed of its booked formation the middle and rear 2 car units must be locked out of use before departure from Leeds:-

- 2J57 07 12 (SO) Leeds to Huddersfield when formed by 3 x 2 car Class 14X units and a 2 car Class 156 unit.

The following unit formations may call at Deighton and Cottingley Stations without restriction:-

- 1 x 2 car Class 14X unit
- 1 x 3 car Class 144 unit
- 1 x 2 car Class 15X unit

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

HEADINGLEY STATION

Platform work will be taking place until further notice.

Drivers of trains stopping at Headingley must work to the instructions of Handsignalmen/ Notice Boards whilst work is being carried out. The operational length of both the Down and Up platforms will temporarily be reduced to 50 yards (46 metres).

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Knaresborough:-

2C53 18 10 (SX) Knaresborough to Leeds when formed by 2 x 2 car Class 14X units.

When the following trains are composed of their booked formation the rear 2 car unit must be locked out of use before departure from Leeds:-

2C02 06 00 (SX) Leeds to York (via Harrogate) when formed by a 2 car Class 155 unit and a 2 car Class 14X unit.

2C58 19 28 (SX) Leeds to York (via Harrogate) when formed by 2 x 2 car Class 14X units.

2C36 22 30 (Sun) Leeds to Harrogate when formed by 2 x 2 car Class 14X units.

When the following train is composed of its booked formation the rear 2 car unit must be locked out of use before departure from Harrogate:-

2C03 06 32 (SO) Harrogate to Leeds when formed by 2 x 2 car Class 14X units.

(UFN)

BURLEY-IN-WHARFEDALE STATION

Platform work will be taking place until further notice.

Drivers of trains stopping at Burley-in-Wharfedale must work to the instructions of handsignalmen/notice boards whilst work is being carried out.

(UFN)

NEVILLE HILL

Mk.IV coaches are not permitted to run, or be stabled on any unwired roads within the Depot.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedMISCELLANEOUS NOTICES - continuedGASCOIGNE WOOD RAPID LOADING SIDINGS

Contractors will be engaged in piling work for a new overhead conveyor. For the duration of this work, trains for loading will use No. 1 Bunker whenever possible. When it is necessary for a train to use No. 2 Bunker for loading, the B.R. Supervisor will arrange with the contractor for the passage of the train.

(UFN)

HULL - PLATFORM 1

Platform 1 is prohibited to all movements until further notice.

(UFN)

FILEY STATION

Platform work will be taking place until further notice.

The Platforms are being shortened by approximately 45 yards at the South end of the station. Drivers of stopping train at Filey must work to the instruction's of Handsignalmen/Notice boards whilst work is being carried out.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

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

Location	Nature of Work	Duration	Commencing date
Knottingley T.M.D. No. 5 Road Between trains	Construction work.	07 30 to 17 30 daily. Until further notice.	-
Leeds P.C.D. Spare Road and P.C.D. Platform 2 Between Trains	Construction work	07 30 to 18 00 daily. Until further notice.	-
Neville Hill T. & R.S.M.D., All lines BLOCKED to electric trains	In connection with engineering work between Balne Lane and Holbeck West Jn <u>Isolation of electrical sections 166FGHJ.</u>	23 55 Sat to 07 30 Sun. <u>Saturday 5 to Sunday 6 October.</u>	-

C 29/a1
12-18.10.91SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 13 OCTOBER - WOODBURN JUNCTION

The trailing connection between the Down and Up Worksop lines at approximately 42m 24ch will be secured out of use pending removal.

(32)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN WRAWBY JN AND PELHAM STREET

A permanent speed restriction of 40mph on the Down line between 38m 72ch and 38m 79ch has been imposed.

(For Section 'D' See P.O.N. 10D) (31)

BETWEEN CHERRY WILLINGHAM AND PELHAM STREET JN

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Cherry Willingham LC and Pelham Street Jn at 38m 13ch giving warning of the Permanent Speed restriction of 40mph at 38m 72ch.

The distance between the Warning Indicator and the commencement of the 40mph speed restriction is 128 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(31)

SOUTH ELMSALL STATION

The Down (to Leeds) platform has been extended by 8 yards (7 metres) at the Doncaster end, to give a total Down platform length of 100 yards (91metres).

The Up (to Doncaster) platform has been extended by 30 yards (27 metres) at the Doncaster end, to give a total platform length of 121 yards (111 metres).

(New item)

(32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

MYTHOLMROYD STATION

Newly constructed Down and Up platforms at Mytholmroyd Station, each 111 yards (102 metres) in length, have been brought into use.

(New item)

(32)

* * BETWEEN DEWSBURY EAST JN AND HEALEY MILLS "A" JN

*

The Limit of Shunt indicator, located on the Down L & Y line at 41m 79chs has been repositioned nearer to Dewsbury East Jn to give a standage of 120 yards between it and HM.77 signal.

(29)

LIVERSEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

DRAX POWER STATION

A trailing connection has been provided in the By-Pass line in the vicinity of the Hopper House and is secured out of use for through running on the By-Pass line.

(New Item)

(32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 OCTOBER - SCROPTON

The Up Main Semaphore Distant Signal will be reduced in height to approximately 17 feet above rail level.

(32)

SUNDAY 13 OCTOBER - BAGULEY FOLD JN

The Down Main Home Signal (with Distant Signal for the Down Starting Signal beneath) will be renewed as a Straight Post Semaphore Signal at the same location. The Home Signal arm will be reduced in height to 17 feet above rail level.

(32)

MONDAY 14 OCTOBER - CRICKLEWOOD DEPOT (CHARTERAIL SIDING)

Until further notice the North End connection between Sidings 1 to 7 and 8 will be clipped and padlocked for access to Sidings 1 to 7 only.

No. 8 Siding will be temporary shortenend at the North End by 145 yards and a temporary stop block with red light/flag and detonators will be provided.

(32)

TUESDAY 15 OCTOBER - BETWEEN SETTLE STATION AND SETTLE JN

The existing 30 mph permanent speed restriction over the Up line from 235mp to 234 miles 45 chains will be removed. The associated warning indicator and AWS permanent magnet will also be removed.

(32)

DETAILS OF WORK ALREADY CARRIED OUT

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN TROWELL JN AND STANTON GATE SF

*

The existing 20 mph permanent speed restriction which applies over the Up Goods line between 125 mp and 124 mp has been shortened to apply between 125 mp and 124 miles 60 chains.

(29)

* * ELFORD G.F.

*

Permissive working has been re-instated on the Down Goods loop.

(29)

* * UTTOXETER

*

The Up Main Home 3 semaphore signal located 71 yards in rear of Uttoxeter West Crossing has been reduced in height to approximately 17 feet above rail level.

(29)

UTTOXETER

The Down Main Home 3 Semaphore Signal located 77 yards in rear of Hockley Crossing has been reduced in height to approximately 17 feet above rail level.

(30)

UTTOXETER

The Up Main Home 2 semaphore signal located 68 yards in rear of Pinfold Crossing has been reduced in height to approximately 17 feet above rail level.

(31)

BETWEEN DITTON JN No. 1 AND HALTON JN

The existing 40mph permanent speed restriction over the Up line from 181 miles 24 chains to 181 miles 12 chains has been removed. The associated warning indicator and AWS permanent magnet has also been removed.

The existing 65mph permanent speed restrictions which apply over the Up line between 182 miles 08 chains and 181 miles 24 chains and between 181 miles 12 chains and 180 miles 13 chains have been combined to apply between 182 miles 08 chains and 180 miles 13 chains.

(30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN ASHTON MOSS NORTH JN/ASHTON O.A. & G.B. JN AND DENTON JN

*

The Down and Up lines between Ashton Moss South Jn. and Ashton O.A. & G.B. Jn has been taken out of use pending removal.

Ashton O.A. & G.B. Junction

The trailing connection from the Down Main line to the Down Ashton Moss South Jn line and the facing connection from the Up Main line to the Up Ashton Moss South Jn. line, have been taken out of use and secured for through running along the Down and Up main lines, pending removal. All associated signalling has been taken away.

Ashton Moss South Junction

Ashton Moss South Jn Signalbox has been abolished and all associated signalling has been taken away, with the exception of Ashton Moss North Jn Down Goods Distant Signal (beneath former Down Main line to Down Goods Line Starting Signal).

The connections from the Down Main line to Down Goods line and Up Goods line to Up Main line has been taken out of use and secured for through running between Denton Jn and Ashton Moss North Jn, pending replacement with plain line.

The crossover between the Up Main line and Down Main line has been secured out of use pending removal.

Ashton Moss North Junction

The Down Goods and Up Goods lines has been renamed Down Branch and Up Branch respectively.

Between Ashton Moss North Junction and Denton Junction

The Down and Up lines have been upgraded to passenger status throughout, the block section is between Ashton Moss North Jn and Denton Jn signalboxes and the Absolute Block System applies.
(29)

IRLAM STATION

The Down and Up platforms have been permanently shortened by approximately 16 yards at the Liverpool end.

Drivers of trains stopping at Irlam must be prepared to bring their trains to a stand at the temporary stop boards, which have been provided whilst platform works are being carried out.

(31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GOLBORNE JN

The facing connection from the Down Main line to the Down Slow line has been re-positioned 150 yards further from Warrington P.S.B.

(31)

* * HATHERSAGE STATION

*

The Down Platform, which has been reconstructed, has been brought back into use and is 60 yards in length. The temporary down platform has been taken away.

(29)

APPLEBY NORTH

The Up Main Home 2 Semaphore Signal situated immediately on the station side of the signal box, has been reduced in height to approximately 26 feet above rail level.

(31)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 20 OCTOBER - WOODBURN JN

The secured out of use connection from the Stocksbridge line to Woodburn Shops/Up Sidings will be removed and plain line installed.

The Up Workstop line end of the secured out of use trailing connection between the Down and Up Workstop lines, at approximately 42m 24ch, will be removed and plain line installed.

The catch points in the Up Workstop line at 42m 35ch will be removed and plain line installed.

All associated signalling will be abolished.

(See Section D) (33)

MONDAY 21 OCTOBER - TINSLEY YARDSidings Nos. 1 to 21 : West End

With effect from 06 00 hours Stop Boards will be provided in the four foot of each siding. They will normally be lowered and horizontal to the ground.

Before Train Preparation is commenced the Stop Board will be raised until preparation is complete.

Sidings Nos. 9 to 21 : East End

With effect from 06 00 hours Stop and Await Instructions Boards will be provided two locomotive lengths from the end of each siding facing locomotives approaching from the East.
(33)

MONDAY 21 OCTOBER - SHIPLEY STATION

From 06 45 the existing "Mark IV stop here" board at the Leeds end of Platform 3 will be replaced by a :

1. "9 MK IV STOP" board 12 metres past the Leeds end platform ramp top.
2. "8 MK IV STOP" board 11 metres before the Leeds end platform ramp top.
3. "7 MK IV STOP" board 34 metres before the Leeds end platform ramp top.

(33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN WRAWBY JN AND PELHAM STREET

A permanent speed restriction of 40mph on the Down line between 38m 72ch and 38m 79ch has been imposed.

(For Section 'D' See P.O.N. 10D) (31)

BETWEEN CHERRY WILLINGHAM AND PELHAM STREET JN

A reflectorised Speed Restriction Warning Indicator has been provided on the Down line between Cherry Willingham LC and Pelham Street Jn at 38m 13ch giving warning of the Permanent Speed restriction of 40mph at 38m 72ch.

The distance between the Warning Indicator and the commencement of the 40mph speed restriction is 128 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(31)

ROTHERHAM HOLMES LANE GOODS YARD (DOWN MASBOROUGH SIDINGS)

The above sidings have been removed, leaving a short siding of 100 feet, with buffer stop, at the former Masborough Station end of the Sidings.

(New Item) (33)

SOUTH ELMSALL STATION

The Down (to Leeds) platform has been extended by 8 yards (7 metres) at the Doncaster end, to give a total Down platform length of 100 yards (91metres).

The Up (to Doncaster) platform has been extended by 30 yards (27 metres) at the Doncaster end, to give a total platform length of 121 yards (111 metres).

In order to avoid trains stopping in the 22 yard (20 metre) platform length section at the Leeds end of the Up platform, which has narrow width, a "4 Car Stop" sign has been erected at the Doncaster end ramp top of the new extension.

(Amended Item) (33)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MYTHOLMROYD STATION

Newly constructed Down and Up platforms at Mytholmroyd Station, each 111 yards (102 metres) in length, have been brought into use.

(New item) (32)

LIVERSEDEGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice. (UFN)

SHUTTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end. (UFN)

DRAK POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

DRAK POWER STATION

A trailing connection has been provided in the By-Pass line in the vicinity of the Hopper Holes and is secured out of use for through running on the By-Pass line.

(New Item) (32)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 OCTOBER - LEIGH

The Down Main Semaphore Distant Signal will be reduced in height to 17 feet above rail level.

The Up Home Semaphore Signal will be reduced in height to approximately 17 feet above rail level.

(33)

SUNDAY 20 OCTOBER - HELSBY WEST CHESHIRE JN

Helsby West Cheshire Jn Signal box will be abolished and the block section on the Down and Up Main lines will be between Stanlow & Thornton and Helsby Jn. The single line between Mouldsworth and Helsby West Cheshire Jn will be taken out of use until further notice.

AT HELSBY WEST CHESHIRE JN

Except as shown below, all signals (including Helsby Jn Down Inner Home Signal on the same post as West Cheshire Jn Down Starter Signal) will be taken away and all points secured in the normal position.

The trailing points in the Down Main line connecting to Shellstar sidings will be converted to hand operation and, when not required for movements to or from the sidings, will be secured by clip and scotch.

The Down Home Signal will have the top yellow aspect blanked out and will be Helsby Jn Down Distant Signal. The red aspect will, however, be retained and will be controlled locally in connection with the working of Shellstar sidings. The signal post telephone will communicate with Stanlow & Thornton Signal box.

The Down Distant Signal will be retained to act as a Distant Signal for the former Down Home signal.

A telephone will be provided at the connection with Shellstar sidings, communicating with Stanlow & Thornton Signal box.

AT MOULDSWORTH

The connections to and from the Down and Up Branch lines will be secured out of use until further notice and all associated signalling disconnected pending removal.

(33)

SUNDAY 20 OCTOBER - GOLBORNE JN

Signal WN.146 on the Up Fast line and Signal WN.147 on the Up Slow line together with the telephones and A.W.S. inductors, will be re-positioned 75 yards further from Warrington P.S.B.

(33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 20 OCTOBER - ASHTON MOSS NORTH JN

The Up Main starting Signal will be renewed as a straight post Semaphore Signal at the same location and reduced in height to 17 feet above rail level.

(33)

DETAILS OF WORK ALREADY CARRIED OUT

CRICKLEWOOD DEPOT (CHARTERAIL SIDING)

Until further notice the North End connection between Sidings 1 to 7 and 8 have been clipped and padlocked for access to Sidings 1 to 7 only.

No. 8 Siding has been temporary shortenend at the North End by 145 yards and a temporary stop block with red light/flag and detonators has been provided.

(32)

SCROPTON

The Up Main Semaphore Distant Signal has been reduced in height to approximately 17 feet above rail level.

(32)

* * UTTOXETER

*

The Down Main Home 3 Semaphore Signal located 77 yards in rear of Hockley Crossing has been reduced in height to approximately 17 feet above rail level.

(30)

UTTOXETER

The Up Main Home 2 semaphore signal located 68 yards in rear of Pinfold Crossing has been reduced in height to approximately 17 feet above rail level.

(31)

* * BETWEEN DITTON JN No. 1 AND HALTON JN

*

The existing 40mph permanent speed restriction over the Up line from 181 miles 24 chains to 181 miles 12 chains has been removed. The associated warning indicator and AWS permanent magnet has also been removed.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * BETWEEN DITTON JN No. 1 AND HALTON JN - continued

*

The existing 65mph permanent speed restrictions which apply over the Up line between 182 miles 08 chains and 181 miles 24 chains and and between 181 miles 12 chains and 180 miles 13 chains have been combined to apply between 182 miles 08 chains and 180 miles 13 chains.

(30)

IRLAM STATION

The Down and Up platforms have been permanently shortened by approximately 16 yards at the Liverpool end.

Drivers of trains stopping at Irlam must be prepared to bring their trains to a stand at the temporary stop boards, which have been provided whilst platform works are being carried out.

(31)

GOLBORNE JN

The facing connection from the Down Main line to the Down Slow line has been re-positioned 150 yards further from Warrington P.S.B.

(31)

BAGULEY FOLD JN

The Down Main Home Signal (with Distant Signal for the Down Starting Signal beneath) has been renewed as a Straight Post Semaphore Signal at the same location. The Home Signal arm has been reduced in height to 17 feet above rail level.

(32)

BETWEEN SETTLE STATION AND SETTLE JN

The existing 30 mph permanent speed restriction over the Up line from 235mp to 234 miles 45 chains has been removed. The associated warning indicator and AWS permanent magnet will also be removed.

(32)

APPLEBY NORTH

The Up Main Home 2 Semaphore Signal situated immediately on the station side of the signal box, has been reduced in height to approximately 26 feet above rail level.

(31)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 27 OCTOBER - WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot), at approximately 42m 38ch, will be removed and plain line installed.

The secured out of use facing connection between the Down Worksop line and the Down Sidings, at approximately 42m 27ch, will be removed and plain line installed.

The Down Worksop end of the secured out of use trailing connection between the Up Worksop line and the Down Worksop line, together with the slip connection to the Down Sidings, at approximately 42m 24ch, will be removed and plain line installed.

All associated signalling will be abolished.

(34)

DETAILS OF WORK ALREADY CARRIED OUT* * BETWEEN WRAWBY JN AND PELHAM STREET

*

A permanent speed restriction of 40mph on the Down line between 38m 72ch and 38m 79ch has been imposed.

(For Section 'D' See P.O.N. 10D) (31)

* * BETWEEN CHERRY WILLINGHAM AND PELHAM STREET JN

*

A motorised Speed Restriction Warning Indicator has been provided on the Down line between Cherry Willingham LC and Pelham Street Jn at 38m 13ch giving warning of the Permanent Speed restriction of 40mph at 38m 72ch.

The distance between the Warning Indicator and the commencement of the 40mph speed restriction is 128 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWOODBURN JN

The secured out of use connection from the Stocksbridge line to Woodburn Shops/Up Sidings has been removed and plain line installed.

The Up Worksop line end of the secured out of use trailing connection between the Down and Up Worksop lines, at approximately 42m 24ch, has been removed and plain line installed.

The catch points in the Up Worksop line at 42m 35ch has been removed and plain line installed.

All associated signalling has been abolished.

(See Section D) (33)

ROTHERHAM HOLMES LANE GOODS YARD (DOWN MASBOROUGH SIDINGS)

The above sidings have been removed, leaving a short siding of 100 feet, with buffer stop, at the former Masborough Station end of the Sidings.

(33)

TINSLEY YARDSidings Nos. 1 to 21 : West End

Stop Boards have been provided in the four foot of each siding. They will normally be lowered and horizontal to the ground.

Before Train Preparation is commenced the Stop Board will be raised until preparation is complete.

Sidings Nos. 9 to 21 : East End

Stop and Await Instructions Boards have been provided two locomotive lengths from the end of each siding facing locomotives approaching from the East.

(33)

SOUTH ELMSALL STATION

The Down (to Leeds) platform has been extended by 8 yards (7 metres) at the Doncaster end, to give a total Down platform length of 100 yards (91metres).

The Up (to Doncaster) platform has been extended by 30 yards (27 metres) at the Doncaster end, to give a total platform length of 121 yards (111 metres).

In order to avoid trains stopping in the 22 yard (20 metre) platform length section at the Leeds end of the Up platform, which has narrow width, a "4 Car Stop" sign has been erected at the Doncaster end ramp top of the new extension.

(33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

MYTHOLMROYD STATION

Newly constructed Down and Up platforms at Mytholmroyd Station, each 111 yards (102 metres) in length, have been brought into use.

(32)

LIVERSEEDGE BRANCH (Liversedge - Thornhill Jn)

The Liversedge Branch has been taken out of use until further notice.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

DRAK POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

DRAK POWER STATION

A trailing connection has been provided in the By-Pass line in the vicinity of the Hopper House and is secured out of use for through running on the By-Pass line.

(32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SHIPLEY STATION

The existing "Mark IV stop here" board at the Leeds end of Platform 3 has been replaced by a :

1. "9 MK IV STOP" board 12 metres past the Leeds end platform ramp top.
2. "8 MK IV STOP" board 11 metres before the Leeds end platform ramp top.
3. "7 MK IV STOP" board 34 metres before the Leeds end platform ramp top.

(33)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGION

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 27 OCTOBER - FOLEY CROSSING

The Down Main Semaphore Distant Signal will be reduced in height to 17 feet above rail level.

The Up Main Semaphore Home Signal will be reduced in height to 17 feet above rail level.

(34)

SUNDAY 27 OCTOBER - HATHERSAGE STATION

The Up Platform, which has been reconstructed, will be brought back into use and will be 60 yards in length. The temporary Up Platform will be taken away.

(34)

THURSDAY 31 OCTOBER - ELLESMERE PORT

The Goods Yard at Ellesmere Port will be taken away. The Up and Down Through Sidings line located between the Up and Down Goods Loop and Ellesmere Port Goods Yard will be terminated at the 3 $\frac{3}{4}$ mile post and a stop block will be provided.

(34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT

CRICKLEWOOD DEPOT (CHARTERAIL SIDING)

Until further notice the North End connection between Sidings 1 to 7 and 8 have been clipped and padlocked for access to Sidings 1 to 7 only.

No. 8 Siding has been temporary shortenend at the North End by 145 yards and a temporary stop block with red light/flag and detonators has been provided.

(32)

LUTON CRESCENT ROAD YARD

No 3, 4, 5 and 6 Sidings have been taken out of use pending recovery.

(New Item)

(34)

SCROPTON

The Up Main Semaphore Distant Signal has been reduced in height to approximately 17 feet above rail level.

(32)

* * UTTOXETER

*

The Up Main Home 2 semaphore signal located 68 yards in rear of Pinfold Crossing has been reduced in height to approximately 17 feet above rail level.

(31)

LE

The Down Main Semaphore Distant Signal has been reduced in height to 17 feet above rail level.

The Up Home Semaphore Signal has been reduced in height to approximately 17 feet above rail level.

(33)

HELSEBY WEST CHESHIRE JN

Helsby West Cheshire Jn Signal box has been abolished and the block section on the Down and Up Main lines is between Stanlow & Thornton and Helsby Jn. The single line between Mouldsworth and Helsby West Cheshire Jn has been taken out of use until further notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HELSEBY BY WEST CHESHIRE JN - continued

AT HELSEBY WEST CHESHIRE JN

Except as shown below, all signals (including Helsby Jn Down Inner Home Signal on the same post as West Cheshire Jn Down Starter Signal) have been taken away and all points secured in the normal position.

The trailing points in the Down Main line connecting to Shellstar sidings have been converted to hand operation and, when not required for movements to or from the sidings, will be secured by clip and scotch.

The Down Home Signal has the top yellow aspect blanked out and is Helsby Jn Down Distant Signal. The red aspect will, however, be retained and is controlled locally in connection with the working of Shellstar sidings. The signal post telephone will communicate with Stanlow & Thornton Signal box.

The Down Distant Signal has been retained to act as a Distant Signal for the former Down Home signal.

A telephone has been provided at the connection with Shellstar sidings, communicating with Stanlow & Thornton Signal box.

AT MOULDSWORTH

The connections to and from the Down and Up Branch lines have been secured out of use until further notice and all associated signalling disconnected pending removal.

(33)

ASHTON MOSS NORTH JN

The Up Main starting Signal has been renewed as a straight post Semaphore Signal at the same location and reduced in height to 17 feet above rail level.

(33)

* * IRLAM STATION

*

The Down and Up platforms have been permanently shortened by approximately 16 yards at the Liverpool end.

Drivers of trains stopping at Irlam must be prepared to bring their trains to a stand at the temporary stop boards, which have been provided whilst platform works are being carried out.

(31)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * GOLBORNE JN

*

The facing connection from the Down Main line to the Down Slow line has been re-positioned 150 yards further from Warrington P.S.B.

(31)

GOLBORNE JN

Signal WN.146 on the Up Fast line and Signal WN.147 on the Up Slow line together with the telephones and A.W.S. inductors, have been re-positioned 75 yards further from Warrington P.S.B.

(33)

BAGULEY FOLD JN

The Down Main Home Signal (with Distant Signal for the Down Starting Signal beneath) has been renewed as a Straight Post Semaphore Signal at the same location. The Home Signal arm has been reduced in height to 17 feet above rail level.

(32)

BETWEEN SETTLE STATION AND SETTLE JN

The existing 30 mph permanent speed restriction over the Up line from 235mp to 234 miles 45 chains has been removed. The associated warning indicator and AWS permanent magnet will also be removed.

(32)

* PPLEBY NORTH

*

The Up Main Home 2 Semaphore Signal situated immediately on the station side of the signal box, has been reduced in height to approximately 26 feet above rail level.

(31)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 3 NOVEMBER - BETWEEN WOODBURN JN AND BROUGHTON LANE JN

From 07 00 hrs the Up Tinsley line will be closed to all traffic between 0 $\frac{1}{2}$ mile post and 1m 37ch. Up trains will travel over the Up Goods line.

The main to main trailing crossover, located at 1 $\frac{1}{2}$ mile post, and the associated signalling, will be secured out of use pending removal.

(35)

MONDAY 4 NOVEMBER - BETWEEN BEMPTON AND BRIDLINGTON

At 10 00 a permanent speed restriction of 50mph will be imposed on the single line (Up direction only) between 33m 53chs and 32m 01chs.

(See Section 'D') (35)

DETAILS OF WORK ALREADY CARRIED OUTWOODBURN JN

The secured out of use connection from the Stocksbridge line to Woodburn Shops/Up Sidings has been removed and plain line installed.

The Up Worksop line end of the secured out of use trailing connection between the Down and Up Worksop lines, at approximately 42m 24ch, has been removed and plain line installed.

The catch points in the Up Worksop line at 42m 35ch has been removed and plain line installed.

All associated signalling has been abolished.

(See Section D) (33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot), at approximately 42m 38ch, has been removed and plain line installed.

The secured out of use facing connection between the Down Worksop line and the Down Sidings, at approximately 42m 27ch, has been removed and plain line installed.

The Down Worksop end of the secured out of use trailing connection between the Up Worksop line and the Down Worksop line, together with the slip connection to the Down Sidings, at approximately 42m 24ch, has been removed and plain line installed.

All associated signalling has been abolished.

(34)

ROTHERHAM HOLMES LANE GOODS YARD (DOWN MASBOROUGH SIDINGS)

The above sidings have been removed, leaving a short siding of 100 feet, with buffer stop, at the former Masborough Station end of the Sidings.

(33)

TINSLEY YARDSidings Nos. 1 to 21 : West End

Stop Boards have been provided in the four foot of each siding. They will normally be lowered and horizontal to the ground.

Before Train Preparation is commenced the Stop Board will be raised until preparation is complete.

Sidings Nos. 9 to 21 : East End

Stop and Await Instructions Boards have been provided two locomotive lengths from the end of each siding facing locomotives approaching from the East.

(33)

SOUTH ELMSALL STATION

The Down (to Leeds) platform has been extended by 8 yards (7 metres) at the Doncaster end, to give a total Down platform length of 100 yards (91metres).

The Up (to Doncaster) platform has been extended by 30 yards (27 metres) at the Doncaster end, to give a total platform length of 121 yards (111 metres).

In order to avoid trains stopping in the 22 yard (20 metre) platform length section at the Leeds end of the Up platform, which has narrow width, a "4 Car Stop" sign has been erected at the Doncaster end ramp top of the new extension.

(33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BETWEEN OAKENSHAW SOUTH JUNCTION/CROFTON WEST JUNCTION AND PONTEFRACT WEST JUNCTION

The catch points in the Orion line at 53m 79chns 594 yards before reaching Signal 0.349 has been abolished.

THE RUNNING OF CLASS 9 TRAINS ON THE DOWN LINE BETWEEN OAKENSHAW SOUTH JUNCTION/CROFTON WEST JUNCTION AND PONTEFRACT WEST JUNCTION IS PROHIBITED.

(35)

* * MYTHOLMROYD STATION

*

Newly constructed Down and Up platforms at Mytholmroyd Station, each 111 yards (102 metres) in length, have been brought into use.

(32)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

DRAK POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

* * DRAK POWER STATION

*

A trailing connection has been provided in the By-Pass line in the vicinity of the Hopper House and is secured out of use for through running on the By-Pass line.

(32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSHIPLEY STATION

The existing "Mark IV stop here" board at the Leeds end of Platform 3 has been replaced by a :

1. "9 MK IV STOP" board 12 metres past the Leeds end platform ramp top.
2. "8 MK IV STOP" board 11 metres before the Leeds end platform ramp top.
3. "7 MK IV STOP" board 34 metres before the Leeds end platform ramp top.

(33)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 3 NOVEMBER - GOLBORNE JUNCTION

The facing connection from the Up Main line to the Up Lowton line together with the switch diamonds between the Up Main line and Down Lowton line will be secured out of use, pending recovery.

The trailing connection from the Down Lowton line to the Down Main line will be taken away and replaced by plain line.

All signal routes from and to the Down and Up Lowton lines will be disconnected until further notice.

(35)

DETAILS OF WORK ALREADY CARRIED OUT** CRICKLEWOOD DEPOT (CHARTERAIL SIDING)

*

Until further notice the North End connection between Sidings 1 to 7 and 8 have been clipped and padlocked for access to Sidings 1 to 7 only.

No. 8 Siding has been temporary shortenend at the North End by 145 yards and a temporary stop block with red light/flag and detonators has been provided.

(32)

C32C-/SG/4

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

LUTON CRESCENT ROAD YARD

No's 3, 4, 5 and 6 Sidings have been taken out of use pending recovery.

(34)

* * SCROPTON

*

The Up Main Semaphore Distant Signal has been reduced in height to approximately 17 feet above rail level.

(32)

LEIGH

The Down Main Semaphore Distant Signal has been reduced in height to 17 feet above rail level.

The Up Home Semaphore Signal has been reduced in height to approximately 17 feet above rail level.

(33)

FOLEY CROSSING

The Down Main Semaphore Distant Signal has been reduced in height to 17 feet above rail level.

The Up Main Semaphore Home Signal has been reduced in height to 17 feet above rail level.

(34)

ELLESMERE PORT

The Goods Yard at Ellesmere Port has been taken away. The Up and Down Through Sidings line located between the Up and Down Goods Loop and Ellesmere Port Goods Yard terminates at the 3 3/4 mile post and a stop block has been provided.

(34)

HELSEBY WEST CHESHIRE JN

Helsby West Cheshire Jn Signal box has been abolished and the block section on the Down and Up Main lines is between Stanlow & Thornton and Helsby Jn. The single line between Mouldsworth and Helsby West Cheshire Jn has been taken out of use until further notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedHELSEBY WEST CHESHIRE JN - continuedAT HELSEBY WEST CHESHIRE JN

Except as shown below, all signals (including Helsby Jn Down Inner Home Signal on the same post as West Cheshire Jn Down Starter Signal) have been taken away and all points secured in the normal position.

The trailing points in the Down Main line connecting to Shellstar sidings have been converted to hand operation and, when not required for movements to or from the sidings, will be secured by clip and scotch.

The Down Home Signal has the top yellow aspect blanked out and is Helsby Jn Down Distant Signal. The red aspect will, however, be retained and is controlled locally in connection with the working of Shellstar sidings. The signal post telephone will communicate with Stanlow & Thornton Signal box.

The Down Distant Signal has been retained to act as a Distant Signal for the former Down Home signal.

A telephone has been provided at the connection with Shellstar sidings, communicating with Stanlow & Thornton Signal box.

AT MOULDSWORTH

The connections to and from the Down and Up Branch lines have been secured out of use until further notice and all associated signalling disconnected pending removal.

(33)

ASHTON MOSS NORTH JN

The Up Main starting Signal has been renewed as a straight post Semaphore Signal at the same location and reduced in height to 17 feet above rail level.

(33)

GOLBORNE JN

Signal WN.146 on the Up Fast line and Signal WN.147 on the Up Slow line together with the telephones and A.W.S. inductors, have been re-positioned 75 yards further from Warrington P.S.B.

(33)

HATHERSAGE STATION

The Up Platform, which has been reconstructed, has been brought back into use and will be 60 yards in length. The temporary Up Platform has been taken away.

(34)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BMONDAY 11 NOVEMBER - BETWEEN HOWSHAM LC AND BARTON HILL LC

At 10 00 hours the permanent speed restriction of 60mph for Class 15X units on the Up line will be removed between 11m 50chs and 11mp.

(See Section 'D') (36)

MONDAY 11 NOVEMBER - BETWEEN HULL AND SEAMER WEST

Between 10 00 and 14 00 hours a permanent speed restriction of 60mph will be imposed on the single line (in both directions) between 37½mp and 39m 37chs.

A permanent speed restriction of 50mph will be imposed on the Down line between 43½mp and 44½mp.

A permanent speed restriction of 50mph will be imposed on the single line (in both directions) between 44m 50chs and 46½mp.

(See Section 'D') (36)

WEDNESDAY 13 NOVEMBER - BETWEEN SCUNTHORPE TRENT JN AND CROSBY MINES

One Train Working with Train Staff will be introduced on the above line, operating from Scunthorpe Trent Jn.

The existing Crosby Mines signal box will be abolished together with all associated signalling.

The Chargeman at North Lincoln Jn is authorised to receive or deliver the train staff.

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT** WOODBURN JN

*

The secured out of use connection from the Stocksbridge line to Woodburn Shops/Up Sidings has been removed and plain line installed.

The Up Worksop line end of the secured out of use trailing connection between the Down and Up Worksop lines, at approximately 42m 24ch, has been removed and plain line installed.

The catch points in the Up Worksop line at 42m 35ch has been removed and plain line installed.

All associated signalling has been abolished.

(See Section 'D') (33)

WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot), at approximately 42m 38ch, has been removed and plain line installed.

The secured out of use facing connection between the Down Worksop line and the Down Sidings, at approximately 42m 27ch, has been removed and plain line installed.

The Down Worksop end of the secured out of use trailing connection between the Up Worksop line and the Down Worksop line, together with the slip connection to the Down Sidings, at approximately 42m 24ch, has been removed and plain line installed.

All associated signalling has been abolished.

(34)

BETWEEN WOODBURN JN AND BROUGHTON LANE JN

The Up Tinsley line is closed to all traffic between 0 $\frac{1}{2}$ mile post and 1m 37ch. Up trains will travel over the Up Goods line.

The main to main trailing crossover, located at 1 $\frac{1}{2}$ mile post, and the associated signalling, has been secured out of use pending removal.

(35)

** ROTHERHAM HOLMES LANE GOODS YARD (DOWN MASBOROUGH SIDINGS)

*

The above sidings have been removed, leaving a short siding of 100 feet, with buffer stop, at the former Masborough Station end of the Sidings.

(33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** TINSLEY YARD

*

Sidings Nos. 1 to 21 : West End

Stop Boards have been provided in the four foot of each siding. They will normally be lowered and horizontal to the ground.

Before Train Preparation is commenced the Stop Board will be raised until preparation is complete.

Sidings Nos. 9 to 21 : East End

Stop and Await Instructions Boards have been provided two locomotive lengths from the end of each siding facing locomotives approaching from the East.

(33)

** SOUTH ELMSALL STATION

*

The Down (to Leeds) platform has been extended by 8 yards (7 metres) at the Doncaster end, to give a total Down platform length of 100 yards (91metres).

The Up (to Doncaster) platform has been extended by 30 yards (27 metres) at the Doncaster end, to give a total platform length of 121 yards (111 metres).

In order to avoid trains stopping in the 22 yard (20 metre) platform length section at the Leeds end of the Up platform, which has narrow width, a "4 Car Stop" sign has been erected at the Doncaster end ramp top of the new extension.

(33)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BETWEEN OAKENSHAW SOUTH JUNCTION/CROFTON WEST JUNCTION AND PONTEFRACT WEST JUNCTION

The catch points in the Down line at 53m 79chns 594 yards before reaching Signal 0.349 have been abolished.

(Amended item) (35)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

* * SHIPLEY STATION

*

The existing "Mark IV stop here" board at the Leeds end of Platform 3 has been replaced by:

1. "9 MK IV STOP" board 12 metres past the Leeds end platform ramp top.
2. "8 MK IV STOP" board 11 metres before the Leeds end platform ramp top.
3. "7 MK IV STOP" board 34 metres before the Leeds end platform ramp top.

(33)

BETWEEN BEMPTON AND BRIDLINGTON

A permanent speed restriction of 50mph has been imposed on the single line (Up direction only) between 33m 53chs and 32m 01chs.

(See Section 'D') (35)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 10 NOVEMBER - BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards will be provided at approximately 8m 29chs on the Up Fast line.

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 10 NOVEMBER - GOLBORNE JN

Golborne Jn will be remodelled and the final layout and signalling will be as shown on the following diagram.

The crossover between the Down Slow line and Up Slow line between Golborne Jn and Haydock Branch Jn will be taken out of use pending removal and associated position-light ground signals WN. 142 and WN. 143 will be taken away.

Signal WN. 145 on the Down Slow line will be plated as an Automatic signal.

The following permanent speed restrictions will apply:-

The existing 80mph permanent speed restriction on the Down and Up Fast lines between 187 miles 57 chains and 0 miles 65 chains will be removed. The existing 90mph permanent speed restriction on the Fast lines between 0 miles 65 chains and 1 mile 16 chains will now apply between 187 miles 57 chains and 1 mile 16 chains.

The existing 50mph permanent speed restriction which applies from the Up Slow to Up Main will now be a 25mph permanent speed restriction. A Warning Indicator will be provided at 1 mile 63 chains with associated A.W.S. permanent magnet.

The existing 50mph permanent speed restriction from the Down Main line to the Down Slow line and the 15mph permanent speed restriction to and from the Lowton branch will not be altered.

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

FRIDAY 15 NOVEMBER - DRANKLOW C.E.G.B. POWER STATION SIDINGS

The two arm siding signal applying to movements from the arrival line to the cripple sidings and Dranklow "C" arrival line will be replaced in the same position by a two arm ground disc signal. The upper arm will apply to movements to the cripple and brake sidings and the lower arm to movements to Crakelow "C" arrival line.

(36)

DETAILS OF WORK ALREADY CARRIED OUT

LUCKY CRESCENT ROAD YARD

No's 3, 4, 5 and 6 Sidings have been taken out of use pending recovery

(34)

** LEIGH

*

The Down Main Semaphore Distant Signal has been reduced in height to 17 feet above rail level.

The Up Home Semaphore Signal has been reduced in height to approximately 17 feet above rail level.

(33)

FOLEY CROSSING

The Down Main Semaphore Distant Signal has been reduced in height to 17 feet above rail level.

The Up Main Semaphore Home Signal has been reduced in height to 17 feet above rail level.

(34)

ELLESMERE PORT

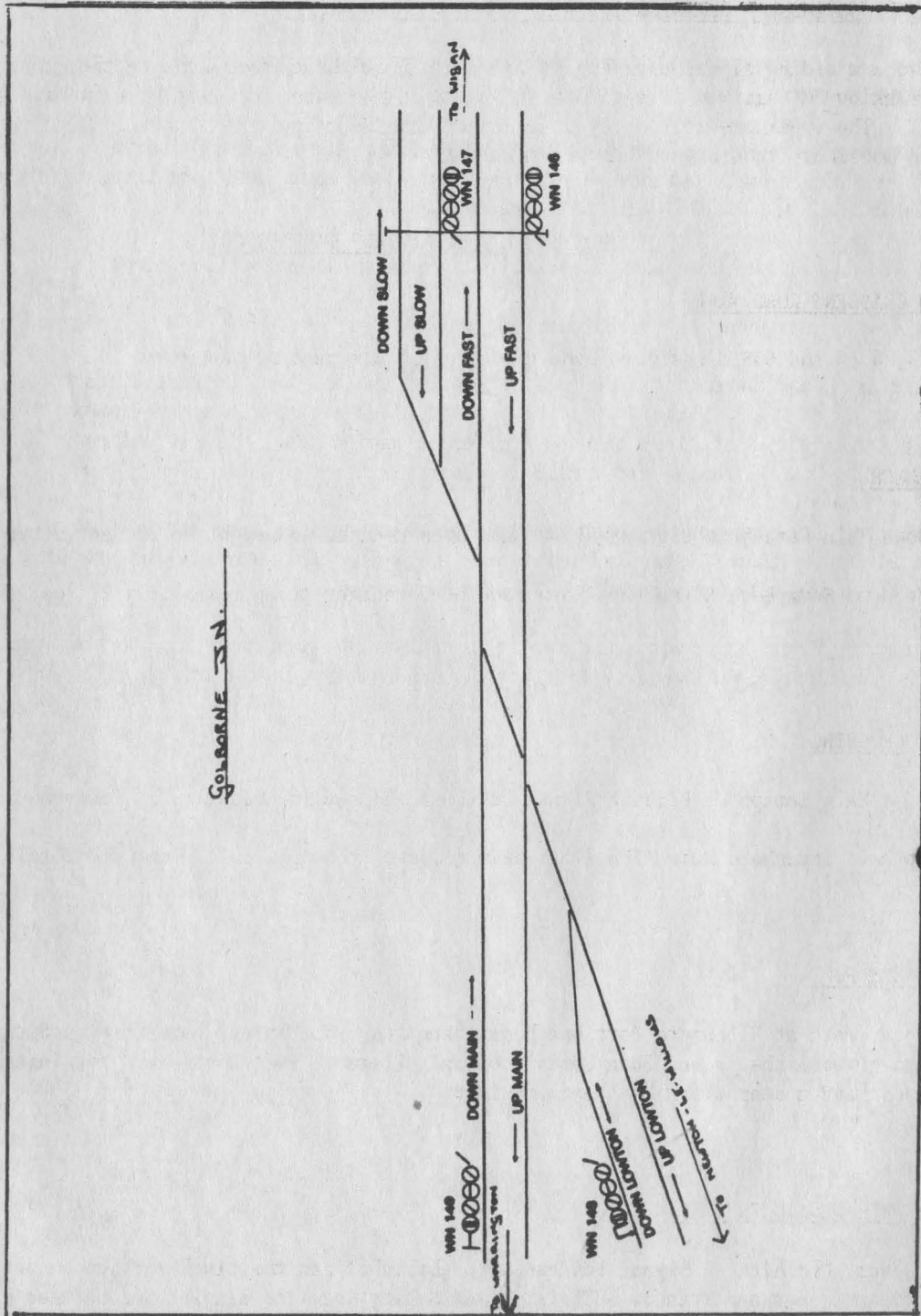
The Goods Yard at Ellesmere Port has been taken away. The Up and Down Through Sidings line located between the Up and Down Goods Loop and Ellesmere Port Goods Yard terminates at the 3 3/4 mile post and a stop block has been provided.

(34)

** HELSBY WEST CHESHIRE JN

*

Helsby West Cheshire Jn Signal box has been abolished and the block section on the Down and Up Main lines is between Stanlow & Thornton and Helsby Jn. The single line between Mouldsworth and Helsby West Cheshire Jn has been taken out of use until further notice.



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * HELSEBY WEST CHESHIRE JN - continued*
AT HELSEBY WEST CHESHIRE JN

Except as shown below, all signals (including Helsby Jn Down Inner Home Signal on the same post as West Cheshire Jn Down Starter Signal) have been taken away and all points secured in the normal position.

The trailing points in the Down Main line connecting to Shellstar sidings have been converted to hand operation and, when not required for movements to or from the sidings, will be secured by clip and scotch.

The Down Home Signal has the top yellow aspect blanked out and is Helsby Jn Down Distant Signal. The red aspect will, however, be retained and is controlled locally in connection with the working of Shellstar sidings. The signal post telephone will communicate with Stanlow & Thornton Signal box.

The Down Distant Signal has been retained to act as a Distant Signal for the former Down Home signal.

A telephone has been provided at the connection with Shellstar sidings, communicating with Stanlow & Thornton Signal box.

AT MOULDSWORTH

The connections to and from the Down and Up Branch lines have been secured out of use until further notice and all associated signalling disconnected pending removal.

(33)

SALOP GOODS JN

Signal SG.33 on the Up Liverpool Independent line and signal SG.60 on the Up Manchester Independent line have each been provided with a signal post telephone communicating with Salop Goods Jn signal box. The white diamond signs on these signals, incorporating the signal indentifications, will be retained pending replacement by signal identification plates.

(New Item) (36)

* * ASHTON MOSS NORTH JN

*
The Up Main starting Signal has been renewed as a straight post Semaphore Signal at the same location and reduced in height to 17 feet above rail level.

(33)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * GOLBORNE JN

*
Signal WN.146 on the Up Fast line and Signal WN.147 on the Up Slow line together with the telephones and A.W.S. inductors, have been re-positioned 75 yards further from Warrington P.S.B.

(33)

GOLBORNE JUNCTION

The facing connection from the Up Main line to the Up Lowton line together with the switch diamonds between the Up Main line and Down Lowton line have been secured out of use, pending recovery.

The trailing connection from the Down Lowton line to the Down Main line has been taken away and replaced by plain line.

All signal routes from and to the Down and Up Lowton lines have been disconnected until further notice.

(35)

HATHERSAGE STATION

The Up Platform, which has been reconstructed, has been brought back into use and will be 60 yards in length. The temporary Up Platform has been taken away.

(34)

BETWEEN CHURCH & OSWALDWHISTLE AND RISHTON

The catch points situated in the Up line at 14m 37ch (310 yards after passing signal PN.418) have been replaced by plain line.

(New Item) (36)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 17 NOVEMBER - BETWEEN BALNE LANE AND OUTWOOD

4-aspect colour light signal L.225, located on the Down Main line at approximately 177m 28chs, will be moved 36 yards nearer to Leeds.

(37)

MONDAY 18 NOVEMBER - BETWEEN TINSLEY SOUTH JN AND BROUGHTON LANE JN

At 08 00 the Down and Up Tinsley lines between Tinsley South Jn and Broughton Lane Jn will be taken out of use until further notice together with all associated signalling.

(37)

DETAILS OF WORK ALREADY CARRIED OUT* * WOODBURN JN

*

The secured out of use trailing connection from the Down Worksop line to the ACE/AME Siding (and Darnall Depot), at approximately 42m 38ch, has been removed and plain line installed.

The secured out of use facing connection between the Down Worksop line and the Down Sidings, at approximately 42m 27ch, has been removed and plain line installed.

The Down Worksop end of the secured out of use trailing connection between the Up Worksop line and the Down Worksop line, together with the slip connection to the Down Sidings, at approximately 42m 24ch, has been removed and plain line installed.

All associated signalling has been abolished.

(34)

BETWEEN WOODBURN JN AND BROUGHTON LANE JN

The Up Tinsley line is closed to all traffic between 0 $\frac{1}{2}$ mile post and 1m 37ch. Up trains will travel over the Up Goods line.

The main to main trailing crossover, located at 1 $\frac{1}{2}$ mile post, and the associated signalling, has been secured out of use pending removal.

(35)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SCUNTHORPE TRENT JN AND CROSBY MINES

One Train Working with Train Staff has been introduced on the above line, operating from Scunthorpe Trent Jn.

The existing Crosby Mines signal box has been abolished together with all associated signalling.

The Chargeman at North Lincoln Jn is authorised to receive or deliver the train staff.

(36)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

BETWEEN OAKENSHAW SOUTH JUNCTION/CROFTON WEST JUNCTION AND PONTEFRACT WEST JUNCTION

The catch points in the Down line at 53m 79chs 594 yards before reaching Signal 0.349 have been abolished.

(35)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN HOWSHAM LC AND BARTON HILL LC

The permanent speed restriction of 60mph for Class 15X units on the Up line has been removed between 11m 50chs and 11mp.

(See Section 'D') (36)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HULL AND SEAMER WEST

A permanent speed restriction of 60mph has been imposed on the single line (in both directions) between 37½mp and 39m 37chs.

A permanent speed restriction of 50mph has been imposed on the Down line between 43½mp and 44½mp.

A permanent speed restriction of 50mph has been imposed on the single line (in both directions) between 44m 50chs and 46½mp.

(See Section 'D') (36)

BETWEEN BEMPTON AND BRIDLINGTON

A permanent speed restriction of 50mph has been imposed on the single line (Up direction only) between 33m 53chs and 32m 01chs.

(See Section 'D') (35)

BEMPTON STATION

The operational lengths of the Single line platform at Bempton have been temporarily increased to:-

Down (towards Scarborough) - 122 yards (112 metres)

Up (towards Bridlington) - 101 yards (92 metres)

(UFN)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 17 NOVEMBER - BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards will be provided at approximately 8m 29chs on the Up Slow line.

(37)

SUNDAY 17 NOVEMBER - RUNCORN

The Up sidings together with the trailing connection in the Up Main line will be taken away. All associated signalling and the shunter's warning bell and telephone will be removed.

(37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 29chs on the Up Fast line.

(36)

* * LUTON CRESCENT ROAD YARD

*

No's 3, 4, 5 and 6 Sidings have been taken out of use pending recovery.

(34)

* * FOLEY CROSSING

*

The Down Main Semaphore Distant Signal has been reduced in height to 17 feet above rail level.

The Up Main Semaphore Home Signal has been reduced in height to 17 feet above rail level.

(34)

DRAKELOW C.E.G.B. POWER STATION SIDINGS

The two arm siding signal applying to movements from the arrival line to the cripple sidings and Dranklow "C" arrival line have been replaced in the same position by a two arm ground disc signal. The upper arm applies to movements to the cripple and brake sidings and the lower arm to movements to Drakelow "C" arrival line.

(36)

* * ELLESMERE PORT

*

The Goods Yard at Ellesmere Port has been taken away. The Up and Down Through Sidings line located between the Up and Down Goods Loop and Ellesmere Port Goods Yard terminates at the 3 ¾ mile post and a stop block has been provided.

(34)

SALOP GOODS JN

Signal SG.33 on the Up Liverpool Independent line and signal SG.60 on the Up Manchester Independent line have each been provided with a signal post telephone communicating with Salop Goods Jn signal box. The white diamond signs on these signals, incorporating the signal indentifications, will be retained pending replacement by signal identification plates.

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedGOLBORNE JN

Golborne Jn has been remodelled and the final layout and signalling is as shown on diagram.

The crossover between the Down Slow line and Up Slow line between Golborne Jn and Haydock Branch Jn has been taken out of use pending removal and associated position-light ground signals WN. 142 and WN. 143 has been removed.

Signal WN. 145 on the Down Slow line has been plated as an Automatic signal.

The following permanent speed restrictions apply:-

The existing 80mph permanent speed restriction on the Down and Up Fast lines between 187 miles 57 chains and 0 miles 65 chains has been removed. The existing 90mph permanent speed restriction on the Fast lines between 0 miles 65 chains and 1 mile 16 chains now applies between 187 miles 57 chains and 1 mile 16 chains.

The existing 50mph permanent speed restriction which applies from the Up Slow to Up Main is now a 25mph permanent speed restriction. A Warning Indicator has been provided at 1 mile 63 chains with associated A.W.S. permanent magnet.

The existing 50mph permanent speed restriction from the Down Main line to the Down Slow line and the 15mph permanent speed restriction to and from the Lowton branch have not been altered.

(36)

GOLBORNE JN

The facing connection from the Up Main line to the Up Lowton line together with the switch diamonds between the Up Main line and Down Lowton line have been secured out of use, pending recovery.

The trailing connection from the Down Lowton line to the Down Main line has been taken away and replaced by plain line.

All signal routes from and to the Down and Up Lowton lines have been disconnected until further notice.

(35)

* * HATHERSAGE STATION

*

The Up Platform, which has been reconstructed, has been brought back into use and will be 60 yards in length. The temporary Up Platform has been taken away.

(34)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN CHURCH & OSWALDWHISTLE AND RISHTON

The catch points situated in the Up line at 14m 37ch (310 yards after passing signal PN.418) have been replaced by plain line.

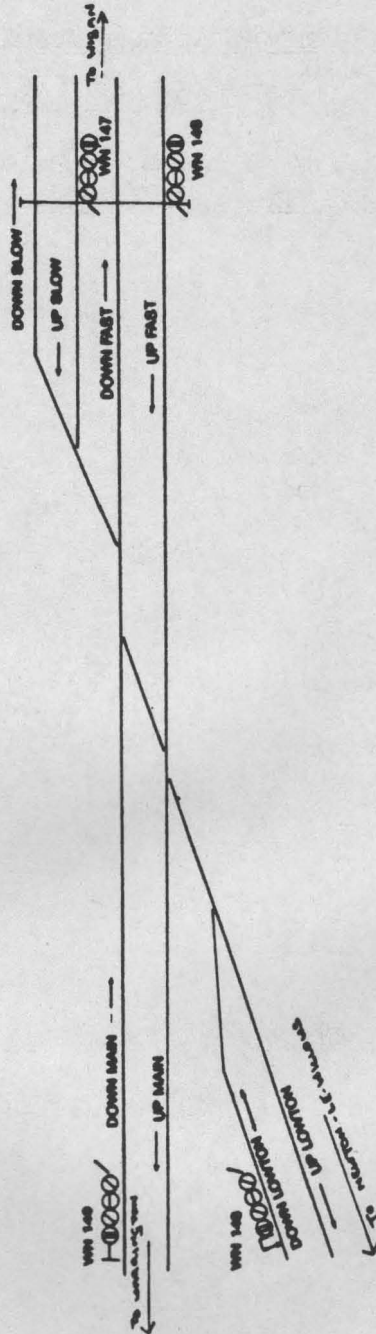
(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GOLBORNE S.N.



SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 24 NOVEMBER - BETWEEN OAKENSHAW SOUTH JN AND CROFTON WEST JN AND PONTEFRACT WEST JN

The catch points in the Up line at 52m 06ch, 561 yards before reaching Signal 0.323, will be abolished.

(38)

FRIDAY 29 NOVEMBER - CLIPSTONE SIGNAL BOX

The Down Mansfield (semaphore) signals, applying to Clipstone South Jn, will be abolished and replaced by a new 3-aspect colour light signal with a Position 1 junction indicator applying to the Down Western Curve. The new signal will be plated C.19 and will be located 119 yards further away from Clipstone Signal Box. The new signal will be provided with a telephone to Clipstone Signal Box.

The Up Mansfield semaphore signal, with 2-aspect colour light unit beneath, located at 10½ mile post, will be abolished and replaced by a new 3-aspect colour light automatic signal. The new signal will be plated C.214 and will be located 10 yards further away from Clipstone Signal Box.

(38)

DETAILS OF WORK ALREADY CARRIED OUTGRIMSBY, MARSH NORTH JN

The facing points in the Down Main line at Marsh North Jn, leading to the East Curve, have been abolished together with the associated signalling.

(New Item) (38)

BETWEEN SCUNTHORPE TRENT JN AND CROSBY MINES

One Train Working with Train Staff has been introduced on the above line, operating from Scunthorpe Trent Jn.

The existing Crosby Mines signal box has been abolished together with all associated signalling.

The Chargeman at North Lincoln Jn is authorised to receive or deliver the train staff.

(36)

C35C-/MJP/1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN TINSLEY SOUTH JN AND BROUGHTON LANE JN

The Down and Up Tinsley lines between Tinsley South Jn and Broughton Lane Jn have been taken out of use until further notice together with all associated signalling.

(37)

** BETWEEN WOODBURN JN AND BROUGHTON LANE JN

The Up Tinsley line is closed to all traffic between 0¼ mile post and 1m 37ch. Up trains will travel over the Up Goods line.

The main to main trailing crossover, located at 1¼ mile post, and the associated signalling, has been secured out of use pending removal.

(35)

BETWEEN BALNE LANE AND OUTWOOD

4-aspect colour light signal L.225, located on the Down Main line at approximately 177m 28chs, has been moved 36 yards nearer to Leeds.

(37)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

** BETWEEN OAKENSHAW SOUTH JUNCTION/CROFTON WEST JUNCTION AND PONTEFRACT WEST JUNCTION

The catch points in the Down line at 53m 79chns 594 yards before reaching Signal 0.349 have been abolished.

(35)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN HOWSHAM LC AND BARTON HILL LC

The permanent speed restriction of 60mph for Class 15X units on the Up line has been removed between 11m 50chs and 11mp.

(See Section 'D') (36)

C35C-/MJP/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

BETWEEN HULL AND SEAMER WEST

A permanent speed restriction of 60mph has been imposed on the single line (in both directions) between 37½mp and 39m 37chs.

A permanent speed restriction of 50mph has been imposed on the Down line between 43½mp and 44½mp.

A permanent speed restriction of 50mph has been imposed on the single line (in both directions) between 44m 50chs and 46½mp.

(See Section 'D') (36)* * BETWEEN BEMPTON AND BRIDLINGTON

*

A permanent speed restriction of 50mph has been imposed on the single line (Up direction only) between 33m 53chs and 32m 01chs.

(See Section 'D') (35)BEMPTON STATION

The temporary scaffolding extension on the Single line platform at Bempton Station has been removed and the operational lengths are now as follows:-

Down (towards Scarborough) - 80 yards (72.8 metres)

Up (towards Bridlington) - 53 yards (48.8 metres)

(New Item) (38)LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 24 NOVEMBER - BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards will be provided at approx. 8m. 29chs. on the Down Fast line.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 24 NOVEMBER - SALTLEY BANK ENGINE SIDING

The neck at the Washwood Heath end of the siding will be extended by 20 feet.

(38)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 29chs on the Up Fast line.

(36)

BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 29chs on the Up Slow line.

(37)

DRAKELOW C.E.G.B. POWER STATION SIDINGS

The two arm siding signal applying to movements from the arrival line to the cripple sidings and Dranklow "C" arrival line have been replaced in the same position by a two arm ground disc signal. The upper arm applies to movements to the cripple and brake sidings and the lower arm to movements to Drakelow "C" arrival line.

(36)

RUNCORN

The Up sidings together with the trailing connection in the Up Main line have been removed. All associated signalling and the shunter's warning bell and telephone have been removed.

(37)

ELLESMERE PORT

Signal post telephones have been provided at the Down Main Home 3 Semaphore Signal and the Up Main Home 2 Semaphore Signal.

The Diamond signs on the Down Main Home 3 Semaphore Signal and the Up Main Home 2 Semaphore Signal have been taken away.

(New Item)

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSALOP GOODS JN

Signal SG.33 on the Up Liverpool Independent line and signal SG.60 on the Up Manchester Independent line have each been provided with a signal post telephone communicating with Salop Goods Jn signal box. The white diamond signs on these signals, incorporating the signal indentifications, will be retained pending replacement by signal identification plates.

(36)

LONGSIGHT T.M.D.

No. 33 Hyde Road Siding has been secured out of use until further notice.

(New Item) (38)

GOLBORNE JN

Golborne Jn has been remodelled and the final layout and signalling is as shown on diagram.

The crossover between the Down Slow line and Up Slow line between Golborne Jn and Haydock Branch Jn has been taken out of use pending removal and associated position-light ground signals WN. 142 and WN. 143 has been removed.

Signal WN. 145 on the Down Slow line has been plated as an Automatic signal.

The following permanent speed restrictions apply:-

The existing 80mph permanent speed restriction on the Down and Up Fast lines between 187 miles 57 chains and 0 miles 65 chains has been removed. The existing 90mph permanent speed restriction on the Fast lines between 0 miles 65 chains and 1 mile 16 chains now applies between 187 miles 57 chains and 1 mile 16 chains.

The existing 50mph permanent speed restriction which applies from the Up Slow to Up Main is now a 25mph permanent speed restriction. A Warning Indicator has been provided at 1 mile 63 chains with associated A.W.S. permanent magnet.

The existing 50mph permanent speed restriction from the Down Main line to the Down Slow line and the 15mph permanent speed restriction to and from the Lowton branch have not been altered.

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** GOLBORNE JN

*

The facing connection from the Up Main line to the Up Lowton line together with the switch diamonds between the Up Main line and Down Lowton line have been secured out of use, pending recovery.

The trailing connection from the Down Lowton line to the Down Main line has been taken away and replaced by plain line.

All signal routes from and to the Down and Up Lowton lines have been disconnected until further notice.

(35)

BETWEEN CHURCH & OSWALDWHISTLE AND RISHTON

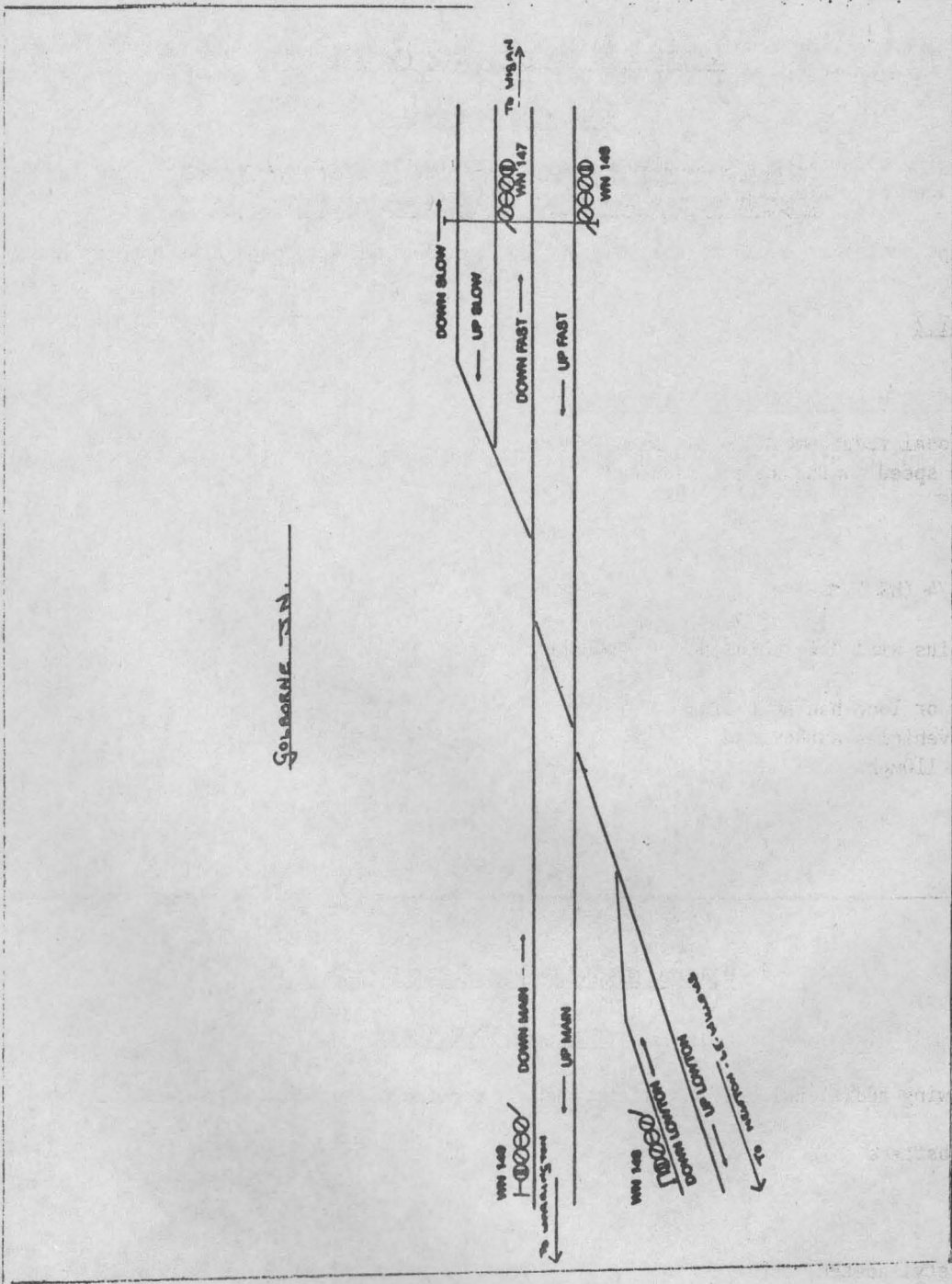
The catch points situated in the Up line at 14m 37ch (310 yards after passing signal PN.418) have been replaced by plain line.

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



C 36/91
30/11 - 6/12/91SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BNILWOODBURN JN

The removal and plain lining of the secured out of use trailing connection from the Down Worksop Line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch, previously shown to have been carried out, has not taken place.

● connection remains in situ, although still secured out of use.

(New Item) (39)

GRIMSBY, MARSH NORTH JN

The facing points in the Down Main line at Marsh North Jn, leading to the East Curve, have been abolished together with the associated signalling.

(38)

* * BETWEEN SCUNTHORPE TRENT JN AND CROSBY MINES

*
One Train Working with Train Staff has been introduced on the above line, operating from Scunthorpe Trent Jn.

The existing Crosby Mines signal box has been abolished together with all associated signalling.

The Chargeman at North Lincoln Jn is authorised to receive or deliver the train staff.

(36)

CLIPSTONE SIGNAL BOX

The Down Mansfield (semaphore) signals, applying to Clipstone South Jn, have been abolished and replaced by a new 3-aspect colour light signal with a Position 1 junction indicator applying to the Down Western Curve. The new signal has been plated C.19 and is located 119 yards further away from Clipstone Signal Box. The new signal has been provided with a telephone to Clipstone Signal Box.

C36c-/jh/1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCLIPSTONE SIGNAL BOX - continued

The Up Mansfield semaphore signal, with 2-aspect colour light unit beneath, located at 10½ mile post, has been abolished and replaced by a new 3-aspect colour light automatic signal. The new signal has been plated C.214 and is located 10 yards further away from Clipstone Signal Box.

(38)

BETWEEN TINSLEY SOUTH JN AND BROUGHTON LANE JN

The Down and Up Tinsley lines between Tinsley South Jn and Broughton Lane Jn have been taken out of use until further notice together with all associated signalling.

(37)

BETWEEN BALNE LANE AND OUTWOOD

4-aspect colour light signal L.225, located on the Down Main line at approximately 177m 28chs, has been moved 36 yards nearer to Leeds.

(37)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

STOURTON JN

● Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN OAKENSHAW SOUTH JN AND CROFTON WEST JN AND PONTEFRACT WEST JN

The catch points in the Up line at 52m 06ch, 561 yards before reaching Signal 0.323, have been abolished.

(38)

* * BETWEEN HOWSHAM LC AND BARTON HILL LC

*
The permanent speed restriction of 60mph for Class 15X units on the Up line has been removed between 11m 50chs and 11mp.

(See Section 'D') (36)

C36c-/jh/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

BETWEEN HULL AND SEAMER WEST

A permanent speed restriction of 60mph has been imposed on the single line (in both directions) between 37½mp and 39m 37chs.

A permanent speed restriction of 50mph has been imposed on the Down line between 43½mp and 44½mp.

A permanent speed restriction of 50mph has been imposed on the single line (in both directions) between 44m 50chs and 46½mp.

(Amended item) (See Section 'D') (39)

BEMPTON STATION

The temporary scaffolding extension on the Single line platform at Bempton Station has been removed and the operational lengths are now as follows:-

Down (towards Scarborough) - 80 yards (72.8 metres)

Up (towards Bridlington) - 53 yards (48.8 metres)

(38)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 1 DECEMBER - BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards will be provided at approximately 8m 34chs on the Down Slow line.

(39)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 1 DECEMBER - LOUGHBOROUGH NORTH JN

A flashing yellow aspect will be displayed at the signal detailed below and will apply to the route shown (see Rule Book, Section C, Clause 3.1.1 and 3.1.2).

<u>Line</u>	<u>Flashing single yellow at signal</u>	<u>Indicates steady single yellow at</u>	<u>Junction indicator displayed</u>
Down Slow	LR.524	LR.518	Position 4 (Up Slow to Up Fast)

(39)

See following Diagram

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

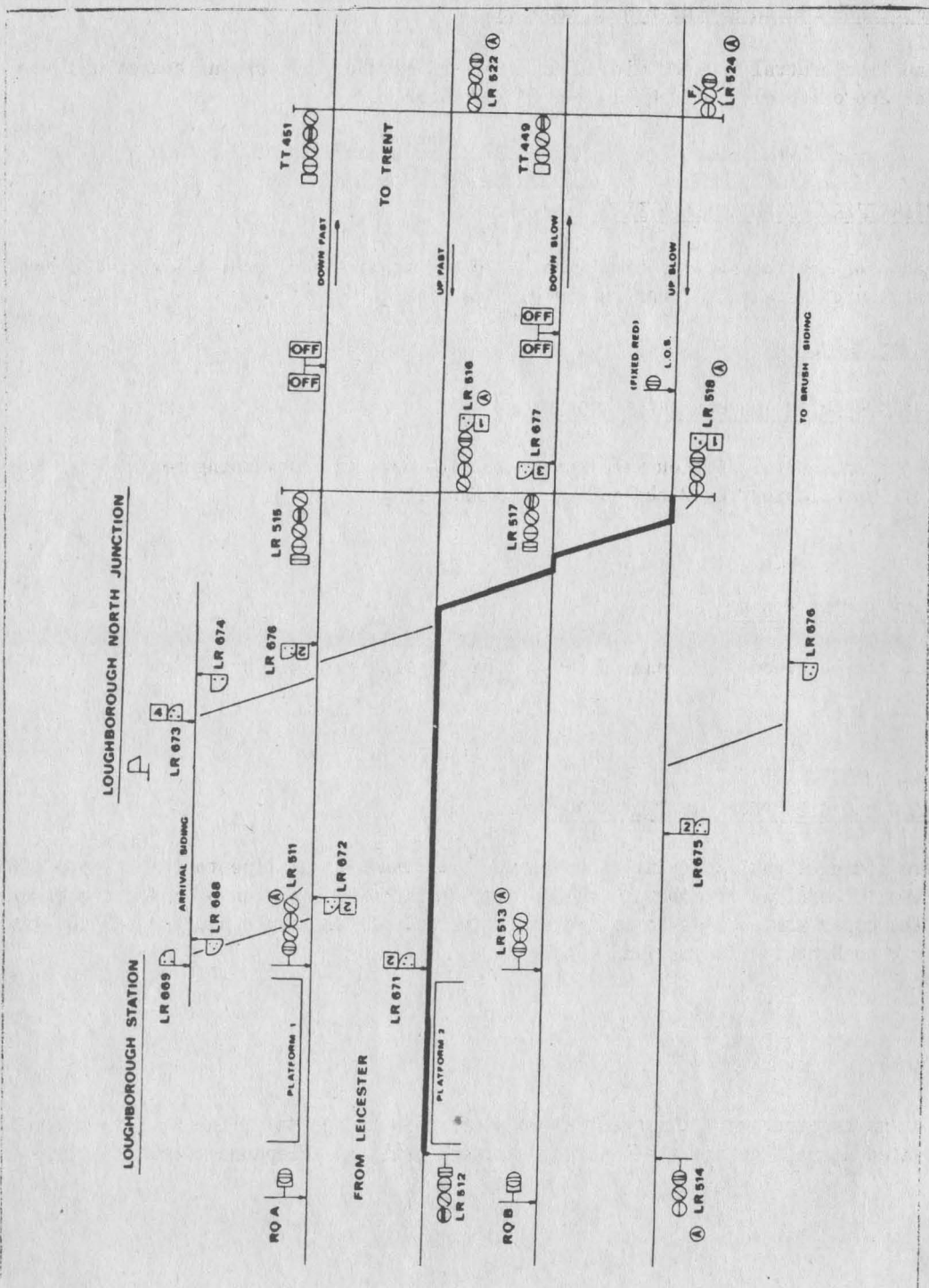
SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

DETAILS OF WORK ALREADY CARRIED OUT



** BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

*
In overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 29chs on the Up Fast line. (36)

BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 29chs on the Up Slow line. (37)

BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards will be provided at approximately 8m 29chs on the Down Fast line. (38)

SALTLEY BANK ENGINE SIDING

The neck at the Washwood Heath end of the siding has been extended by 20 feet. (38)

** DRAKELOW C.E.G.B. POWER STATION SIDINGS

*
The two arm siding signal applying to movements from the arrival line to the cripple sidings and Drakelow "C" arrival line have been replaced in the same position by a two arm ground disc signal. The upper arm applies to movements to the cripple and brake sidings and the lower arm to movements to Drakelow "C" arrival line. (36)

RUNCORN

The Up sidings together with the trailing connection in the Up Main line have been removed. All associated signalling and the shunter's warning bell and telephone have been removed. (37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedELLESMERE PORT

Signal post telephones have been provided at the Down Main Home 3 Semaphore Signal and the Up Main Home 2 Semaphore Signal.

The Diamond signs on the Down Main Home 3 Semaphore Signal and the Up Main Home 2 Semaphore Signal have been taken away.

(38)

** SALOP GOODS JN

*

Signal SG.33 on the Up Liverpool Independent line and signal SG.60 on the Up Manchester Independent line have each been provided with a signal post telephone communicating with Salop Goods Jn signal box. The white diamond signs on these signals, incorporating the signal indentifications, will be retained pending replacement by signal identification plates.

(36)

LONGSIGHT T.M.D.

No. 33 Hyde Road Siding has been secured out of use until further notice.

(38)

** GOLBORNE JN

*

Golborne Jn has been remodelled and the final layout and signalling is as shown on diagram.

The crossover between the Down Slow line and Up Slow line between Golborne Jn and Haydock Branch Jn has been taken out of use pending removal and associated position-light ground signals WN. 142 and WN. 143 has been removed.

Signal WN. 145 on the Down Slow line has been plated as an Automatic signal.

The following permanent speed restrictions apply:-

The existing 80mph permanent speed restriction on the Down and Up Fast lines between 187 miles 57 chains and 0 miles 65 chains has been removed. The existing 90mph permanent speed restriction on the Fast lines between 0 miles 65 chains and 1 mile 16 chains now applies between 187 miles 57 chains and 1 mile 16 chains.

The existing 50mph permanent speed restriction which applies from the Up Slow to Up Main is now a 25mph permanent speed restriction. A Warning Indicator has been provided at 1 mile 63 chains with associated A.W.S. permanent magnet.

The existing 50mph permanent speed restriction from the Down Main line to the Down Slow line and the 15mph permanent speed restriction to and from the Lowton branch have not been altered.

(36)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 8 DECEMBER - BETWEEN BROUGHTON LANE JN AND WOODBURN JN

The catch points in the Down Tinsley line at 0m 59chs, 512 yards before reaching Signal SL.21, will be abolished and plain line installed.

(41)

DETAILS OF WORK ALREADY CARRIED OUTWOODBURN JN

The removal and plain lining of the secured out of use trailing connection from the Down Worksop Line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch, previously shown to have been carried out, has not taken place.

The connection remains in situ, although still secured out of use.

(39)

GRIMSBY, MARSH NORTH JN

The facing points in the Down Main line at Marsh North Jn, leading to the East Curve, have been abolished together with the associated signalling.

(38)

CLIPSTONE SIGNAL BOX

The Down Mansfield (semaphore) signals, applying to Clipstone South Jn, have been abolished and replaced by a new 3-aspect colour light signal with a Position 1 junction indicator applying to the Down Western Curve. The new signal has been plated C.19 and is located 119 yards further away from Clipstone Signal Box. The new signal has been provided with a telephone to Clipstone Signal Box.

The Up Mansfield semaphore signal, with 2-aspect colour light unit beneath, located at 10½ mile post, has been abolished and replaced by a new 3-aspect colour light automatic signal. The new signal has been plated C.214 and is located 10 yards further away from Clipstone Signal Box.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN TINSLEY SOUTH JN AND BROUGHTON LANE JN

*

The Down and Up Tinsley lines between Tinsley South Jn and Broughton Lane Jn have been taken out of use until further notice together with all associated signalling.

(37)

** BETWEEN BALNE LANE AND OUTWOOD

*

4-aspect colour light signal L.225, located on the Down Main line at approximately 177m 28chs, has been moved 36 yards nearer to Leeds.

(37)

BETWEEN OUTWOOD AND ARDSLEY TUNNEL

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(UFN)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN OAKENSHAW SOUTH JN AND CROFTON WEST JN AND PONTEFRACT WEST JN

The catch points in the Up line at 52m 06ch, 561 yards before reaching Signal 0.323, have been abolished.

(38)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HULL AND SEAMER WEST

A permanent speed restriction of 60mph has been imposed on the single line (in both directions) between 37½mp and 39m 37chs.

A permanent speed restriction of 50mph has been imposed on the Down line between 43½mp and 44½mp.

A permanent speed restriction of 50mph has been imposed on the single line (in both directions) between 44m 50chs and 46½mp.

(See Section 'D') (39)

BEMPTON STATION

The temporary scaffolding extension on the Single line platform at Bempton Station has been removed and the operational lengths are now as follows:-

Down (towards Scarborough) - 80 yards (72.8 metres)

Up (towards Bridlington) - 53 yards (48.8 metres)

(38)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BTUESDAY 10 DECEMBER - SETTLE JN

The Up Morecambe Home 1 signal will be renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(41)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 34chs on the Down Slow line.

(39)

** BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

*

In overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 29chs on the Up Slow line.

(37)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

An overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 29chs on the Down Fast line.

(38)

LOUGHBOROUGH NORTH JN

A flashing yellow aspect will be displayed at the signal detailed below and applies to the route shown (see Rule Book, Section C, Clause 3.1.1 and 3.1.2).

<u>Line</u>	<u>Flashing single yellow at signal</u>	<u>Indicates steady single yellow at</u>	<u>Junction indicator displayed</u>
Up Slow	LR.524	LR.518	Position 4 (Up Slow to Up Fast)

(39)

See DiagramSALTLEY BANK ENGINE SIDING

The neck at the Washwood Heath end of the siding has been extended by 20 feet.

(38)

HARTFORD JN

Run Round line together with the connection from the Arrival line have been taken out of use pending removal and all associated signalling disconnected.

(New item)

(41)

** RUNCORN

*

The Up sidings together with the trailing connection in the Up Main line have been removed. All associated signalling and the shunter's warning bell and telephone have been removed.

(37)

C37C-/JW/4

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ELLESMERE PORT

Signal post telephones have been provided at the Down Main Home 3 Semaphore Signal and the Up Main Home 2 Semaphore Signal.

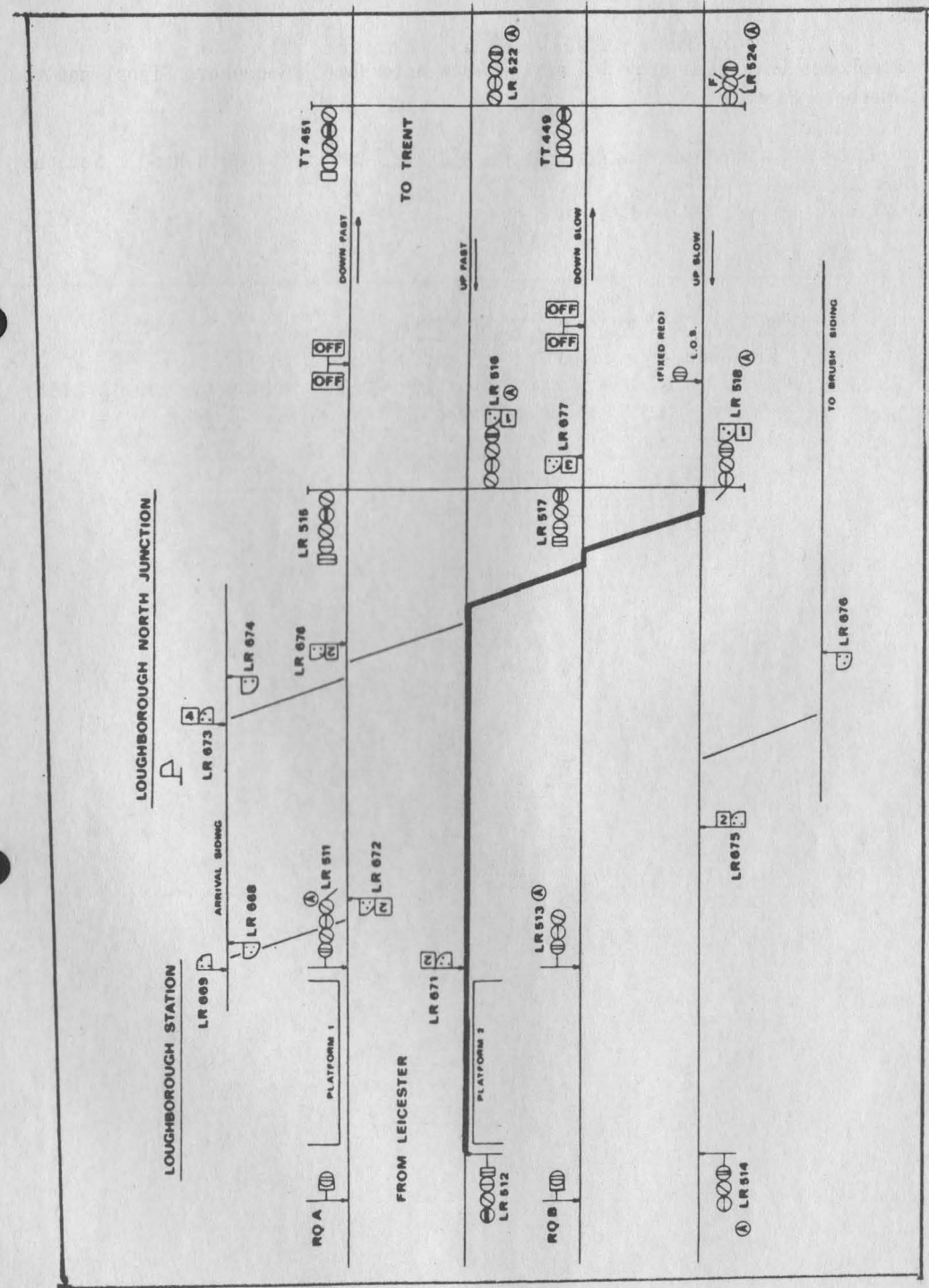
The Diamond signs on the Down Main Home 3 Semaphore Signal and the Up Main Home 2 Semaphore Signal have been taken away.

(38)

LONGSIGHT T.M.D.

No. 33 Hyde Road Siding has been secured out of use until further notice.

(38)



Location	Mileage	Running Lines	Signalling & Remarks
		WRAWBY JN TO MARSHGATE JN	
Wrawby Jn	33 34*		<p>See page 4 10 and Section 3</p> <p>Between Wrawby Jn. and Thorne Jn. there is a maximum permissible speed of 35mph for Class 6 to 9 trains except MGR trains, Block trains of tankwagons, Rotary iron ore tippler trains and Block trains of air braked wagons.</p> <p>AB Wrawby Jn to Elsham LC</p> <p>AB Elsham LC to Appleby LC</p> <p>T Worlaby UWC at 29 10</p> <p>T Kebwood UWC at 27 40</p> <p># To/From Foreign Ore Branch see page 4 30</p> <p>C Up at 24 69 (700 yards before reaching Signal S 358).</p> <p>USG = Up Scunthorpe Goods DSG = Down Scunthorpe Goods</p>
ELSHAM LC	31 33		
Appleby LC	26 59		
Foreign Ore Branch JN	25 34		
Signal S 361	24 55		
Signal S 350			

Location	Mileage	Running Lines	Signalling & Remarks
North Lincoln Jn	24 10		C Up Main at 24 25 (670 yards before reaching signal S 356).
Signal S343/345			C Down Main at 23 54 (700 yards before reaching signal S 335).
Trent Jn	23 51		# To/From Crosby Mines see page 4 30
Scunthorpe (S)	23 27		TL = Transfer line
Scunthorpe West Jn	23 15		Between Wrawby Jn. and Thorne Jn. there is a maximum permissible speed of 35 mph for Class 6 to 9 trains except MGR trains. Block trains of tank wagons. Rotary Iron ore tippler trains and Block trains of air braked wagons.
SCUNTHORPE	22 54		C Down at 22 77 (700 yards before reaching signal S 331).
Gunhouse Jn	20 22		C Up at 21 66 (700 yards before reaching signal S 318).
ALTHORPE	19 21		C Up at 20 62 UCL = 130 C down at 20 20 (700 yards before reaching signal S 307).

Sectional Appendix Table A Section 4 Page 27

Dated 7th December 1991

(20)

Location	Mileage	Running Lines	Signalling & Remarks
			C Up at 18 71 (760 yards before reaching Signal S 306).
Keadby Canal LC	18 25* 18 18 18 15*		CW Up at 18 20 (580 yards before reaching Signal S 304).
CROWLE	15 43		CW Down at 18 16 (580 yards before reaching Signal D 601)
Godnow Bridge LC	14 17		Doncaster (D) Signal box area between Keadby Canal LC and Marshgate Jn.
Medge Hall LC	13 02		Between Wrawby Jn. and Thorne Jn. there is a maximum permissible speed of 35 mph for Class 6 to 9 trains except MGR trains, Block trains of tank wagons, Rotary Iron ore tippler trains and Block trains of air braked wagons.
Thorne No2 LC AHB	10 35		
Thorne No1 LC AHB	10 12		C Down at 10 08 (700 yards before reaching Signal D 627).
THORNE SOUTH	9 41		
Kirton Lane Crossing LC CCTV	8 47		C Up at 8 68 (690 yards before reaching Signal D 626).

Sectional Appendix Table A Section 4 Page 28

Dated 7th December 1991

(20)

Location	Mileage	Running Lines	Signalling & Remarks
Thorne Jn	8 08*		<p>Between Wrawby Jn. and Thorne Jn. there is a maximum permissible speed of 35 mph for Class 6 to 9 trains except MGR trains, Block trains of tank wagons, Rotary Iron ore tippler trains and Block trains of air braked wagons.</p>
STAINFORTH AND HATFIELD Stainforth Jn	7 00* 6 40 6 27		<p># To/From Goole see Section 6</p> <p>TOWS Up Fast and Up Slow 8 mp to Goole 8 05</p> <p>## To/From Bramwith see Section 6 T The Hags UWC at 5 68 C Up South Yorkshire line at 4 10 (918 yards before reaching Signal D 657) T Hatfield Lane UWC at 4 71</p>
KIRK SANDALL Kirk Sandall Jn	3 50 3 24 3 19		<p>### To South Yorkshire line see page 4 31</p>
Bentley Jn	1 04 0 56*		<p>#### To/From Hexthorpe see page 4 33</p>
Marshgate Jn	0 21* 0 03		<p>see Section 1</p>

Sectional Appendix Table A Section 4 Page 29

Dated 7th December 1991

(20)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 22 DECEMBER - BETWEEN TINSLEY SOUTH JN AND WOODBURN JN

From 05 00 the former Down Tinsley line between Tinsley South Junction and Broughton Lane Junction will be brought back into use and at this stage the line between Tinsley South Junction and Woodburn Junction will be open for use in the Down direction only.

The Up Tinsley line between Woodburn Junction and 0m 56chs and the Up Goods line between 0m 56chs and Broughton Lane Junction will be taken out of use and all associated signalling will be abolished.

The South West Arrival line between Broughton Lane Junction and Shepcote Lane Junction will be taken out of use together with all associated signalling.

At Woodburn Junction the position 1 indicator on Signal WJ.69, associated with movements from the Up Worksop line to the Up Tinsley line, will be removed.

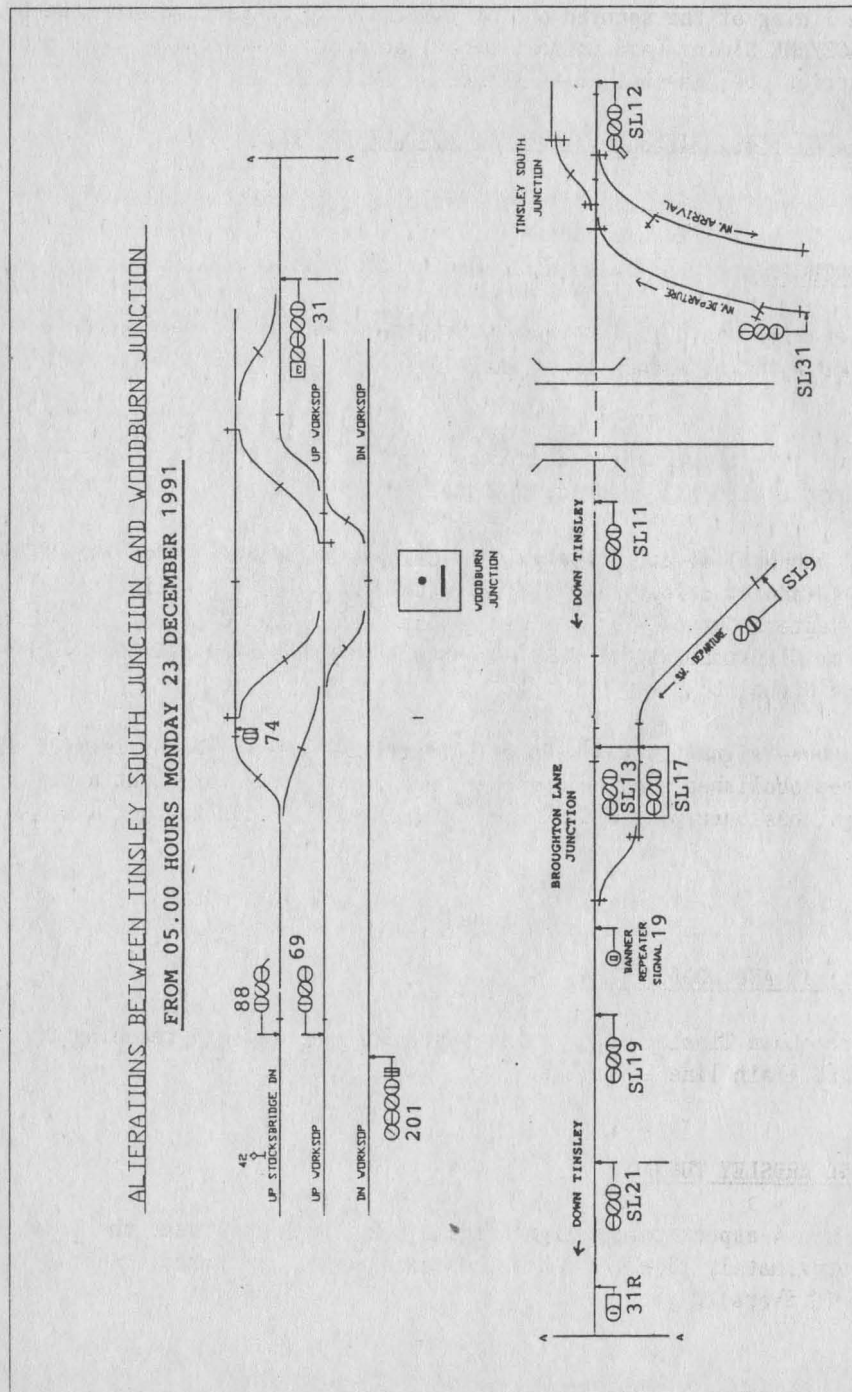
The existing signalling in the Down direction between Tinsley South Junction and Woodburn Junction will be retained.

Details of the revised layout and signalling arrangements are shown in the diagram included with this notice.

(42)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

* * WOODBURN JN

*

The removal and plain lining of the secured out of use trailing connection from the Down Worksop Line to the ACE/AME Siding (and Darnall Depot) at approximately 42m 38ch, previously shown to have been carried out, has not taken place.

The connection remains in situ, although still secured out of use.

(39)

* * GRIMSBY, MARSH NORTH JN

*

The facing points in the Down Main line at Marsh North Jn, leading to the East Curve, have been abolished together with the associated signalling.

(38)

* * CLIPSTONE SIGNAL BOX

*

The Down Mansfield (semaphore) signals, applying to Clipstone South Jn, have been abolished and replaced by a new 3-aspect colour light signal with a Position 1 junction indicator applying to the Down Western Curve. The new signal has been plated C.19 and is located 119 yards further away from Clipstone Signal Box. The new signal has been provided with a telephone to Clipstone Signal Box.

The Up Mansfield semaphore signal, with 2-aspect colour light unit beneath, located at 10½ mile post, has been abolished and replaced by a new 3-aspect colour light automatic signal. The new signal has been plated C.214 and is located 10 yards further away from Clipstone Signal Box.

(38)

BETWEEN BROUGHTON LANE JN AND WOODBURN JN

The catch points in the Down Tinsley line at 0m 59chs, 512 yards before reaching Signal SL.21, have been abolished and plain line installed.

(41)

* * BETWEEN OUTWOOD AND ARDSLEY TUNNEL

*

The telephone on Up Main 4-aspect colour light signal L.208, situated near the South end of Ardsley Tunnel at approximately 180m 47ch, has been encased and padlocked. Access to the telephone is by BR.1 (Drivers) key.

(38/39)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN OAKENSHAW SOUTH JN AND CROFTON WEST JN AND PONTEFRACT WEST JN

*
The catch points in the Up line at 52m 06ch, 561 yards before reaching Signal 0.323, have been abolished.

(38)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

** BETWEEN HULL AND SEAMER WEST

*
A permanent speed restriction of 60mph has been imposed on the single line (in both directions) between 37½mp and 39m 37chs.

A permanent speed restriction of 50mph has been imposed on the Down line between 43½mp and 44½mp.

A permanent speed restriction of 50mph has been imposed on the single line (in both directions) between 44m 50chs and 46½mp.

(See Section 'D') (39)

** BEMPTON STATION

*
The temporary scaffolding extension on the Single line platform at Bempton Station has been removed and the operational lengths are now as follows:-

Down (towards Scarborough) - 80 yards (72.8 metres)

Up (towards Bridlington) - 53 yards (48.8 metres)

(38)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 15 DECEMBER - WASHWOOD HEATH

Position light ground signal SY.477, applying to Up direction movements from the Down Main line to the reception lines, Down and Up Goods line and Up Main line, will be provided with a fixed red main aspect immediately above the position light aspect.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 15 DECEMBER - WASHWOOD HEATH - continued

Position light ground signal SY.479, applying to Up direction movements from the Down Goods line to the Reception lines, Down and Up Goods line, Up Main line, Down Sidings and Metro Cammell private siding, will be provided with a fixed red main aspect immediately above the position light aspect.

(41)

TUESDAY 17 DECEMBER - HELLIFIELD

The Down Branch Distant signal and the Up Branch Starting signal will both be renewed as straight post semaphore signals at the same location and reduced in height to approximately 17 feet above rail level.

(41)

WEDNESDAY 18 DECEMBER - HELLIFIELD

The Up Main Home 2 signal will be renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(41)

DETAILS OF WORK ALREADY CARRIED OUT** BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

*
An overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 34chs on the Down Slow line.

(39)

** BETWEEN SILKSTREAM JN AND MILL HILL BROADWAY

*
An overhead line neutral section with associated APC magnets and warning boards has been provided at approximately 8m 29chs on the Down Fast line.

(38)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** LOUGHBOROUGH NORTH JN**

*

A flashing yellow aspect will be displayed at the signal detailed below and applies to the route shown (see Rule Book, Section C, Clause 3.1.1 and 3.1.2).

<u>Line</u>	<u>Flashing single yellow at signal</u>	<u>Indicates steady single yellow at</u>	<u>Junction indicator displayed</u>
Up Slow	LR.524	LR.518	Position 4 (Up Slow to Up Fast)

See Diagram

(39)

**** SALTLEY BANK ENGINE SIDING**

*

The neck at the Washwood Heath end of the siding has been extended by 20 feet.

(38)

HARTFORD JN

The Run Round line together with the connection from the Arrival line have been taken out of use pending removal and all associated signalling disconnected.

(41)

**** ELLESMERE PORT**

*

Signal post telephones have been provided at the Down Main Home 3 Semaphore Signal and the Up Main Home 2 Semaphore Signal.

The Diamond signs on the Down Main Home 3 Semaphore Signal and the Up Main Home 2 Semaphore Signal have been taken away.

(38)

**** LONGSIGHT T.M.D.**

*

No. 33 Hyde Road Siding has been secured out of use until further notice.

(38)

SETTLE JN

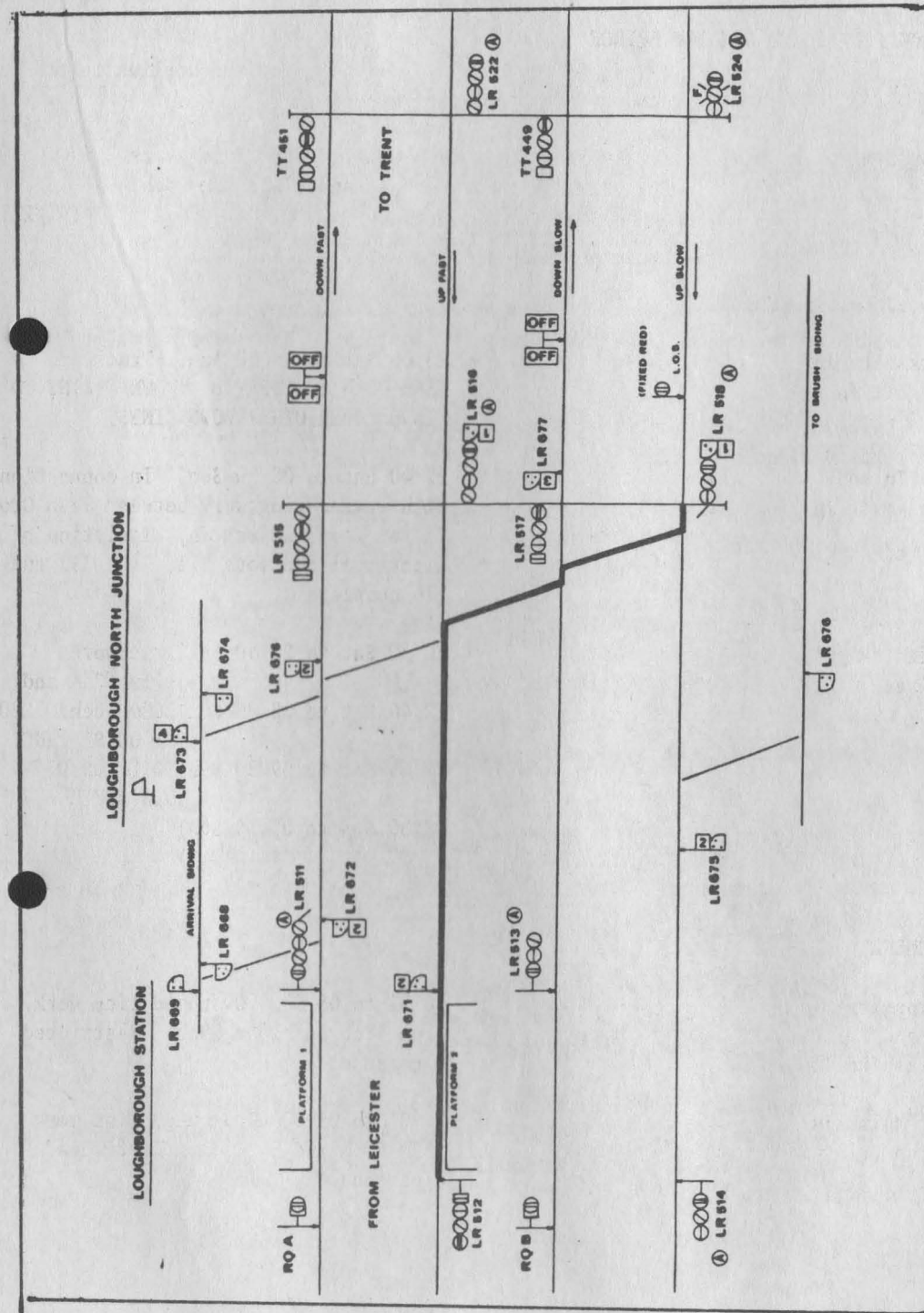
The Up Morecambe Home 1 signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



Location	Mileage	Running Lines	Signalling & Remarks
Oxmarsh Crossing LC	106 37* 106 38		
NEW HOLLAND	106 52		
Barrow Road Crossing LC	106 57 106 69*		
Barrow Haven LC OPEN	108 05		
Pasture Road LC AOCL	108 60* 109 63		
BARTON ON HUMBER	110 19		

Location	Mileage	Running Lines	Signalling & Remarks
		WRABY JN TO MARSHGATE JN	
Wrawby Jn	33 34*		<p>See page 4 10 and Section 3</p> <p>Between Wrawby Jn. and Thorne Jn. there is a maximum permissible speed of 35mph for Class 6 to 9 trains except MGR trains, Block trains of tankwagons, Rotary iron ore tippler trains and Block trains of air braked wagons.</p> <p>AB Wrawby Jn to Elsham LC</p> <p>AB Elsham LC to Appleby LC</p> <p>T Worlaby UWC at 29 10</p> <p>T Kebwood UWC at 27 40</p> <p># To/From Foreign Ore Branch see page 4 30</p> <p>C Up at 24 69 (700 yards before reaching Signal S 358).</p> <p>USG = Up Scunthorpe Goods DSG = Down Scunthorpe Goods</p>
ELSHAM LC	31 33		
Appleby LC	26 59		
Foreign Ore Branch JN	25 34		
Signal S 361	24 55		
Signal S 350			

Sectional Appendix Table A Section 4 Page 26

Dated 7th December 1991

(20)

Location	Mileage	Running Lines	Signalling & Remarks
North Lincoln Jn	24 10		<p>C Up Main at 24 25 (670 yards before reaching signal S 356).</p> <p>C Down Main at 23 54 (700 yards before reaching signal S 335).</p> <p># To/From Crosby Mines see page 4 30</p> <p>TL = Transfer line</p> <p>Between Wrawby Jn. and Thorne Jn. there is a maximum permissible speed of 35 mph for Class 6 to 9 trains except MGR trains, Block trains of tank wagons, Rotary iron ore tippler trains and Block trains of air braked wagons.</p> <p>C Down at 22 77 (700 yards before reaching signal S 331).</p> <p>C Up at 21 66 (700 yards before reaching signal S 318).</p> <p>C Up at 20 62</p> <p>UGL = 130</p> <p>C down at 20 20 (700 yards before reaching signal S 307).</p>
Signal S343/345			
Trent Jn	23 51		
Scunthorpe (S)	23 27		
Scunthorpe West Jn	23 15		
SCUNTHORPE	22 54		
Gunhouse Jn	20 22		
ALTHORPE	19 21		

Sectional Appendix Table A Section 4 Page 27

Dated 7th December 1991

(20)

Location	Mileage	Running Lines	Signalling & Remarks
Keadby Canal LC	18 25* 18 18 18 15*		C Up at 18 71 (760 yards before reaching Signal S 306). CW Up at 18 20 (580 yards before reaching Signal S 304). CW Down at 18 16 (580 yards before reaching Signal D 601)
CROWLE	15 43		Doncaster (D) Signal box area between Keadby Canal LC and Marshgate Jn.
Godnow Bridge LC	14 17		
Medge Hall LC	13 02		Between Wrawby Jn. and Thorne Jn. there is a maximum permissible speed of 35 mph for Class 6 to 9 trains except MGR trains, Block trains of tank wagons, Rotary iron ore tippler trains and Block trains of air braked wagons.
Thorne No2 LC AHB	10 35		
Thorne No1 LC AHB	10 12		C Down at 10 08 (700 yards before reaching Signal D 627).
THORNE SOUTH	9 41		
Kirton Lane Crossing LC CCTV	8 47		C Up at 8 68 (690 yards before reaching Signal D 626).

Sectional Appendix Table A Section 4 Page 28

Dated 7th December 1991

(20)

Location	Mileage	Running Lines	Signalling & Remarks
Thorne Jn	8 08* 7 00*		Between Wrawby Jn. and Thorne Jn. there is a maximum permissible speed of 35 mph for Class 6 to 9 trains except MGR trains, Block trains of tank wagons, Rotary iron ore tippler trains and Block trains of air braked wagons. # To/From Goole see Section 6
STAINFORTH AND HATFIELD	6 40		TOWS Up Fast and Up Slow 8 mp to Goole 8 05
Stainforth Jn	6 27		## To/From Bramwith see Section 6 T The Hags UWC at 5 68 C Up South Yorkshire line at 4 10 (918 yards before reaching Signal D 657). T Hatfield Lane UWC at 4 71
KIRK SANDALL	3 60		
Kirk Sandall Jn	3 24 3 19		### To South Yorkshire line see page 4 31
Bentley Jn	1 04 0 56*		#### To/From Hexthorpe see page 4 33
Marshgate Jn	0 21* 0 03		see Section 1

Sectional Appendix Table A Section 4 Page 29

Dated 7th December 1991

(20)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BTUESDAY 7 JANUARY BETWEEN STAYTHORPE CROSSING AND WEST HOLMES

Between 10 00 and 16 00 hours the non-standard HST differential permanent speed restrictions between Staythorpe Crossing and West Holmes will be removed.

Also the permanent speed restriction of 70mph on the Down line between 32½m.p. and 32½m.p. will be removed.

(See Section 'D') (44)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN TINSLEY SOUTH JN AND WOODBURN JN

The former Down Tinsley line between Tinsley South Junction and Broughton Lane Junction has been brought back into use and at this stage the line between Tinsley South Junction and Woodburn Junction is open for use in the Down direction only.

The Up Tinsley line between Woodburn Junction and 0m 56chs and the Up Goods line between 0m 56chs and Broughton Lane Junction has been taken out of use and all associated signalling will be abolished.

The South West Arrival line between Broughton Lane Junction and Shepcote Lane Junction has been taken out of use together with all associated signalling.

At Woodburn Junction the position 1 indicator on Signal WJ.69, associated with movements from the Up Worksop line to the Up Tinsley line, has been removed.

The existing signalling in the Down direction between Tinsley South Junction and Woodburn Junction is retained.

Details of the revised layout and signalling arrangements are shown in the diagram included with this notice.

(42)

* * BETWEEN BROUGHTON LANE JN AND WOODBURN JN

*

The catch points in the Down Tinsley line at 0m 59chs, 512 yards before reaching Signal SL.21, have been abolished and plain line installed.

(41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

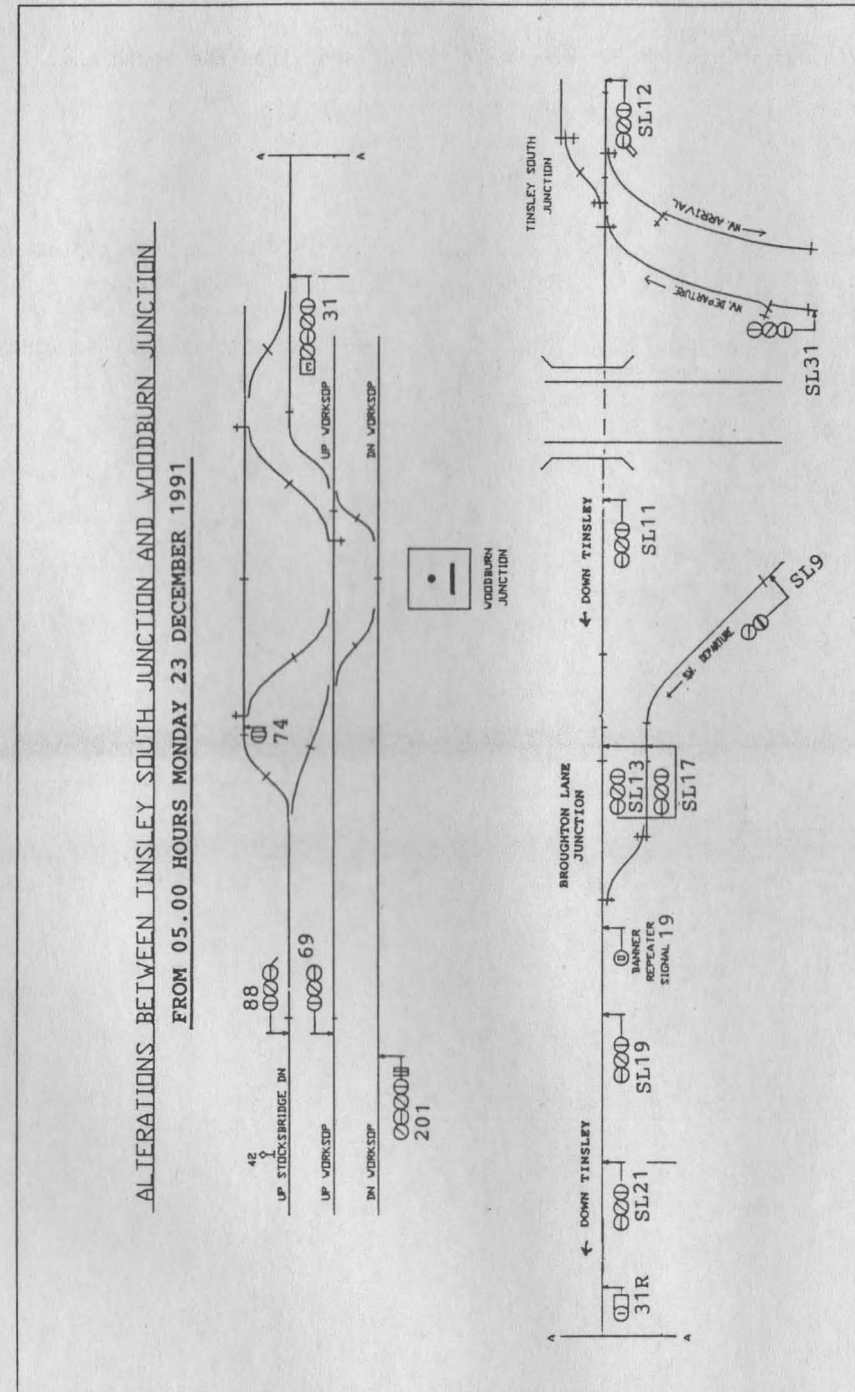
(UFN)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT* *WASHWOOD HEATH

*

The position light ground signal SY.477, applying to Up direction movements from the Down Main line to the reception lines, Down and Up Goods line and Up Main line, has been provided with a fixed red main aspect immediately above the position light aspect.

The position light ground signal SY.479, applying to Up direction movements from the Down Goods line to the Reception lines, Down and Up Goods line, Up Main line, Down Sidings and Metro Cammell private siding, has been provided with a fixed red main aspect immediately above the position light aspect.

(41)

* *HARTFORD JN

*

The Run Round line together with the connection from the Arrival line have been taken out of use pending removal and all associated signalling disconnected.

(41)

* *HELLIFIELD

*

The Down Branch Distant signal and the Up Branch Starting signal have both been renewed as straight post semaphore signals at the same location and reduced in height to approximately 17 feet above rail level.

(41)

* *HELLIFIELD

*

The Up Main Home 2 signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(41)

* *SETTLE JN

*

The Up Morecambe Home 1 signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(41)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR. 30018/4 - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX, SECTION NO. 4 - continuedLOCAL INSTRUCTIONS

Page 4.57

GREAT COATES NO. 1 TO UNION DOCKGRIMSBY BRICK PIT SIDINGS

Add:-

Train preparation/examination. Before preparation or examination is undertaken in the sidings, the train preparer or RST, as appropriate must give the Chargeman his name and grade and details of the train and siding where work is to be carried out, no work must commence without the Chargeman's Authority.

When work has been completed, the Chargeman must be informed by the person who carried out the work, giving his name and grade accordingly.

Train preparation and examination must not be carried out on the East Staging line.

(2D)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 12 JANUARY - BETWEEN ALDWARKE SOUTH JN (GC) AND ROTHERHAM

The catch points in the Up Tinsley line at 6m 09ch, 735 yards before reaching Signal SA.25, will be removed and plain line installed.

(45)

SUNDAY 12 JANUARY - LEEDS STATION (WEST END)

The trailing connection from the Up Goods line to the Up (Wall) Siding will be secured out of use pending removal. The route from Ground Position Light Signal 142 will be disconnected.

The Up (Wall) Siding track will be recovered between Ground Position Light Signal 144 and the buffer stop and GPL 144 will be fixed at Red.

Platform 10 line will be shortened by 26 yards (24 metres). The revised operational platform length will be 117 yards (107 metres).

(45)

THURSDAY 16 JANUARY - IMMINGHAM WEST JN.Western Jetty Arrival and Departure lines

The existing North Western Entrance and Humber Road level crossings will be closed. A new level crossing to be known as Simon Storage West LC will be opened approximately 100 yards from Immingham West Jn. The crossing will be protected by hand operated lifting barriers and on the approach side of the level crossing reflectorised notice boards to trains worded "STOP AWAIT INSTRUCTIONS" will be provided.

The existing miniature arm semaphore signal, reading from the Western Jetty Arrival line towards the single line to Immingham Dock, will be moved 64 yards nearer to the trailing lead to the single line.

Mineral Quay Sidings

A new level crossing, to be known as Mineral Quay LC, will be provided approximately 80 yards from the entrance to the Mineral Quay Sidings at Immingham West Jn. The crossing will be protected by hand operated lifting barriers and on the approach side of the level crossing reflectorised notice boards to trains worded "STOP AWAIT INSTRUCTIONS" will be provided.

(45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN STAYTHORPE CROSSING AND WEST HOLMES

The non-standard HST differential permanent speed restrictions between Staythorpe Crossing and West Holmes have been removed.

Also the permanent speed restriction of 70mph on the Down line between 32½mp and 32½mp has been removed.

(See Section 'D') (44)

** BETWEEN TINSLEY SOUTH JN AND WOODBURN JN

The former Down Tinsley line between Tinsley South Junction and Broughton Lane Junction has been brought back into use and at this stage the line between Tinsley South Junction and Woodburn Junction is open for use in the Down direction only.

The Up Tinsley line between Woodburn Junction and Om 56chs and the Up Goods line between Om 56chs and Broughton Lane Junction has been taken out of use and all associated signalling will be abolished.

The South West Arrival line between Broughton Lane Junction and Shepcote Lane Junction has been taken out of use together with all associated signalling.

At Woodburn Junction the position 1 indicator on Signal WJ.69, associated with movements from the Up Worksop line to the Up Tinsley line, has been removed.

The existing signalling in the Down direction between Tinsley South Junction and Woodburn Junction is retained.

Details of the revised layout and signalling arrangements are shown in the diagram included with this notice.

(42)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

DRAX POWER STATION

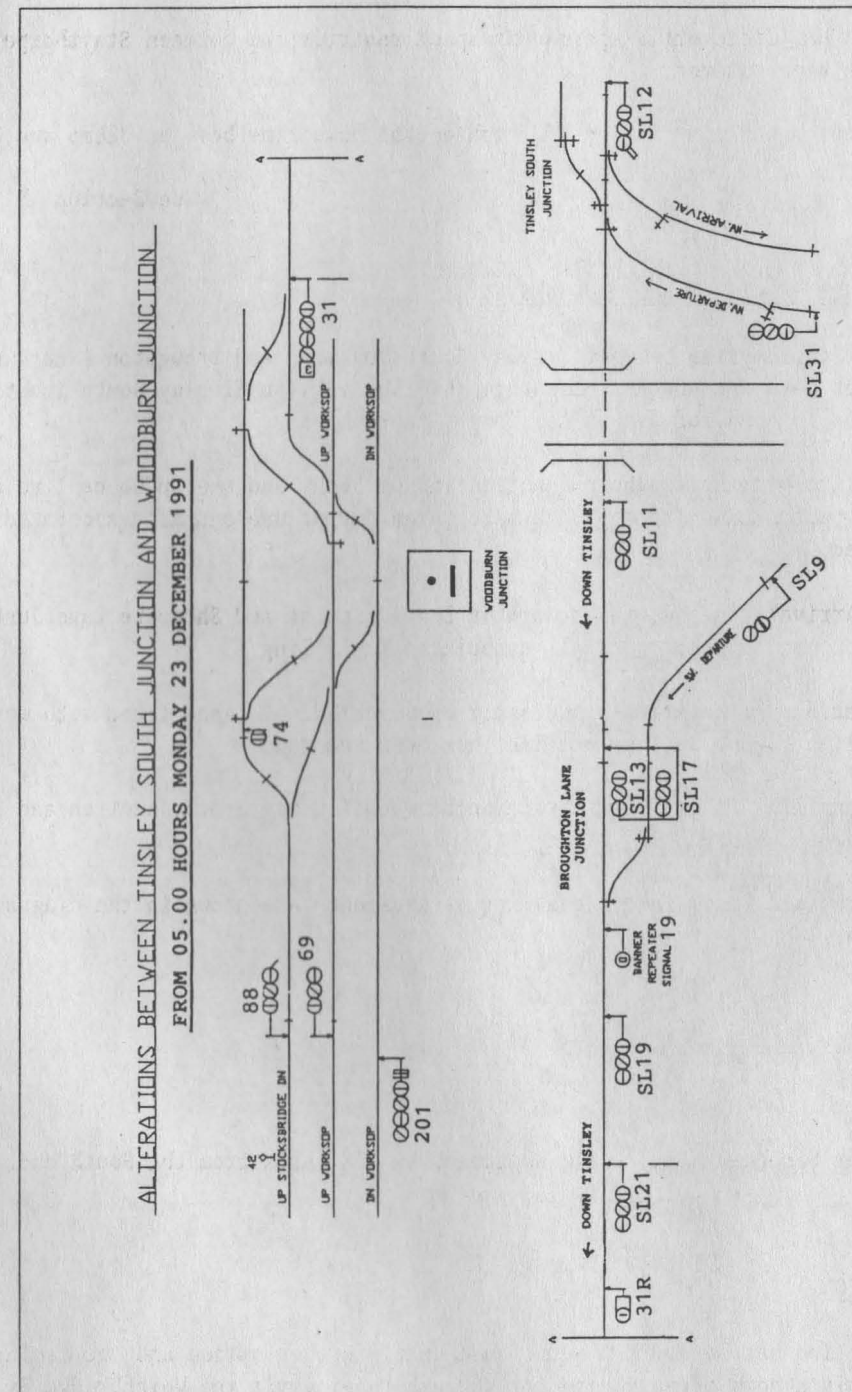
The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BMONDAY 13 JANUARY - PRESTON STATION

Platform work will be taking place on the Down Fast line (platform No. 3) which will be shortened by approximately 100 yards at the north end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided.

MONDAY 13 JANUARY - BAMBER BRIDGE STATION

The Down and Up platforms will be temporarily shortened in connection with platform work.

Drivers of trains stopping at Bamber Bridge must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

MONDAY 13 JANUARY - PLEASINGTON STATION

The Down and Up platforms will be temporarily shortened in connection with platform work.

Drivers of trains stopping at Pleasington must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

MONDAY 13 JANUARY - CHERRY TREE STATION

The Down and Up platforms will be temporarily shortened in connection with platform work.

Drivers of trains stopping at Cherry Tree must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

DETAILS OF WORK ALREADY CARRIED OUTRATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN PYE BRIDGE JN AND SLEIGHT'S EAST LC

The temporary speed restriction of 10mph over the Down and Up lines from 134 miles 18 chains to 134 $\frac{1}{2}$ mp has become a 10mph permanent speed restriction.

(See Section 'D') (44)

CORNBROOK JN

The Down Chester line has been severed at the 1 $\frac{1}{2}$ mp, a buffer stop with red light will be provided and the line has been renamed Turnback siding.

The Up Chester line has been severed at 1 mile 593 yards and slewed into a new connection in the Turnback siding.

The lines beyond the new buffer stop as far as and excluding the Deansgate Jn signal box area has been handed over to Greater Manchester Metro Limited.

(44)

PRESTON STATION

No. 1 Siding and No. 2 Locomotive Siding has been temporarily shortened by approximately 40 yards at the buffer stop ends.

(44)

BETWEEN HOLME TUNNEL AND COPY PIT

The temporary speed restriction of 20mph over the Down and Up lines from 25 miles 52 chains to 25 miles 65 chains has become a 20mph permanent speed restriction.

(See Section 'D') (44)

C42C-/JW/5

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN STAYTHORPE CROSSING AND WEST HOLMES

The non-standard HST differential permanent speed restrictions between Staythorpe Crossing and West Holmes have been removed.

Also the permanent speed restriction of 70mph on the Down line between 32½mp and 32½mp has been removed.

(See Section 'D') (44)

IMMINGHAM WEST JNWestern Jetty Arrival and Departure lines

The existing North Western Entrance and Humber Road level crossings have been closed. A new level crossing to be known as Simon Storage West LC has been opened approximately 100 yards from Immingham West Jn. The crossing is protected by hand operated lifting barriers and on the approach side of the level crossing reflectorised notice boards to trains worded "STOP AWAIT INSTRUCTIONS" have been provided.

The existing miniature arm semaphore signal, reading from the Western Jetty Arrival line towards the single line to Immingham Dock, has been moved 64 yards nearer to the trailing lead to the single line.

Mineral Quay Sidings

A new level crossing, to be known as Mineral Quay LC, has been provided approximately 80 yards from the entrance to the Mineral Quay Sidings at Immingham West Jn. The crossing is protected by hand operated lifting barriers and on the approach side of the level crossing reflectorised notice boards to trains worded "STOP AWAIT INSTRUCTIONS" have been provided.

(45)

BETWEEN ALDWARKE SOUTH JN (GC) AND ROTHERHAM

The catch points in the Up Tinsley line at 6m 09ch, 735 yards before reaching Signal SA.25, has been removed and plain line installed.

(45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSTOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

LEEDS STATION (WEST END)

The trailing connection from the Up Goods line to the Up (Wall) Siding has been secured out of use pending removal. The route from Ground Position Light Signal 142 has been disconnected.

The Up (Wall) Siding track has been recovered between Ground Position Light Signal 144 and the buffer stop and GPL 144 have been fixed at Red.

Platform 10 line has been shortened by 26 yards (24 metres). The revised operational platform length is 117 yards (107 metres).

(45)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BNILDETAILS OF WORK ALREADY CARRIED OUTRATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedASHWELL

The trailing crossover between the Down and Up lines has been secured out of use pending removal and all associated signalling disconnected.

Teigh level crossing at 98mp has been reduced in status from an occupation crossing with bridleway rights to a bridleway crossing only. The vehicular gates and the "Beware of trains"/"No trains" indicators have been recovered.

(45)

BETWEEN PYE BRIDGE JN AND SLEIGHT'S EAST LC

The temporary speed restriction of 10mph over the Down and Up lines from 134 miles 18 chains to 134 $\frac{1}{2}$ mp has become a 10mph permanent speed restriction.

(See Section 'D') (44)

CORNBROOK JN

The Down Chester line has been severed at the 1 $\frac{1}{2}$ mp, a buffer stop with red light will be provided and the line has been renamed Turnback siding.

The Up Chester line has been severed at 1 mile 593 yards and slewed into a new connection in the Turnback siding.

The lines beyond the new buffer stop as far as and excluding the Deansgate Jn signal box area has been handed over to Greater Manchester Metro Limited.

(44)

PRESTON STATION

No. 1 Siding and No. 2 Locomotive Siding has been temporarily shortened by approximately 40 yards at the buffer stop ends.

(44)

PRESTON STATION

Platform work is taking place on the Down Fast line (platform No. 3) which has been shortened by approximately 100 yards at the north end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBAMBER BRIDGE STATION

The Down and Up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Bamber Bridge must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

PLEASINGTON STATION

The Down and Up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Pleasington must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

CHERRY TREE STATION

The Down and Up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Cherry Tree must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

BETWEEN HOLME TUNNEL AND COPY PIT

The temporary speed restriction of 20mph over the Down and Up lines from 25 miles 52 chains to 25 miles 65 chains has become a 20mph permanent speed restriction.

(See Section 'D') (44)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR.30057/3 - BRITISH RAILWAYS, EASTERN REGION, INSTRUCTIONS AFFECTING EASTERN REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (NORTHERN AREA) - continued

Page 116

CREWE NORTH JN TO WINDSOR BRIDGE SOUTH JN
CREWESouth Yard SidingsDelete instruction and Substitute:-

When the person-in-Charge of South Yard Sidings is on duty, Trainmen must obtain his permission before passing the "Stop and Await Instructions" board at the exit from the engine departure line. When the Person-in-Charge of South Yard Sidings is not on duty, the permission of the Signaller at Crewe box must be obtained.

Before a movement is signalled into South Yard Sidings when the Person-in-Charge is not on duty, the Signaller at Crewe box or Sorting Sidings North box, as appropriate, will request an assurance from the Guard or Shunter in charge of the movement to establish that all is right in the sidings. Before giving this assurance the Guard or Shunter must establish there is sufficient room for the train to be accommodated and that all hand points are correctly set.

(2D)

MISCELLANEOUS NOTICESAMENDMENTS TO OPERATING PUBLICATIONS FROM 4 APRIL 1992

Changes are being made which will come into effect on Saturday, 4 April 1992. The following publications are being printed and distributed as shown below. An explanatory note will be included in each publication.

A leaflet publicising the changes has already been distributed and every employee should have received a copy. Please advise your supervisor if you have not received your copy.

1. ALTERATIONS AND ADDITIONS NO. 4 TO THE RULE BOOK (BR87109/48)

This is currently being dispatched by the Printer and on receipt should be issued immediately to all employees who hold the full Rule Book, Sections A to U, (BR87109).

Any employee currently holding BR87109 who has not received a copy of Alterations and Additions No.4 by 31 January should advise his Supervisor.

2. ALTERATIONS AND ADDITIONS NO. 2 TO THE APPENDIX TO THE RULE BOOK (BR87109/47)

This will be issued to all employees who hold the full Rule Book and the Rule Book Appendix.

Distribution should take place during early February and further advice will be given when the publication leaves the Printer.

C43D1-/LD/27

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

EXAMINATION OF FREIGHT TRAINS - continued

There have been repeated instances recently where trains have not been stopped for examination and this is not acceptable.

Will Signalmen and Traincrew please ensure that the W.T.T. requirements are complied with in future.

(2D)

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES
(RE-ISSUED 2 JUNE 1990 - SECTION "B" - BR.29987/14)

The example Form B and Form C shown on pages B40 and B42 respectively of the re-issued publication have been slightly amended. On Form B the headings of the left hand column have been amended and on Form C the Note in Part 2 is amplified. There is no change of procedure.

Arrangements are being made for supplies of the new forms to be printed; pending their receipt, the existing forms should continue to be used.

(UFN)

BREL LTD YORK

Until further notice will all staff concerned please note that alterations are currently being undertaken to trackwork within the BREL Yard area.

Can they ensure they take due care and attention if they have to go into this area.

(UFN)

ULCEBY NORTH JN TO BARTON-ON-HUMBER
BETWEEN PASTURE ROAD LC AND BARTON-ON-HUMBER

Due to the condition of track, locomotives are PROHIBITED between Pasture Road LC (109m. 63chs.) and Barton-on-Humber (110m. 19chs.).

(UFN)

DINNINGTON COLLIERY JN AND MALTBY COLLIERY

Due to severe flooding between 3½ and 4m.p. an open trench has been created adjacent to the Down Cess causing restricted clearance.

Special care to be taken by traincrews when alighting from vehicles until further notice.

(UFN)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

SHEFFIELD STATION

As a result of flood damage to the signalling equipment in the Sheffield Station area emergency block working has been introduced as shown below :-

Down Main Line

From signal S.126 (North End of platform 1) to signal S.157 (in advance of Nunnery Main Line junction)

OR

From signal S.127 (North End of platform 2) to signal S.157 (in advance of Nunnery Main line junction).

Up Main Line

From signal S.156 (Approach side of Nunnery Main line junction) to Signal S.109 (South end of Sheffield platform 6).

OR

From signal S.156 (Approach side of Nunnery Main line junction) to Signal S.111 (South end of Sheffield platform 8).

When permission is given by the Signalman for a train to proceed the Driver will be given the necessary instructions by the handsignalman and handed an emergency block working ticket for the section concerned.

Nunnery Main line junction has been secured for Main line running only.

(UFN)

BRAMLEY STATION

Platform work will be taking place until further notice.

Drivers of trains stopping at Bramley Station must work to the instructions of handsignalmen/notice boards whilst work is being carried out.

Until 16 00 Saturday 18 January.

(43)

BRADFORD INTERCHANGE

Platform work will be taking place until further notice.

Drivers of trains stopping at Bradford Interchange station must work to the instructions of handsignalmen/notice boards whilst work is being carried out.

(UFN)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 26 JANUARY - LEEDS STATION

One of the Bay Sidings between Platforms 2 and 3 will be removed and the remaining Siding will be positioned centrally.

(47)

DETAILS OF WORK ALREADY CARRIED OUT** BETWEEN STAYTHORPE CROSSING AND WEST HOLMES

The non-standard HST differential permanent speed restrictions between Staythorpe Crossing and West Holmes have been removed.

Also the permanent speed restriction of 70mph on the Down line between 32½mp and 32½mp has been removed.

(See Section 'D') (44)

IMMINGHAM WEST JNWestern Jetty Arrival and Departure lines

The existing North Western Entrance and Humber Road level crossings have been closed. A new level crossing to be known as Simon Storage West LC has been opened approximately 100 yards from Immingham West Jn. The crossing is protected by hand operated lifting barriers and on the approach side of the level crossing reflectorised notice boards to trains worded "STOP AWAIT INSTRUCTIONS" have been provided.

The existing miniature arm semaphore signal, reading from the Western Jetty Arrival line towards the single line to Immingham Dock, has been moved 64 yards nearer to the trailing lead to the single line.

Mineral Quay Sidings

A new level crossing, to be known as Mineral Quay LC, has been provided approximately 80 yards from the entrance to the Mineral Quay Sidings at Immingham West Jn. The crossing is protected by hand operated lifting barriers and on the approach side of the level crossing reflectorised notice boards to trains worded "STOP AWAIT INSTRUCTIONS" have been provided.

(45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN ALDWARKE SOUTH JN (GC) AND ROTHERHAM

The catch points in the Up Tinsley line at 6m 09ch, 735 yards before reaching Signal SA.25, has been removed and plain line installed.

(45)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

LEEDS STATION (WEST END)

The trailing connection from the Up Goods line to the Up (Wall) Siding has been secured out of use pending removal. The route from Ground Position Light Signal 142 has been disconnected.

The Up (Wall) Siding track has been recovered between Ground Position Light Signal 144 and the buffer stop and GPL 144 have been fixed at Red.

Platform 10 line has been shortened by 26 yards (24 metres). The revised operational platform length is 117 yards (107 metres).

(45)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 26 JANUARY - EGGINTON JUNCTION

The Mickleover test track, M.O.D. Siding and Up sidings together with the trailing connection in the Up Main line will be secured out of use pending removal and all associated signalling will be disconnected.

The booklet of instructions respecting the working of the Research and Development test line between Mickleover and Egginton Jn dated November 1974 will be withdrawn.

(47)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 26 JANUARY - CORNBROOK JN

The connection in the turnback siding at 1 mile 593 yards will become a controlled connection and a telephone will be provided thereat to communicate with Manchester Piccadilly box.

Cornbrook Jn ground frame and its associated telephone will be recovered and the trailing crossover controlled therefrom will be secured out of use pending recovery.

The position 4 junction indicator on signal MP.703 on the Down Liverpool line will be recovered and the Main aspect will apply to movements along the Down Liverpool line. A new position light aspect will be provided on signal MP.703, offset to the left, and will apply to movements to the turnback siding.

Signal MP.704 on the former Up Chester line will be replaced by a three aspect colour light signal 137 yards nearer to Cornbrook Jn on the turnback siding.

A telephone communicating with Manchester Piccadilly box will be provided at Cornbrook Jn.

(47)

DETAILS OF WORK ALREADY CARRIED OUTRATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge.

(UFN)

ASHWELL

The trailing crossover between the Down and Up lines has been secured out of use pending removal and all associated signalling disconnected.

Teigh level crossing at 98mp has been reduced in status from an occupation crossing with bridleway rights to a bridleway crossing only. The vehicular gates and the "Beware of trains"/"No trains" indicators have been recovered.

(45)

* * BETWEEN PYE BRIDGE JN AND SLEIGHT'S EAST LC

*

The temporary speed restriction of 10mph over the Down and Up lines from 134 miles 18 chains to 134½mp has become a 10mph permanent speed restriction.

(See Section 'D') (44)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * CORNBROOK JN

*

The Down Chester line has been severed at the lamp, a buffer stop with red light will be provided and the line has been renamed Turnback siding.

The Up Chester line has been severed at 1 mile 593 yards and slewed into a new connection in the Turnback siding.

The lines beyond the new buffer stop as far as and excluding the Deansgate Jn signal box area has been handed over to Greater Manchester Metro Limited.

(44)

* * PRESTON STATION

*

No. 1 Siding and No. 2 Locomotive Siding has been temporarily shortened by approximately 40 yards at the buffer stop ends.

(44)

PRESTON STATION

Platform work is taking place on the Down Fast line (platform No. 3) which has been shortened by approximately 100 yards at the north end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided.

(45)

BAMBER BRIDGE STATION

The Down and Up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Bamber Bridge must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

PLEASINGTON STATION

The Down and Up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Pleasington must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedCHERRY TREE STATION

The Down and Up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Cherry Tree must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

* * BETWEEN HOLME TUNNEL AND COPY PIT

The temporary speed restriction of 20mph over the Down and Up lines from 25 miles 52 chains to 25 miles 65 chains has become a 20mph permanent speed restriction.

(See Section 'D') (44)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 1 FEBRUARY - LEEDS STATION

Platforms 2 and 3 will be shortened by 7 yards (6 metres) and the buffer stops will be repositioned accordingly.

The revised operational lengths will be:

Platform 2 - 199 yards (182 metres)

Platform 3 - 120 yards (110 metres)

The Bay Siding between Platforms 2 and 3 will be reduced in length to give an operational standage of 82 yards (75 metres).

(48)

MONDAY 3 FEBRUARY BETWEEN CRANKLEY POINT LC AND LANGFORD LC

At 10 00 hours a permanent speed restriction of 30mph will be imposed on the Down Line between $18\frac{1}{2}\text{mp}$ and $19\frac{1}{2}\text{mp}$.

40

(See Section 'D') (48)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER, MARHSGATE JUNCTION

The signal post telephone for Ground Position Light signal No 14 92, located on the Down Main line (for Up direction movements) at approximately $156\frac{1}{2}$ mile post, has been moved 30 metres further north.

(New Item)

(48)

* * IMMINGHAM WEST JN

*

Western Jetty Arrival and Departure lines

The existing North Western Entrance and Humber Road level crossings have been closed. A new level crossing to be known as Simon Storage West LC has been opened approximately 100 yards from Immingham West Jn. The crossing is protected by hand operated lifting barriers and on the approach side of the level crossing reflectorised notice boards to trains worded "STOP AWAIT INSTRUCTIONS" have been provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** IMMINGHAM WEST JN - continued

*

The existing miniature arm semaphore signal, reading from the Western Jetty Arrival line towards the single line to Immingham Dock, has been moved 64 yards nearer to the trailing lead to the single line.

Mineral Quay Sidings

A new level crossing, to be known as Mineral Quay LC, has been provided approximately 80 yards from the entrance to the Mineral Quay Sidings at Immingham West Jn. The crossing is protected by hand operated lifting barriers and on the approach side of the level crossing reflectorised notice boards to trains worded "STOP AWAIT INSTRUCTIONS" have been provided.

(45)

** BETWEEN ALDWARKE SOUTH JN (GC) AND ROTHERHAM

*

The catch points in the Up Tinsley line at 6m 09ch, 735 yards before reaching Signal SA.25, has been removed and plain line installed.

(45)

BETWEEN ST JAMES JUNCTION AND HEXTHORPE JUNCTION

The signal post telephone for Ground Position Light Signal No 1141, located at approximately 21m 73ch and for down direction movements from Nos 1 to 5 Up West Sidings, has been repositioned to 30 metres before reaching the signal.

(Amended Item) (48)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

DRAAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

** LEEDS STATION (WEST END)

*

The trailing connection from the Up Goods line to the Up (Wall) Siding has been secured out of use pending removal. The route from Ground Position Light Signal 142 has been disconnected.

C45C-/MJP/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** LEEDS STATION (WEST END) - continued

*

The Up (Wall) Siding track has been recovered between Ground Position Light Signal 144 and the buffer stop and GPL 144 have been fixed at Red.

Platform 10 line has been shortened by 26 yards (24 metres). The revised operational platform length is 117 yards (107 metres).

(45)

LEEDS STATION

One of the Bay Sidings between Platforms 2 and 3 has been removed and the remaining Siding has been positioned centrally.

(47)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 2 FEBRUARY - BETWEEN WARRINGTON SOUTH JN AND ACTON GRANGE GF NO.1

The catch points on the Up line at 181 miles 70 chains will be replaced by plain line.

(48)

DETAILS OF WORK ALREADY CARRIED OUTRATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A. B.7 and will be operated by a B.R person in charge.

(UFN)

** ASHWELL

*

The trailing crossover between the Down and Up lines has been secured out of use pending removal and all associated signalling disconnected.

Teigh level crossing at 98mp has been reduced in status from an occupation crossing with bridleway rights to a bridleway crossing only. The vehicular gates and the "Beware of trains"/"No trains" indicators have been recovered.

(45)

C45C-/MJP/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedEGGINTON JUNCTION

The Mickleover test track, M.O.D. Siding and Up sidings together with the trailing connection in the Up Main line has been secured out of use pending removal and all associated signalling has been disconnected.

The booklet of instructions respecting the working of the Research and Development test line between Mickleover and Egginton Jn dated November 1974 has been withdrawn.

(47)

CORNBROOK JN

The connection in the turnback siding at 1 mile 593 yards has become a controlled connection and a telephone has been provided thereat to communicate with Manchester Piccadilly box.

Cornbrook Jn ground frame and its associated telephone has been recovered and the trailing crossover controlled therefrom has been secured out of use pending recovery.

The position 4 junction indicator on signal MP.703 on the Down Liverpool line has been recovered and the Main aspect applies to movements along the Down Liverpool line. A new position light aspect has been provided on signal MP.703, offset to the left, and applies to movements to the turnback siding.

Signal MP.704 on the former Up Chester line has been replaced by a three aspect colour light signal 137 yards nearer to Cornbrook Jn on the turnback siding.

A telephone communicating with Manchester Piccadilly box has been provided at Cornbrook Jn.

(47)

* * PRESTON STATION

*

Platform work is taking place on the Down Fast line (platform No. 3) which has been shortened by approximately 100 yards at the north end.

Drivers must be prepared to bring their trains to a stand at the temporary stop boards provided.

(45)

* * BAMBER BRIDGE STATION

*

The Down and Up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Bamber Bridge must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * PLEASINGTON STATION

*

The Down and Up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Pleasington must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

* * CHERRY TREE STATION

*

The Down and Up platforms have been temporarily shortened in connection with platform work.

Drivers of trains stopping at Cherry Tree must be prepared to bring their trains to a stand at the temporary stop boards provided, which will be re-positioned as the work progresses.

(45)

C45C-/MJP/5

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 9 FEBRUARY - WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the former ACE/AME Siding (and Darnall Depot) at approximately 42m 38chs will be removed and plain line installed.

(49)

WEDNESDAY 12 FEBRUARY - BROUGH STATION

From 08 00 the operational length of the Up Bay Platform at Brough will be reduced from 196 yards (179 metres) to 156 yards (142 metres) and the buffer stop repositioned accordingly.

(49)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER, MARHSGATE JUNCTION

The signal post telephone for Ground Position Light signal No 14 92, located on the Down Main line (for Up direction movements) at approximately 156½ mile post, has been moved 30 metres further north.

(48)

BETWEEN CRANKLEY POINT LC AND LANGFORD LC

Permanent speed restriction of $\frac{30}{40}$ mph has been imposed on the Down Line between 18½mp and 19½mp.

(See Section 'D') (48)

BETWEEN ST JAMES JUNCTION AND HEXTHORPE JUNCTION

The signal post telephone for Ground Position Light Signal No 1141, located at approximately 21m 73ch and for down direction movements from Nos 1 to 5 Up West Sidings, has been repositioned to 30 metres before reaching the signal.

(48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSTOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end. (UFN)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

LEEDS STATION

One of the Bay Sidings between Platforms 2 and 3 has been removed and the remaining Siding has been positioned centrally. (47)

LEEDS STATION

Platforms 2 and 3 have been shortened by 7 yards (6 metres) and the buffer stops have been repositioned accordingly.

The revised operational lengths are:

Platform 2 - 199 yards (182 metres)

Platform 3 - 120 yards (110 metres)

The Bay Siding between Platforms 2 and 3 has been reduced in length to give an operational standage of 82 yards (75 metres). (48)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUTRATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge. (UFN)

C46C-/JF/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedEGGINTON JUNCTION

The Mickleover test track, M.O.D. Siding and Up sidings together with the trailing connection in the Up Main line has been secured out of use pending removal and all associated signalling has been disconnected.

The booklet of instructions respecting the working of the Research and Development test line between Mickleover and Egginton Jn dated November 1974 has been withdrawn. (47)

BETWEEN WARRINGTON SOUTH JN AND ACTON GRANGE GF NO.1

The catch points on the Up line at 181 miles 70 chains have been replaced by plain line. (48)

CORNBROOK JN

The connection in the turnback siding at 1 mile 593 yards has become a controlled connection and a telephone has been provided thereat to communicate with Manchester Piccadilly box.

Cornbrook Jn ground frame and its associated telephone has been recovered and the trailing crossover controlled therefrom has been secured out of use pending recovery.

The position 4 junction indicator on signal MP.703 on the Down Liverpool line has been recovered and the Main aspect applies to movements along the Down Liverpool line. A new position light aspect has been provided on signal MP.703, offset to the left, and applies to movements to the turnback siding.

Signal MP.704 on the former Up Chester line has been replaced by a three aspect colour light signal 137 yards nearer to Cornbrook Jn on the turnback siding.

A telephone communicating with Manchester Piccadilly box has been provided at Cornbrook Jn. (47)

C46C-/JF/3

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 16 FEBRUARY - BETWEEN EAST HOLMES AND WEST HOLMES

The secured out of use facing crossover between the Down and Up Main lines at approximately 83m 23ch will be removed and plain line installed.

(50)

MONDAY 16 FEBRUARY - STREETHOUSE LC

4-aspect colour light signal 0.328, located on the Up Goole line, will be repositioned 47 yards (43 metres) nearer to Streethouse LC.

(50)

DETAILS OF WORK ALREADY CARRIED OUTDONCASTER, MARHSGATE JUNCTION

The signal post telephone for Ground Position Light signal No 14 92, located on the Down Main line (for Up direction movements) at approximately 156½ mile post, has been moved 30 metres further north.

(48)

BETWEEN CRANKLEY POINT LC AND LANGFORD LC

A permanent speed restriction of 30mph has been imposed on the Down Line between 18½mp and 19½mp.

40

(See Section 'D') (48)

WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the former ACE/AME Siding (and Darnall Depot) at approximately 42m 38chs has been removed and plain line installed.

(49)

C47/92
15-21.2.92SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN ST JAMES JUNCTION AND HEXTHORPE JUNCTION

The signal post telephone for Ground Position Light Signal No 1141, located at approximately 21m 73ch and for down direction movements from Nos 1 to 5 Up West Sidings, has been repositioned to 30 metres before reaching the signal.

(48)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

** LEEDS STATION

*

One of the Bay Sidings between Platforms 2 and 3 has been removed and the remaining Siding has been positioned centrally.

(47)

LEEDS STATION

Platforms 2 and 3 have been shortened by 7 yards (6 metres) and the buffer stops have been repositioned accordingly.

The revised operational lengths are:

Platform 2 - 199 yards (182 metres)

Platform 3 - 120 yards (110 metres)

The Bay Siding between Platforms 2 and 3 has been reduced in length to give an operational standage of 82 yards (75 metres).

(48)

BROUGH STATION

The operational length of the Up Bay Platform at Brough has been reduced from 196 yards (179 metres) to 156 yards (142 metres) and the buffer stop repositioned accordingly.

(49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 15 FEBRUARY - BETWEEN NUNEATON MIDLAND JN AND ABBEY JN

The Up and Down main lines between Nuneaton Midland Jn and Abbey Jn will be secured out of use and the associated signalling disconnected, pending removal.

(50)

SUNDAY 16 FEBRUARY - BETWEEN NUNEATON STATION AND ABBEY JN/ASHBY JN

A new controlled 3 aspect R/Y/G colour light signal NN.22 with a position light shunt aspect applying to movements along the Down Birmingham line will be provided on the Down Birmingham line at Nuneaton North Jn at 97 miles 784 yards, 115 yards in rear of Down to Up Birmingham line crossover. AWS equipment will be provided 150 yards in rear of the signal.

The banner repeating signal situated by the Up Birmingham line at 97 miles 1416 yards applying to signal NN.6 will be taken away.

Signal NN.27 on the Down Slow at the north end of platform 2 will be provided with a position 2 junction indicator applying to movements to the Down Birmingham line (NN.22) via the Down Slow to Down Birmingham connection immediately in advance of signal NN.27. The position 1 junction indicator will now apply to movements to the Down Birmingham line signal (NN.21) via the connection between the Up and Down Birmingham lines in advance of signal (NN.22).

A new position light "Limit of Shunt" indicator will be provided on the Up Slow 48 yards in rear of signal NN.7.

A new position light ground shunt signal NN.28 will be provided at the north end of the Up Goods applying to shunt movements to the new Up Slow position light "Limit of Shunt" indicator.

The AWS equipment applying to signal NN.9 (Up Fast) and signal NN.7 (Up Slow) will be repositioned immediately on the north side of Ashby Jn, 212 yards in rear of the signals.

Position light shunt signal NN.29 on the Up Goods at the north end of the station will be renewed as a ground mounted 4 aspect (Y/G/Y/R) colour light signal with the RED aspect at the top and with a position light aspect and theatre type route indicator applying to routes from the Up Goods as follows:-

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 16 FEBRUARY - BETWEEN NUNEATON STATION AND ABBEY JN/ASHBY JN - continued

<u>Aspect</u>	<u>Route Indicator</u>	<u>Route to</u>
PL	-	Up Goods
M	F	Down Fast
PL	-	Down Fast
M	S	Down Slow
PL	-	Down Slow
M	B	Down Birmingham
PL	-	Down Birmingham

(50)

SUNDAY 16 FEBRUARY - ABBEY JN

Abbey Jn signalbox will be taken out of use and all former signal box worked connections will be secured out of use and the associated signalling disconnected, pending removal. The points telephone at the former Main line crossover and the notice board "For run round purposes locomotives must be detached at this point" by the Down Birmingham line will be taken away.

The Abbey Jn area will become controlled by Nuneaton signal box and all former Abbey Jn signal box main line colour light 3/4 aspect signals will become fully automatic and will be replated with Nuneaton signal box numbers as follows:-

Signal AJ.16 on the Down Main will be renumbered NN.21.
Signal AJ.20 on the Down Main will be renumbered NN.20.

Signal AJ.42 on the Up Main will be renumbered NN.8.

Telephones at the above signals will become connected to Nuneaton signal box.

The track circuit block system will apply on the Down and Up Birmingham/Nuneaton lines between Nuneaton and Saltley boxes.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUTRATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge.

(UFN)

TOTON T.M.D.

The depot protection arrangements have been modified as shown below :-

- a) All 'Stop & Await Instructions' boards have been replaced by position light ground signals controlled by the 'Designated Person'. A plunger is provided adjacent to each signal.
- b) Flashing beacons are provided over each road approximately 3 yards inside the shed.
- c) Klaxons are provided inside the shed operated by the passage of vehicles over treadles located between the signals at the shed doors.
- d) The spring trap points located outside the shed on roads 13, 14 and 15 are now electrically detected by the relevant position light signal.

(New Item) (50)

** EGGINTON JUNCTION

*

The Mickleover test track, M.O.D. Siding and Up sidings together with the trailing connection in the Up Main line has been secured out of use pending removal and all associated signalling has been disconnected.

The booklet of instructions respecting the working of the Research and Development test line between Mickleover and Egginton Jn dated November 1974 has been withdrawn.

(47)

BETWEEN WARRINGTON SOUTH JN AND ACTON GRANGE GF NO.1

The catch points on the Up line at 181 miles 70 chains have been replaced by plain line.

(48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** CORNBROOK JN

*

The connection in the turnback siding at 1 mile 593 yards has become a controlled connection and a telephone has been provided thereat to communicate with Manchester Piccadilly box.

Cornbrook Jn ground frame and its associated telephone has been recovered and the trailing crossover controlled therefrom has been secured out of use pending recovery.

The position 4 junction indicator on signal MP.703 on the Down Liverpool line has been recovered and the Main aspect applies to movements along the Down Liverpool line. A new position light aspect has been provided on signal MP.703, offset to the left, and applies to movements to the turnback siding.

Signal MP.704 on the former Up Chester line has been replaced by a three aspect colour light signal 137 yards nearer to Cornbrook Jn on the turnback siding.

A telephone communicating with Manchester Piccadilly box has been provided at Cornbrook Jn.

(47)

EDALE

The Up Distant signal has been renewed as a 2-aspect colour light signal, repositioned 45 yards nearer to Chinley and is now 1565 yards from the Up home signal.

(New Item) (48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUTRATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge.

(UFN)

TOTON T.M.D.

The depot protection arrangements have been modified as shown below :-

- a) All 'Stop & Await Instructions' boards have been replaced by position light ground signals controlled by the 'Designated Person'. A plunger is provided adjacent to each signal.
- b) Flashing beacons are provided over each road approximately 3 yards inside the shed.
- c) Klaxons are provided inside the shed operated by the passage of vehicles over treadles located between the signals at the shed doors.
- d) The spring trap points located outside the shed on roads 13, 14 and 15 are now electrically detected by the relevant position light signal.

(New Item) (50)

** EGGINTON JUNCTION

*

The Mickleover test track, M.O.D. Siding and Up sidings together with the trailing connection in the Up Main line has been secured out of use pending removal and all associated signalling has been disconnected.

The booklet of instructions respecting the working of the Research and Development test line between Mickleover and Egginton Jn dated November 1974 has been withdrawn.

(47)

BETWEEN WARRINGTON SOUTH JN AND ACTON GRANGE GF NO.1

The catch points on the Up line at 181 miles 70 chains have been replaced by plain line.

(48)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** CORNBROOK JN

*

The connection in the turnback siding at 1 mile 593 yards has become a controlled connection and a telephone has been provided thereat to communicate with Manchester Piccadilly box.

Cornbrook Jn ground frame and its associated telephone has been recovered and the trailing crossover controlled therefrom has been secured out of use pending recovery.

The position 4 junction indicator on signal MP.703 on the Down Liverpool line has been recovered and the Main aspect applies to movements along the Down Liverpool line. A new position light aspect has been provided on signal MP.703, offset to the left, and applies to movements to the turnback siding.

Signal MP.704 on the former Up Chester line has been replaced by a three aspect colour light signal 137 yards nearer to Cornbrook Jn on the turnback siding.

A telephone communicating with Manchester Piccadilly box has been provided at Cornbrook Jn.

(47)

EDALE

The Up Distant signal has been renewed as a 2-aspect colour light signal, repositioned 45 yards nearer to Chinley and is now 1565 yards from the Up home signal.

(New Item) (48)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 23 FEBRUARY - TINSLEY YARD

Tinsley Yard Express Freight Sidings Nos. 1 and 2 will be taken out of use.

(51)

MONDAY 24 FEBRUARY - BETWEEN NEWARK CROSSING AND STAYTHORPE CROSSING

At 00 hours there will be a permanent speed restriction of 20mph imposed on the Up line between 17m 10ch and 17mp.

(See Section 'D') (51)

MONDAY 24 FEBRUARY - BETWEEN CRANKLEY POINT LC AND NEWARK CROSSING

A reflectorised Speed Restriction Warning Indicator will be provided on the Up line between Crankley Point LC and Newark Crossing at 17m 74ch giving warning of the Permanent Speed Restriction of 20mph at 17m 10ch.

The distance between the Warning Indicator and the commencement of the 20mph speed restriction will be 1408 yards. An AWS permanent magnet will be provided 200 yards before reaching the indicator.

MONDAY 24 FEBRUARY - BETWEEN NEWARK CROSSING AND NEWARK CASTLE

The reflectorised Speed Restriction Warning Indicator on the Up line at 17m 62ch giving warning of the Permanent Speed Restriction of 30mph at 17m 08ch will be removed, together with the associated permanent aspect.

(See Section 'D') (51)

MONDAY 24 FEBRUARY - BETWEEN RILLINGTON AND SEAMER

Between 10 00 and 16 00 hours there will be several speed improvements for Class 15X units on both lines between Rillington and Seamer.

(See Section 'D') (51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 24 FEBRUARY - BETWEEN GANTON LC AND SEAMER

A reflectorised Speed Restriction Warning Indicator will be provided between Ganton LC and Seamer on the Down line at 38m 38ch giving warning of the Permanent Speed Restriction of 'SP 60' at 39m 05ch.

The distance between the warning indicator and the 60mph speed restriction will be 1034 yards.

An AWS magnet will be provided 200 yards before reaching the indicator.

(51)

WEDNESDAY 26 FEBRUARY - BETWEEN DENBY DALE AND CLAYTON WEST JN

3-aspect colour light signal HU.227 (with centre yellow aspect blanked out of use), located on the Down Branch at approximately 8m 04ch, will be replaced by a new 2-aspect Red/Green colour light signal at the same location.

(51)

DETAILS OF WORK ALREADY CARRIED OUT** DONCASTER, MARSHGATE JUNCTION

The signal post telephone for Ground Position Light signal No 14 92, located on the Down Main line (for Up direction movements) at approximately 156½ mile post, has been moved 30 metres further north.

(48)

** BETWEEN CRANKLEY POINT LC AND LANGFORD LC

A permanent speed restriction of 30mph has been imposed on the Down Line between 18½mp and 19¼mp.

40

(See Section 'D') (48)

BETWEEN EAST HOLMES AND WEST HOLMES

The secured out of use facing crossover between the Down and Up Main lines at approximately 83m 23ch has been removed and plain line installed.

(50)

WOODBURN JUNCTION

The secured out of use trailing connection from the Down Worksop line to the former ACE/AME Siding (and Darnall Depot) at approximately 42m 38chs has been removed and plain line installed.

(49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN ST JAMES JUNCTION AND HEXTHORPE JUNCTION

The signal post telephone for Ground Position Light Signal No 1141, located at approximately 21m 73ch and for down direction movements from Nos 1 to 5 Up West Sidings, has been repositioned to 30 metres before reaching the signal.

(48)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

STREETHOUSE LC

4-aspect colour light signal 0.328, located on the Up Goole line, has been repositioned 47 yards (43 metres) nearer to Streethouse LC.

(50)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

** LEEDS STATION

Platforms 2 and 3 have been shortened by 7 yards (6 metres) and the buffer stops have been repositioned accordingly.

The revised operational lengths are:

Platform 2 - 199 yards (182 metres)
Platform 3 - 120 yards (110 metres)

The Bay Siding between Platforms 2 and 3 has been reduced in length to give an operational standage of 82 yards (75 metres).

(48)

BROUGH STATION

The operational length of the Up Bay Platform at Brough has been reduced from 196 yards (179 metres) to 156 yards (142 metres) and the buffer stop repositioned accordingly.

(49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 23 FEBRUARY - POULTON

The Up Main distant signal will be renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(51)

DETAILS OF WORK ALREADY CARRIED OUTRATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge.

(UFN)

BETWEEN NUNEATON STATION AND ABBEY JN/ASHBY JN

A new controlled 3 aspect R/Y/G colour light signal NN.22 with a position light shunt aspect applying to movements along the Down Birmingham line has been provided on the Down Birmingham line at Nuneaton North Jn at 97 miles 784 yards, 115 yards in rear of Down to Up Birmingham line crossover. AWS equipment has been provided 150 yards in rear of the signal.

The banner repeating signal situated by the Up Birmingham line at 97 miles 1416 yards applying to signal NN.6 has been taken away.

Signal NN.27 on the Down Slow at the north end of platform 2 has been provided with a position 2 junction indicator applying to movements to the Down Birmingham line (NN.22) via the Down Slow to Down Birmingham connection immediately in advance of signal NN.27. The position 1 junction indicator now applies to movements to the Down Birmingham line signal (NN.21) via the connection between the Up and Down Birmingham lines in advance of signal (NN.22).

A new position light "Limit of Shunt" indicator has been provided on the Up Slow 48 yards in rear of signal NN.7.

A new position light ground shunt signal NN.28 has been provided at the north end of the Up Goods applying to shunt movements to the new Up Slow position light "Limit of Shunt" indicator.

The AWS equipment applying to signal NN.9 (Up Fast) and signal NN.7 (Up Slow) have been repositioned immediately on the north side of Ashby Jn, 212 yards in rear of the signals.

Position light shunt signal NN.29 on the Up Goods at the north end of the station has been renewed as a ground mounted 4 aspect (Y/G/Y/R) colour light signal with the RED aspect at the top and with a position light aspect and theatre type route indicator applying to routes from the Up Goods as follows:-

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NUNEATON STATION AND ABBEY JN/ASHBY JN - continued

<u>Aspect</u>	<u>Route Indicator</u>	<u>Route to</u>
PL	-	Up Goods
M	F	Down Fast
PL	-	Down Fast
M	S	Down Slow
PL	-	Down Slow
M	B	Down Birmingham
PL	-	Down Birmingham

(50)

ABBEEY JN

Abbey Jn signalbox has been taken out of use and all former signal box worked connections have been secured out of use and the associated signalling disconnected, pending removal. The points telephone at the former Main line crossover and the notice board "For run round purposes locomotives must be detached at this point" by the Down Birmingham line have been taken away.

The Abbey Jn area will become controlled by Nuneaton signal box and all former Abbey Jn signal box main line colour light 3/4 aspect signals is fully automatic and has been replated with Nuneaton signal box numbers as follows:-

Signal AJ.16 on the Down Main will be renumbered NN.21.
Signal AJ.20 on the Down Main will be renumbered NN.20.

Signal AJ.42 on the Up Main will be renumbered NN.8.

Telephones at the above signals are connected to Nuneaton signal box.

The track circuit block system applies on the Down and Up Birmingham/Nuneaton lines between Nuneaton and Saltley boxes.

(50)

BETWEEN NUNEATON MIDLAND JN AND ABBEY JN

The Up and Down main lines between Nuneaton Midland Jn and Abbey Jn have been secured out of use and the associated signalling disconnected, pending removal.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

TOTON T.M.D.

The depot protection arrangements have been modified as shown below :-

- a) All 'Stop & Await Instructions' boards have been replaced by position light ground signals controlled by the 'Designated Person'. A plunger is provided adjacent to each signal.
- b) Flashing beacons are provided over each road approximately 3 yards inside the shed.
- c) Klaxons are provided inside the shed operated by the passage of vehicles over treadles located between the signals at the shed doors.
- d) The spring trap points located outside the shed on roads 13, 14 and 15 are now electrically detected by the relevant position light signal.

(50)

* * BETWEEN WARRINGTON SOUTH JN AND ACTON GRANGE GF NO.1

*

The catch points on the Up line at 181 miles 70 chains have been replaced by plain line.

(48)

EDALE

The Up Distant signal has been renewed as a 2-aspect colour light signal, repositioned 45 yards nearer to Chinley and is now 1565 yards from the Up home signal.

(50)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
ALTOFTS JN TO LEEDS NORTH JN		
SUNDAY 1 MARCH		
325 Engine Shed Jn and Leeds North Jn	Down and Up BLOCKED to electric trains	00 01 to 07 00. In connection with engineering work between Leeds West Jn and Leeds East Jn. Isolation of electrical sections 165D.
YORK TO SCARBOROUGH		
UNTIL FURTHER NOTICE		
326 York and Barton Hill	Down and Up Between Trains	Construction work and level crossing road repairs. 1m 51ch and 11m 49ch. (91/7)
327 Barton Hill and Malton	Down and Up Between Trains	Construction work and level crossing road repairs. 11m 72ch and 21m 34ch. (91/17)
328 Malton Station	Down and Up Between Trains	Construction work. 21m 10ch and 21m 14ch. (See Section 'D'). (89/34)
SATURDAY 29 FEBRUARY TO SUNDAY 1 MARCH		
329 Barton Hill and Kirkham Abbey	Down and Up BLOCKED	22 30 Sat to 08 30 Sun. Bridgework. 11m 66ch.
330 Falsgrave	Down and Up BLOCKED	23 00 Sat to 08 30 Sun. Trim lineside vegetation. 41m 63ch.
WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN		
UNTIL FURTHER NOTICE		
331 Crofton East Jn and Streethouse LC	Down and Up Between Trains	08 00 to 16 00. Bridgework (No. 18). 51m 50ch. Restricted clearance. (89/49)
332 Crofton East Jn and Pontefract West Jn	Down and Up Between Trains	Construction work. 52m 11ch and 55m 64ch. Restricted clearance. (91/41)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 1 MARCH - BETWEEN HOLTON-LE-MOOR AND WICKENBYBuslingthorpe LC (at 29mp)

The above level crossing will be equipped with Automatic Half Barriers (Bi-directional).

The crossing will be equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards will be provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 440 yards before reaching the crossing.

On the Up line, applying to Down (wrong) direction movements, 782 yards before reaching the crossing.

The crossing will be monitored by Wickenby Signal Box and telephone communication with that Signal Box will be provided.

Lissingley LC (at 29½mp)

The above level crossing will be equipped with Automatic Half Barriers (Bi-directional).

The crossing will be equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards will be provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 768 yards before reaching the crossing.

On the Up line, applying to Down (wrong) direction movements, 440 yards before reaching the crossing.

The crossing will be monitored by Wickenby Signal Box and telephone communication with that Signal Box will be provided.

(52)

MONDAY 2 MARCH - BETWEEN DENABY LC AND MEXBOROUGH

At 10 00 hours there will be a permanent speed restriction of 60 mph imposed on the Down line between 16m 44ch and 16m 29ch.

(See Section 'D') (52)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 1 MARCH - BETWEEN HOLTON-LE-MOOR AND WICKENBYBuslingthorpe LC (at 29mp)

The above level crossing will be equipped with Automatic Half Barriers (Bi-directional).

The crossing will be equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards will be provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 440 yards before reaching the crossing.

On the Up line, applying to Down (wrong) direction movements, 782 yards before reaching the crossing.

The crossing will be monitored by Wickenby Signal Box and telephone communication with that Signal Box will be provided.

Lissingley LC (at 29½mp)

The above level crossing will be equipped with Automatic Half Barriers (Bi-directional).

The crossing will be equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards will be provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 768 yards before reaching the crossing.

On the Up line, applying to Down (wrong) direction movements, 440 yards before reaching the crossing.

The crossing will be monitored by Wickenby Signal Box and telephone communication with that Signal Box will be provided.

(52)

MONDAY 2 MARCH - BETWEEN DENABY LC AND MEXBOROUGH

At 10 00 hours there will be a permanent speed restriction of 60 mph imposed on the Down line between 16m 44ch and 16m 29ch.

(See Section 'D') (52)

C49C-/KS/1

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUTBETWEEN EAST HOLMES AND WEST HOLMES

The secured out of use facing crossover between the Down and Up Main lines at approximately 83m 23ch has been removed and plain line installed.

(50)

BETWEEN NEWARK CROSSING AND STAYTHORPE CROSSING

A permanent speed restriction of 20mph has been imposed on the Up line between 17m 10ch and 17mp.

(See Section 'D') (51)

BETWEEN CRANKLEY POINT LC AND NEWARK CROSSING

A reflectorised Speed Restriction Warning Indicator has been provided on the Up line between Crankley Point LC and Newark Crossing at 17m 74ch giving warning of the Permanent Speed Restriction of 20mph at 17m 10ch.

The distance between the Warning Indicator and the commencement of the 20mph speed restriction is 1408 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(51)

BETWEEN NEWARK CROSSING AND NEWARK CASTLE

The reflectorised Speed Restriction Warning Indicator on the Up line at 17m 62ch giving warning of the Permanent Speed Restriction of 30mph at 17m 08ch has been removed, together with the associated permanent aspect.

(See Section 'D') (51)

* WOODBURN JUNCTION

*

The secured out of use trailing connection from the Down Worksop line to the former ACE/AME Siding (and Darnall Depot) at approximately 42m 38chs has been removed and plain line installed.

(49)

TINSLEY YARD

Tinsley Yard Express Freight Sidings Nos. 1 and 2 have been taken out of use.

(51)

C49C-/KS/2

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN DENBY DALE AND CLAYTON WEST JN

3-aspect colour light signal HU.227 (with centre yellow aspect blanked out of use), located on the Down Branch at approximately 8m 04ch, has been replaced by a new 2-aspect Red/Green colour light signal at the same location.

(51)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

KIRKHAM ABBEYKirkham Abbey Public Footpath Level Crossing (at 15m 12ch)

Whistle Boards have been provided 300 yards either side of the above level crossing.

(New Item) (52)

BETWEEN GANTON LC AND SEAMER

A reflectorised Speed Restriction Warning Indicator has been provided between Ganton LC and Seamer on the Down line at 38m 38ch giving warning of the Permanent Speed Restriction of 'SP 60' at 39m 05ch.

The distance between the warning indicator and the 60mph speed restriction is 1034 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(51)

BETWEEN RILLINGTON AND SEAMER

Between 10 00 and 16 00 hours there are several speed improvements for Class 15X units on both lines between Rillington and Seamer.

(See Section 'D') (51)

STREETHOUSE LC

4-aspect colour light signal 0.328, located on the Up Goole line, has been repositioned 47 yards (43 metres) nearer to Streethouse LC.

(50)

C49C-/KS/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

** BROUGH STATION

*

The operational length of the Up Bay Platform at Brough has been reduced from 196 yards (179 metres) to 156 yards (142 metres) and the buffer stop repositioned accordingly.

(49)

HEADINGLEY STATION

The operational lengths of both the Down and Up platforms at Headingley Station have been reduced to 78 yards (72 metres).

(New Item) (52)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 1 MARCH - BETWEEN NUNEATON NORTH JN AND HINCKLEY

Nuneaton Midland Jn signalbox will be taken out of use and the main line crossover secured out of use and all the box controlled signalling disconnected, pending removal.

The former Midland Jn. area will become controlled by Nuneaton signalbox and new colour light 2 aspect signals will be provided on the up and down Leicester lines as follows:-

Up Leicester

Signal NN.84R 2 aspect (Y/G) at 0m 28ch (opposite signal NN.81 on the down).
Signal NN.84 2 aspect (R/G) fully automatic at 1m 37ch.

Down Leicester

Signal NN.85R 2 aspect (Y/G) at 2m 57ch.
Signal NN.85 3 aspect (R/Y/G) fully automatic at 1m 37ch.

AWS equipment will be provided 200 yards in rear of the above signals. Telephones will be provided at signals NN.84 and NN.85 connected to Nuneaton signal box.

C49C-/KS/4

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedSUNDAY 1 MARCH - BETWEEN NUNEATON NORTH JN AND HINCKLEY - continued

The Permanent Speed Restriction advanced warning indicator board on the down Leicester line at 1m 25ch (applying to the 30 mph PSR commencing at 0m 61ch) together with the associated AWS equipment will be repositioned nearer Hinckley at 1m 63ch.

The track circuit block system will apply on the down and up Leicester lines between Nuneaton and Hinckley boxes.

(52)

SUNDAY 1 MARCH - BETWEEN NUNEATON STATION AND NUNEATON NORTH JN

Signal NN.39 at the south end of the up goods will be provided with a position 2 junction route indicator which will apply to movements to signal NN.61 on the down goods when a main aspect/s is cleared. The stencil route indication DG at signal NN.39 will be taken out of use and the position light shunt route towards signal NN.61 on the down goods will not now have an accompanying route indication.

Signal NN.61 at the signalbox end of the down goods will be renewed as a 4 aspect (R/Y/G/Y with the RED aspect at the top) ground mounted colour light signal with a position light aspect and theatre type route indicator applying to routes from the down goods as follows:-

<u>Aspect</u>	<u>Route Indicator</u>	<u>Route to</u>
M	L	Up Leicester
PL	L	Up Leicester
M	S	Up Slow
PL	-	Up Slow

(52)

SUNDAY 1 MARCH - BLACKBURN BOLTON JN

The searchlight type signal No. PN.455 located on the down through siding will be replaced by a short range 3-aspect colour-light signal. The signal will be mounted on a straight post and located on the right hand side of the line.

The red aspect will be 4 feet above rail level.

(52)

C49C-/KS/5

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUTRATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge.

(UFN)

BETWEEN NUNEATON STATION AND ABBEY JN/ASHBY JN

A new controlled 3 aspect R/Y/G colour light signal NN.22 with a position light shunt aspect applying to movements along the Down Birmingham line has been provided on the Down Birmingham line at Nuneaton North Jn at 97 miles 784 yards, 115 yards in rear of Down to Up Birmingham line crossover. AWS equipment has been provided 150 yards in rear of the signal.

The banner repeating signal situated by the Up Birmingham line at 97 miles 1416 yards applying to signal NN.6 has been taken away.

Signal NN.27 on the Down Slow at the north end of platform 2 has been provided with a position 2 junction indicator applying to movements to the Down Birmingham line (NN.22) via the Down Slow to Down Birmingham connection immediately in advance of signal NN.27. The position 1 junction indicator now applies to movements to the Down Birmingham line signal (NN.21) via the connection between the Up and Down Birmingham lines in advance of signal (NN.22).

A new position light "Limit of Shunt" indicator has been provided on the Up Slow 48 yards in rear of signal NN.7.

A new position light ground shunt signal NN.28 has been provided at the north end of the Up Goods applying to shunt movements to the new Up Slow position light "Limit of Shunt" indicator.

The AWS equipment applying to signal NN.9 (Up Fast) and signal NN.7 (Up Slow) have been repositioned immediately on the north side of Ashby Jn, 212 yards in rear of the signals.

C49C-/KS/6

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NUNEATON STATION AND ABBEY JN/ASHBY JN - continued

Position light shunt signal NN.29 on the Up Goods at the north end of the station has been renewed as a ground mounted 4 aspect (Y/G/Y/R) colour light signal with the RED aspect at the top and with a position light aspect and theatre type route indicator applying to routes from the Up Goods as follows:-

<u>Aspect</u>	<u>Route Indicator</u>	<u>Route to</u>
PL	-	Up Goods
M	F	Down Fast
PL	-	Down Fast
M	S	Down Slow
PL	-	Down Slow
M	B	Down Birmingham
PL	-	Down Birmingham

(50)

ABBNEY JN

Abbey Jn signalbox has been taken out of use and all former signal box worked connections have been secured out of use and the associated signalling disconnected, pending removal. The points telephone at the former Main line crossover and the notice board "For run round purposes locomotives must be detached at this point" by the Down Birmingham line have been taken away.

The Abbey Jn area will become controlled by Nuneaton signal box and all former Abbey Jn signal box main line colour light 3/4 aspect signals is fully automatic and has been replated with Nuneaton signal box numbers as follows:-

Signal AJ.16 on the Down Main will be renumbered NN.21.
Signal AJ.20 on the Down Main will be renumbered NN.20.

Signal AJ.42 on the Up Main will be renumbered NN.8.

Telephones at the above signals are connected to Nuneaton signal box.

The track circuit block system applies on the Down and Up Birmingham/Nuneaton lines between Nuneaton and Saltley boxes.

(50)

C49C-/KS/7

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NUNEATON MIDLAND JN AND ABBEY JN

The Up and Down main lines between Nuneaton Midland Jn and Abbey Jn have been secured out of use and the associated signalling disconnected, pending removal.

(50)

TOTON T.M.D.

The depot protection arrangements have been modified as shown below :-

- All 'Stop & Await Instructions' boards have been replaced by position light ground signals controlled by the 'Designated Person'. A plunger is provided adjacent to each signal.
- Flashing beacons are provided over each road approximately 3 yards inside the shed.
- Klaxons are provided inside the shed operated by the passage of vehicles over treadles located between the signals at the shed doors.
- The spring trap points located outside the shed on roads 13, 14 and 15 are now electrically detected by the relevant position light signal.

(50)

EDALE

The Up Distant signal has been renewed as a 2-aspect colour light signal, repositioned 45 yards nearer to Chinley and is now 1565 yards from the Up home signal.

(50)

POULTON

The Up Main distant signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(51)

C49C-/KS/8

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN NUNEATON STATION AND ABBEY JN/ASHBY JN - continued

Position light shunt signal NN.29 on the Up Goods at the north end of the station has been renewed as a ground mounted 4 aspect (Y/G/Y/R) colour light signal with the RED aspect at the top and with a position light aspect and theatre type route indicator applying to routes from the Up Goods as follows:-

<u>Aspect</u>	<u>Route Indicator</u>	<u>Route to</u>
PL	-	Up Goods
M	F	Down Fast
PL	-	Down Fast
M	S	Down Slow
PL	-	Down Slow
M	B	Down Birmingham
PL	-	Down Birmingham

(50)

ABBAY JN

Abbey Jn signalbox has been taken out of use and all former signal box worked connections have been secured out of use and the associated signalling disconnected, pending removal. The points telephone at the former Main line crossover and the notice board "For run round purposes locomotives must be detached at this point" by the Down Birmingham line have been taken away.

The Abbey Jn area will become controlled by Nuneaton signal box and all former Abbey Jn signal box main line colour light 3/4 aspect signals is fully automatic and has been replated with Nuneaton signal box numbers as follows:-

Signal AJ.16 on the Down Main will be renumbered NN.21.
Signal AJ.20 on the Down Main will be renumbered NN.20.

Signal AJ.42 on the Up Main will be renumbered NN.8.

Telephones at the above signals are connected to Nuneaton signal box.

The track circuit block system applies on the Down and Up Birmingham/Nuneaton lines between Nuneaton and Saltley boxes.

(50)

C49C-/KS/7

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN NUNEATON MIDLAND JN AND ABBEY JN

The Up and Down main lines between Nuneaton Midland Jn and Abbey Jn have been secured out of use and the associated signalling disconnected, pending removal.

(50)

TOTON T.M.D.

The depot protection arrangements have been modified as shown below :-

- All 'Stop & Await Instructions' boards have been replaced by position light ground signals controlled by the 'Designated Person'. A plunger is provided adjacent to each signal.
- Flashing beacons are provided over each road approximately 3 yards inside the shed.
- Klaxons are provided inside the shed operated by the passage of vehicles over treadles located between the signals at the shed doors.
- The spring trap points located outside the shed on roads 13, 14 and 15 are now electrically detected by the relevant position light signal.

(50)

EDALE

The Up Distant signal has been renewed as a 2-aspect colour light signal, repositioned 45 yards nearer to Chinley and is now 1565 yards from the Up home signal.

(50)

POULTON

The Up Main distant signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(51)

C49C-/KS/8

C50/92
7-13.3.92SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 8 MARCH - BETWEEN BARROW HAVEN LC AND PASTURE ROAD LC

The East and West Ground Frames, located at 109m 41ch and 109m 63ch respectively, will be abolished and plain line installed.

(1)

SUNDAY 8 MARCH - BETWEEN CROFTON WEST JN AND CROFTON EAST JN

The catch points in the Down Goole line at 49m 52ch will be abolished and plain line installed.

(1)

MONDAY 9 MARCH - BETWEEN MICKLEFIELD JN AND HAGG LANE LC (5M 34CH)

Between 10 00 and 16 00 hours a Permanent Speed Restriction of 90 mph for trains formed entirely of Class 15X Units will be imposed on the Down line between 10½mp and 6½mp and on the Up line between 5½mp and 10m 66ch.

(See Section 'D') (1)

DETAILS OF WORK ALREADY CARRIED OUT* * BETWEEN EAST HOLMES AND WEST HOLMES

The secured out of use facing crossover between the Down and Up Main lines at approximately 83m 23ch has been removed and plain line installed.

(50)

BETWEEN HOLTON-LE-MOOR AND WICKENBYBuslingthorpe LC (at 29mp)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards have been provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 440 yards before reaching the crossing.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HOLTON-LE-MOOR AND WICKENBY - continued

On the Up line, applying to Down (wrong) direction movements, 782 yards before reaching the crossing.

The crossing has been monitored by Wickenby Signal Box and telephone communication with that Signal Box has been provided.

Lissingley LC (at 29½mp)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards have been provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 768 yards before reaching the crossing.

On the Up line, applying to Down (wrong) direction movements, 440 yards before reaching the crossing.

The crossing has been monitored by Wickenby Signal Box and telephone communication with that Signal Box has been provided.

(52)

BETWEEN NEWARK CROSSING AND STAYTHORPE CROSSING

A permanent speed restriction of 20mph has been imposed on the Up line between 17m 10ch and 17mp.

(See Section 'D') (51)

BETWEEN CRANKLEY POINT LC AND NEWARK CROSSING

A reflectorised Speed Restriction Warning Indicator has been provided on the Up line between Crankley Point LC and Newark Crossing at 17m 74ch giving warning of the Permanent Speed Restriction of 20mph at 17m 10ch.

The distance between the Warning Indicator and the commencement of the 20mph speed restriction is 1408 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NEWARK CROSSING AND NEWARK CASTLE

The reflectorised Speed Restriction Warning Indicator on the Up line at 17m 62ch giving warning of the Permanent Speed Restriction of 30mph at 17m 08ch has been removed, together with the associated permanent aspect.

(See Section 'D') (51)

OXCROFT BRANCH

A temporary level crossing has been installed at approximately 0m 41chs.

Trains will be required to Stop before proceeding over the crossing.

A Stop board with additional wording "proceed if crossing open to rail" will be positioned 25 metres from the crossing on each approach. Advance warning boards will be provided approximately 190 metres before reaching the crossing in Down direction and 125 metres before reaching the crossing in Up direction.

During hours 07 30 to 17 30 the crossing will be maintained closed to rail. Before opening the barriers the flagman on duty will stop all work operations adjacent to the track.

Outside these hours the barriers will be locked across the road approach, open to rail, and no site work will be undertaken.

(New Item) (1)

BETWEEN DENABY LC AND MEXBOROUGH

A permanent speed restriction of 60 mph has been imposed on the Down line between 16m 44ch and 16m 29ch.

(See Section 'D') (52)

TINSLEY YARD

Tinsley Yard Express Freight Sidings Nos. 1 and 2 have been taken out of use.

(51)

BETWEEN DENBY DALE AND CLAYTON WEST JN

3-aspect colour light signal HU.227 (with centre yellow aspect blanked out of use), located on the Down Branch at approximately 8m 04ch, has been replaced by a new 2-aspect Red/Green colour light signal at the same location.

(51)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedKIRKHAM ABBEYKirkham Abbey Public Footpath Level Crossing (at 15m 12ch)

Whistle Boards have been provided 300 yards either side of the above level crossing.

(52)

BETWEEN GANTON LC AND SEAMER

A reflectorised Speed Restriction Warning Indicator has been provided between Ganton LC and Seamer on the Down line at 38m 38ch giving warning of the Permanent Speed Restriction of 'SP 60' at 39m 05ch.

The distance between the warning indicator and the 60mph speed restriction is 1034 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(51)

BETWEEN RILLINGTON AND SEAMER

Between 10 00 and 16 00 hours there are several speed improvements for Class 15X units on both lines between Rillington and Seamer.

(See Section 'D') (51)

* * STREETHOUSE LC

*

4-aspect colour light signal 0.328, located on the Up Goole line, has been repositioned 47 yards (43 metres) nearer to Streethouse LC.

(50)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

HEADINGLEY STATION

The operational lengths of both the Down and Up platforms at Headingley Station have been reduced to 78 yards (72 metres).

(52)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedLONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 7 MARCH - DAW MILL

The existing 30 mph permanent speed restriction over the down line from 2m 05ch to 1m 50ch will become a 30 mph differential permanent speed restriction as shown in clause 2.4 of

70

the instructions headed "Permanent Speed Restrictions" in Appendix 2 to the Rule Book.

(1)

SUNDAY 8 MARCH - HYDE JN.

A new set of controlled trap points together with a sand drag, 50 yards in length, will be provided on the Down Branch line, 120 yards in advance of signal GB.865 .

(1)

MONDAY 9 MARCH - PRESTON STATION

The Down Fast Platform (No. 3) previously shortened for work to be carried out, will be re-instated to its original length and the temporary stop boards removed.

(1)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN NUNEATON NORTH JN AND HINCKLEY

Nuneaton Midland Jn signalbox has been taken out of use and the main line crossover secured out of use and all the box controlled signalling disconnected, pending removal.

The former Midland Jn. area has become controlled by Nuneaton signalbox and new colour light 2/3 aspect signals have been provided on the up and down Leicester lines as follows:-

Up Leicester

Signal NN.84R 2 aspect (Y/G) at 0m 28ch (opposite signal NN.81 on the down).

Signal NN.84 2 aspect (R/G) fully automatic at 1m 37ch.

Down Leicester

Signal NN.85R 2 aspect (Y/G) at 2m 57ch.

Signal NN.85 3 aspect (R/Y/G) fully automatic at 1m 37ch.

AWS equipment has been provided 200 yards in rear of the above signals. Telephones have been provided at signals NN.84 and NN.85 connected to Nuneaton signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN NUNEATON NORTH JN AND HINCKLEY - continued

The Permanent Speed Restriction advanced warning indicator board on the down Leicester line at 1m 25ch (applying to the 30 mph PSR commencing at 0m 61ch) together with the associated AWS equipment has been repositioned nearer Hinckley at 1m 63ch.

The track circuit block system applies on the down and up Leicester lines between Nuneaton and Hinckley boxes.

(52)

BETWEEN NUNEATON STATION AND NUNEATON NORTH JN

Signal NN.39 at the south end of the up goods has been provided with a position 2 junction route indicator which applies to movements to signal NN.61 on the down goods when a main aspect/s is cleared. The stencil route indication DG at signal NN.39 has been taken out of use and the position light shunt route towards signal NN.61 on the down goods has not now an accompanying route indication.

Signal NN.61 at the signalbox end of the down goods has been renewed as a 4 aspect (R/Y/G/Y with the RED aspect at the top) ground mounted colour light signal with a position light aspect and theatre type route indicator applies to routes from the down goods as follows:-

Aspect	Route Indicator	Route to
M	L	Up Leicester
PL	L	Up Leicester
M	S	Up Slow
PL	-	Up Slow

(52)

LACKBURN BOLTON JN

The searchlight type signal No. PN.455 located on the down through siding has been replaced by short range 3-aspect colour-light signal. The signal has been mounted on a straight post and located on the right hand side of the line.

The red aspect is 4 feet above rail level.

(52)

RATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals 7, B.7 and will be operated by a B.R person in charge.

(UFN)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN NUNEATON STATION AND ABBEY JN/ASHBY JN

*
A new controlled 3 aspect R/Y/G colour light signal NN.22 with a position light shunt aspect applying to movements along the Down Birmingham line has been provided on the Down Birmingham line at Nuneaton North Jn at 97 miles 784 yards, 115 yards in rear of Down to Up Birmingham line crossover. AWS equipment has been provided 150 yards in rear of the signal.

The banner repeating signal situated by the Up Birmingham line at 97 miles 1416 yards applying to signal NN.6 has been taken away.

Signal NN.27 on the Down Slow at the north end of platform 2 has been provided with a position 2 junction indicator applying to movements to the Down Birmingham line (NN.22) via the Down Slow to Down Birmingham connection immediately in advance of signal NN.27. The position 1 junction indicator now applies to movements to the Down Birmingham line signal (NN.21) via the connection between the Up and Down Birmingham lines in advance of signal (NN.22).

A new position light "Limit of Shunt" indicator has been provided on the Up Slow 48 yards in rear of signal NN.7.

A new position light ground shunt signal NN.28 has been provided at the north end of the Up Goods applying to shunt movements to the new Up Slow position light "Limit of Shunt" indicator.

The AWS equipment applying to signal NN.9 (Up Fast) and signal NN.7 (Up Slow) have been repositioned immediately on the north side of Ashby Jn, 212 yards in rear of the signals.

Position light shunt signal NN.29 on the Up Goods at the north end of the station has been renewed as a ground mounted 4 aspect (Y/G/Y/R) colour light signal with the RED aspect at the top and with a position light aspect and theatre type route indicator applying to routes from the Up Goods as follows:-

Aspect	Route Indicator	Route to
PL	-	Up Goods
M	F	Down Fast
PL	-	Down Fast
M	S	Down Slow
PL	-	Down Slow
M	B	Down Birmingham
PL	-	Down Birmingham

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** ABBEY JN

*

Abbey Jn signalbox has been taken out of use and all former signal box worked connections have been secured out of use and the associated signalling disconnected, pending removal. The points telephone at the former Main line crossover and the notice board "For run round purposes locomotives must be detached at this point" by the Down Birmingham line have been taken away.

The Abbey Jn area will become controlled by Nuneaton signal box and all former Abbey Jn signal box main line colour light 3/4 aspect signals is fully automatic and has been replated with Nuneaton signal box numbers as follows:-

Signal AJ.16 on the Down Main will be renumbered NN.21.
Signal AJ.20 on the Down Main will be renumbered NN.20.

Signal AJ.42 on the Up Main will be renumbered NN.8.

Telephones at the above signals are connected to Nuneaton signal box.

The track circuit block system applies on the Down and Up Birmingham/Nuneaton lines between Nuneaton and Saltley boxes.

(50)

** BETWEEN NUNEATON MIDLAND JN AND ABBEY JN

*

The Up and Down main lines between Nuneaton Midland Jn and Abbey Jn have been secured out of use and the associated signalling disconnected, pending removal.

(50)

** TOTON T.M.D.

*

The depot protection arrangements have been modified as shown below :-

- a) All 'Stop & Await Instructions' boards have been replaced by position light ground signals controlled by the 'Designated Person'. A plunger is provided adjacent to each signal.
- b) Flashing beacons are provided over each road approximately 3 yards inside the shed.
- c) Klaxons are provided inside the shed operated by the passage of vehicles over treadles located between the signals at the shed doors.
- d) The spring trap points located outside the shed on roads 13, 14 and 15 are now electrically detected by the relevant position light signal.

(50)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** EDALE

*

The Up Distant signal has been renewed as a 2-aspect colour light signal, repositioned 45 yards nearer to Chinley and is now 1565 yards from the Up home signal.

(50)

BETWEEN HORSFALL TUNNEL AND LMR/ER BOUNDARY (22 MILES 62 CHAINS)

Warning boards have been provided in both directions 330 yards before reaching Eastwood Bridleway Level Crossing (21 miles 30 chains).

(New Item)

(1)

POULTON

The Up Main distant signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(51)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
BRIGHTSIDE STATION JN TO TREETON NORTH JN			AWS not provided
Brightside Station Jn	162 35		Controlled by Sheffield (S) signal box
Shepcote Lane West Jn	161 31* 161 24		# To/From Tinsley South Jn see page 5 16 ## To Broughton Lane Jn see page 5 16
Shepcote Lane East Jn	161 21*		SWAL - South West Arrival line NWAL - North West Arrival line EAL - East Arrival line EDL - East Departure line
Shepcote Lane Jn	161 13		#### Tinsley Yards
Tinsley Park	160 65 160 20* 160 13* 160 10*		#### Tinsley Yards
Tinsley Yard (TY)	160 02		Controlled by Tinsley Yard (TY) signal box ### To/From Treeton Jn see page 5 16
Catcliffe Jn	159 15 0 25*		Controlled by Sheffield (S) signal box
Treeton North Jn	0 00		Controlled by Sheffield (S) signal box

(40)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Shepcote Lane Jn Tinsley South Jn	161 24 161 27* 161 63	SHEPCOTE LANE JN TO TINSLEY SOUTH JN. UP 15 25 DN 15 25	AWS not provided See page 5 15 CW NW Arrival at 161 63 (700 yards before reaching signal SL10). See page 5 23
Shepcote Lane Jn Broughton Lane Jn	161 21* 161 28* 161 53* 161 59* 161 69	SHEPCOTE LANE JN TO BROUGHTON LANE JN. DN 15 25 15 25	AWS not provided Controlled by Shepcote Lane signal box See page 5 15 CW SW Arrival at 161 33 (733 yards before reaching signal SL 6). See page 5 23
Catcliffe Jn Treeton Jn	159 15 158 70* 158 66	CATCLIFFE JN TO TREETON JN UP 30 25 DN 30 25	Controlled by Tinsley Yard signal box See page 5 15 Controlled by Sheffield (S) signal box See page 5 23

Sectional Appendix Table A Section 5 Page 16

Dated 1st February 1992

(40)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Great Coates No.1 BR/ABP Boundary Moody Lane LC AOCL ABP LC AOCL End of OTW	108 34 108 44	GREAT COATES NO.1 TO UNION DOCK 10 10\$ 10\$ STOP	AWS Not provided. ONE TRAIN WORKING \$ Approaching level crossing

Sectional Appendix Table A Section 4 Page 18

Dated 7th March 1992

(40)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
DONCASTER SOUTH YORKSHIRE JN TO SWINTON JN NORTH/SOUTH			
South Yorkshire Jn	22 58		South Yorkshire Jn to Conisbrough Tunnel controlled by Doncaster (D) signal box # see Section 1 ## see page 5 24 C Down Main at 22 00 (571 yards before reaching signal D703).
St James Jn	22 35*		### To/From Doncaster Avoiding line see Section 4 C Up at 20 22 (833 yards before reaching signal D 710). C Up at 19 59 (712 yards before reaching signal D712).
Signal D 701			UGL = 54
Hexthorpe Jn	20 76*		C Up at 17 51 (850 yards before reaching signal S880). Lines between Conisbrough and Swinton Jns controlled by Sheffield (S) signal box.
Conisbrough Tunnel (237 yards)	19 00* 18 69*		
Cadeby	18 60 18 37* 18 29*		
CONISBROUGH	18 13		
Denaby LC CCTV	17 12 16 44* 16 29*		

Sectional Appendix Table A Section 5 Page 20 Dated 2nd March 1992

(40)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MEXBOROUGH JN TO WOODBURN JN			
Mexborough Jn	15 64 10 17*		Mexborough Jn to Thrybergh Jn Controlled by Sheffield (S) signal box. MS - Mexborough single line UMX - Up Mexborough DMX - Down Mexborough # To/From mexborough see page 5 21
Kilnhurst	8 50		UGL = 98 C Down at 8 48 (955 yards before reaching signal S 719). ## To/From Silverwood Colliery line see page 5 24
Thrybergh Jn	7 73 7 00*		Thrybergh Jn to Rotherham Central Station controlled by Aldwarke Jn (SA) signal box.
Aldwarke South Jn (GC)	6 69		### To/From Aldwarke Jn (Mid Line) see page 5 8
Aldwarke New Site	6 37		UT - Up Tinsley DT - Down Tinsley

Sectional Appendix Table A Section 5 Page 22 Dated 1st February 1992

(40)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	5 53*		<p>Rotherham Central Station to Rotherham Central Jn controlled by Sheffield (S) signal box.</p> <p>C Down at 4 40 # To/From Holmes Jn see page 5 17 T Rotherham Main UWC at 4 01</p> <p>## To/From Shepcote Lane see page 5 16 C Down at 2 15 (634 yards before reaching signal SL11). C Down at 1 53 (607 yards before reaching signal SL13).</p> <p>See Section 4</p>
	5 46*		
ROTHERHAM CENTRAL	4 60		
Rotherham Central Jn	4 40		
Tinsley East Jn	2 68		
Tinsley South Jn	2 22		
Broughton Lane Jn	1 38		
	0 28*		
Woodburn Jn	0 00*		

Sectional Appendix Table A Section 5 Page 23 Dated 1st February 1992

(40)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Claxby & Usselby LC AHB-X	23 09		<p>T - Hamiltons UWC at 25 34 T - Middle Rasen UWC at 25 58</p> <p>AB Wickenby to Langworth.</p>
Walesby LC AHB-X	24 46		
	26 25*		
	26 40*		
MARKET RASEN	26 54		
Market Rasen Footpath LC R/C	26 60		
	27 05*		
	27 40*		
Bustlingthorpe LC AHB-X	29 00		
Lisstingley LC	29 20		
	30 50*		
Wickenby LC	30 53		

Sectional Appendix Table A Section 3 Page 27 Dated 7th March 1992

(40)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
STAYTHORPE CROSSING TO WEST HOLMES			
Staythorpe Crossing	14 20		<p>AB Staythorpe Crossing to Newark Castle LC AWS not provided at Staythorpe Crossing.</p> <p>Newark Crossing and Newark Crossing East Jn controlled by Doncaster (D) Signal box.</p> <p># = To/From Newark Northgate see page 3 32</p> <p>f = 45 mph maximum speed for Class 4 (excluding Freightliners), 6, 7, 8, and 9 trains and any Class 1, 2, 3 and 5 trains conveying 4 wheeled freight vehicles.</p>
	16 70*		
	17 00*		
Newark Castle LC	17 02		
NEWARK CASTLE	17 03		
	17 08*		
	17 10*		
Newark Crossing	17 66		
Newark Crossing East Jn	17 74		
Crankley Point LC R/G	17 76		
	18 40*		
Winthorpe LC AHB	19 01		
	19 20*		
Langford LC AHB	20 24		
Cottage Lane LC AHB	21 16		
Westbrook LC R/G	21 44		
Collingham LC AHB	22 13		
COLLINGHAM	22 17		

(40)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES, POWER STATIONS etc - continued

Page 41 - continued

Add WINTERSETT OPENCAST DISPOSAL POINT - continued

2. Tare weighing

- 2.1 When signal 266 has been cleared for the headshunt, the train must be propelled and be brought to a stand with the locomotive cab doors adjacent to the black/yellow marker post.
- 2.2 The train must then be hauled over the weighbridge for tare weighing and be brought to a stand with the rearmost wagons beneath the bunker.

3. Loading and gross weighing

- 3.1 When authorised, the train must be propelled through the bunker at a speed not exceeding 1 mph and be brought to a stand with the locomotive cab doors adjacent to the black/yellow marker post.
- 3.2 The train must then be hauled through the bunker to the "Run-round movements Stop" board for the locomotive to be run round under control of the TP.
- 3.3 After the train has been prepared, the radio sets and Annetts key must be returned to the Bunker Operator.

4. Train departures

The train must be drawn forward after loading and gross weighing has been completed to signal 266 and the TP must advise the Signaller it is ready for departure.

5. Crippled wagons

When necessary to detach crippled wagons, the TP must obtain the Annetts key for ground frame "B" from the Bunker Operator and authorise all shunting movements.

The headshunt must be used and the ground frames "B" and "C" operated as required. The Annetts key and radio sets must be returned to the Bunker Operator when the train has been re-formed and is ready to depart.

6. Emergencies

Should an emergency arise whilst a train is in the bunker area, the Bunker Operator will alert the TP key by operating the audible emergency plunger.

(4D)

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 14 TO SUNDAY 15 MARCH - BETWEEN PONTEFRACT BAGHILL AND FERRYBRIDGE SOUTH JUNCTION

The run back catch points in the Up Main line at 2m 64ch will be removed and plain line installed.

(2)

SUNDAY 15 MARCH - BETWEEN FITZWILLIAM AND HARE PARK JUNCTION

Existing 4-aspect colour light signal L.264, located on the Up Doncaster line at 171m 26ch, will be moved 60 yards nearer to Hare Park Junction.

Existing 4-aspect colour light signal L.265, located on the Down Doncaster line at 170m 79ch, will be moved 40 yards nearer to Fitzwilliam.

(2)

MONDAY 16 MARCH - STAYTHORPE POWER STATION

A temporary level crossing (open crossing) will be provided over Reception Road B and Run-Round Road B adjacent to Arnolds footpath level crossing, 14 miles 770 yards (Nottingham East Jn to Newark mileage).

A 10 mph speed restriction will be imposed over the crossing and combined whistle and speed restriction boards will be provided before reaching the crossing, in both directions.

(2)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN MARSHGATE JUNCTION AND TEMPLE HIRST JUNCTION

Whistle Boards applying to the undermentioned Footpath/Bridleway Crossings have been provided as follows. The distance of the Whistle Boards before reach the appropriate crossings are shown in yards.

<u>CROSSING</u>	<u>MILEAGE</u>	<u>UP MAIN</u>	<u>DOWN MAIN</u>
Barrier Bank No. 261 Footpath	157m 05ch	-	800
Masserellas No. 268 Bridleway	159m 66ch	800	800
Wrancarr No. 274 Footpath	161m 69ch	-	800

(2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN HOLTON-LE-MOOR AND WICKENBYBuslingthorpe LC (at 29mp)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards have been provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 440 yards before reaching the crossing.

On the Up line, applying to Down (wrong) direction movements, 782 yards before reaching the crossing.

The crossing has been monitored by Wickenby Signal Box and telephone communication with that Signal Box has been provided.

Lissingley LC (at 29½mp)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards have been provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 768 yards before reaching the crossing.

On the Up line, applying to Down (wrong) direction movements, 440 yards before reaching the crossing.

The crossing has been monitored by Wickenby Signal Box and telephone communication with that Signal Box has been provided.

(52)

** BETWEEN NEWARK CROSSING AND STAYTHORPE CROSSING

*

A permanent speed restriction of 20mph has been imposed on the Up line between 17m 10ch and 17mp.

(See Section 'D') (51)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN CRANKLEY POINT LC AND NEWARK CROSSING

*

A reflectorised Speed Restriction Warning Indicator has been provided on the Up line between Crankley Point LC and Newark Crossing at 17m 74ch giving warning of the Permanent Speed Restriction of 20mph at 17m 10ch.

The distance between the Warning Indicator and the commencement of the 20mph speed restriction is 1408 yards. An AWS permanent magnet has been provided 200 yards before reaching the indicator.

(51)

** BETWEEN NEWARK CROSSING AND NEWARK CASTLE

*

A reflectorised Speed Restriction Warning Indicator on the Up line at 17m 62ch giving warning of the Permanent Speed Restriction of 30mph at 17m 08ch has been removed, together with the associated permanent aspect.

(See Section 'D') (51)

BETWEEN BARROW HAVEN LC AND PASTURE ROAD LC

The East and West Ground Frames, located at 109m 41ch and 109m 63ch respectively, have been abolished and plain line installed.

(1)

OXCROFT BRANCH

A temporary level crossing has been installed at approximately 0m 41chs.

Trains will be required to Stop before proceeding over the crossing.

A Stop board with additional wording "proceed if crossing open to rail" will be positioned 25 metres from the crossing on each approach. Advance warning boards will be provided approximately 190 metres before reaching the crossing in Down direction and 125 metres before reaching the crossing in Up direction.

During hours 07 30 to 17 30 the crossing will be maintained closed to rail. Before opening the barriers the flagman on duty will stop all work operations adjacent to the track.

Outside these hours the barriers will be locked across the road approach, open to rail, and no site work will be undertaken.

(1)

BETWEEN DENABY LC AND MEXBOROUGH

A permanent speed restriction of 60 mph has been imposed on the Down line between 16m 44ch and 16m 29ch.

(See Section 'D') (52)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** TINSLEY YARD

*

Tinsley Yard Express Freight Sidings Nos. 1 and 2 have been taken out of use.

(51)

** BETWEEN DENBY DALE AND CLAYTON WEST JN

*

3-aspect colour light signal HU.227 (with centre yellow aspect blanked out of use), located on the Down Branch at approximately 8m 04ch, has been replaced by a new 2-aspect Red/Green colour light signal at the same location.

(51)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN CROFTON WEST JN AND CROFTON EAST JN

The catch points in the Down Goole line at 49m 52ch have been abolished and plain line installed.

(1)

BETWEEN MICKLEFIELD JN AND HAGG LANE LC (5M 34CH)

Between 10 00 and 16 00 hours a Permanent Speed Restriction of 90 mph for trains formed entirely of Class 15X Units has been imposed on the Down line between 10½mp and 6½mp and on the Up line between 5½mp and 10m 66ch.

(See Section 'D') (1)

KIRKHAM ABBEYKirkham Abbey Public Footpath Level Crossing (at 15m 12ch)

Whistle Boards have been provided 300 yards either side of the above level crossing.

(52)

** BETWEEN GANTON LC AND SEAMER

*

A reflectorised Speed Restriction Warning Indicator has been provided between Ganton LC and Seamer on the Down line at 38m 38ch giving warning of the Permanent Speed Restriction of 'SP 60' at 39m 05ch.

C51C-/MJP/4

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN GANTON LC AND SEAMER - continued

*

The distance between the warning indicator and the 60mph speed restriction is 1034 yards.

An AWS magnet has been provided 200 yards before reaching the indicator.

(51)

** BETWEEN RILLINGTON AND SEAMER

*

Between 10 00 and 16 00 hours there are several speed improvements for Class 15X units on both lines between Rillington and Seamer.

(See Section 'D') (51)

DRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

HEADINGLEY STATION

The operational lengths of both the Down and Up platforms at Headingley Station have been reduced to 78 yards (72 metres).

(52)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSATURDAY 14 MARCH - DERBY STATION

Reflectorised boards reading 'If DY.447/448/449 is at danger, stop here.' will be provided in rear of the signals as follows:-

Station Yard Exit - 44 yards in rear of DY.447
Down Goods Line - 34 yards in rear of DY.448
Up Goods Line - 35 yards in rear of DY.449

Drivers must bring their trains to a stand at the boards so that the walking route to Derby 4 shed is not obstructed.

(2)

C51C-/AS/5

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 16 MARCH - STAYTHORPE POWER STATION

A temporary level crossing (open crossing) will be provided over Reception Road B and Run-Round Road B adjacent to Arnolds footpath level crossing, 14 miles 770 yards (Nottingham East Jn to Newark mileage).

A 10 mph speed restriction will be imposed over the crossing and combined whistle and speed restriction boards will be provided before reaching the crossing, in both directions.

(2)

TUESDAY 17 MARCH - HELLIFIELD

The down branch semaphore distant signal and the up branch semaphore starting signal will both be reduced in height to approximately 17 feet above rail level.

(2)

WEDNESDAY 18 MARCH - HELLIFIELD

The Up Main Home 2 semaphore signal will be reduced in height to approximately 17 feet above rail level.

(2)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN NUNEATON NORTH JN AND HINCKLEY

Nuneaton Midland Jn signalbox has been taken out of use and the main line crossover secured out of use and all the box controlled signalling disconnected, pending removal.

The former Midland Jn. area has become controlled by Nuneaton signalbox and new colour light 2/3 aspect signals have been provided on the up and down Leicester lines as follows:-

Up Leicester

Signal NN.84R 2 aspect (Y/G) at 0m 28ch (opposite signal NN.81 on the down).
Signal NN.84 2 aspect (R/G) fully automatic at 1m 37ch.

Down Leicester

Signal NN.85R 2 aspect (Y/G) at 2m 57ch.
Signal NN.85 3 aspect (R/Y/G) fully automatic at 1m 37ch.

AWS equipment has been provided 200 yards in rear of the above signals. Telephones have been provided at signals NN.84 and NN.85 connected to Nuneaton signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedBETWEEN NUNEATON NORTH JN AND HINCKLEY - continued

The Permanent Speed Restriction advanced warning indicator board on the down Leicester line at 1m 25ch (applying to the 30 mph PSR commencing at 0m 61ch) together with the associated AWS equipment has been repositioned nearer Hinckley at 1m 63ch.

The track circuit block system applies on the down and up Leicester lines between Nuneaton and Hinckley boxes.

(52)

BETWEEN NUNEATON STATION AND NUNEATON NORTH JN

Signal NN.39 at the south end of the up goods has been provided with a position 2 junction route indicator which applies to movements to signal NN.61 on the down goods when a main aspect/s is cleared. The stencil route indication DG at signal NN.39 has been taken out of use and the position light shunt route towards signal NN.61 on the down goods has not now an accompanying route indication.

Signal NN.61 at the signalbox end of the down goods has been renewed as a 4 aspect (R/Y/G/Y with the RED aspect at the top) ground mounted colour light signal with a position light aspect and theatre type route indicator applies to routes from the down goods as follows:-

<u>Aspect</u>	<u>Route Indicator</u>	<u>Route to</u>
M	L	Up Leicester
PL	L	Up Leicester
M	S	Up Slow
PL	-	Up Slow

(52)

DAW MILL

The existing 30 mph permanent speed restriction over the down line from 2m 05ch to 1m 50ch has become a 30 mph differential permanent speed restriction as shown in clause 2.4 of

70

the instructions headed "Permanent Speed Restrictions" in Appendix 2 to the Rule Book.

(1)

BLACKBURN BOLTON JN

The searchlight type signal No. PN.455 located on the down through siding has been replaced by a short range 3-aspect colour-light signal. The signal has been mounted on a straight post and located on the right hand side of the line.

The red aspect is 4 feet above rail level.

(52)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

LONDON MIDLAND REGION - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

RATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge.

(UFN)

BETWEEN HORSFALL TUNNEL AND LMR/ER BOUNDARY (22 MILES 62 CHAINS)

Whistle boards have been provided in both directions 330 yards before reaching Eastwood Bridleway Level Crossing (21 miles 30 chains).

(1)

PRESTON STATION

The Down Fast Platform (No. 3) previously shortened for work to be carried out, has been re-instated to its original length and the temporary stop boards removed.

(1)

* * POULTON

*

The Up Main distant signal has been renewed as a straight post semaphore signal at the same location and reduced in height to approximately 17 feet above rail level.

(51)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

WORKING MANUAL FOR RAIL STAFF (BR.30054)

PART 3 : PINK PAGES

A partial re-issue 'Alterations and Additions - Issue No. 2' will become operative with effect from Saturday 4th April 1992.

Copies are being distributed to all staff who are entitled to receive Pink Pages.

In the event of non receipt, staff and offices entitled to receive the Pink Pages should contact their normal distribution point.

(4D)

* * DONCASTER, MARSHGATE JN TO WHITEHALL JN
*

Due to the Winterset Bunker signalling scheme, the following signals will be disconnected, for the period; 07 30 Saturday 14 March to 06 00 Monday 16 March:

Up Line: L 260 signal, 172m 01ch (Hare Park Jn)
L 262 signal, 173m 20ch (Hare Park Jn) to

L 620 signal, 170m 50ch

Down Line: L 625 signal, 170m 35ch to

L 263 signal, 171 $\frac{1}{2}$ mp.

Trains will be handsignalled under Emergency Block Working conditions, Handsignalmen will be provided at the signals where Emergency Block Working commences and finishes.

The Driver of each train will be issued with a written authority by the Handsignalman located at the entrance to the Emergency Block section, authorising the Driver to proceed in accordance with Rule Book Section D.

When the train arrives at the other end of the Emergency Block section where normal signalling is to be resumed, the Driver must stop his train, even if a proceed aspect is displayed in the signal and give up the written authority to the Handsignalman.

The Driver must then observe the Handsignalman's instructions.

(51)

AMENDMENTS TO OPERATING PUBLICATIONS FROM 4 APRIL 1992

Changes are being made which will come into effect on Saturday, 4 April 1992. The following publications have or are being printed and distributed as shown below. An explanatory note will be included in each publication.

SECTION CSIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 22 MARCH - CASTLE HILLS NORTH JUNCTION

The facing crossover in the Down Main line at 158m 69ch will be taken out of use and the Down Main end of the crossover will be plain lined.

The trailing connection in the Down Main line at 158m 67ch, leading to/from Brodsworth Colliery, will be abolished and plain line installed.

Existing 4-aspect colour light Controlled signal DS.112, located on the Up Main line at approximately 158m 73ch, will have the associated Position Light signal abolished and will become an Automatic signal reading to the Up Main line only.

Existing Ground Position Light signal DS.113, controlling movements from the North Curve to the Down Main line, will be fixed at Red and a temporary Buffer Stop will be provided adjacent to the signal. (3)

SUNDAY 22 MARCH - BETWEEN FITZWILLIAM AND HARE PARK JUNCTION

Revised signalling will be brought into use for access to the new Rapid Loading Bunker at Wintersett. Reference should be made to the signalling diagram which accompanies this notice.

The existing facing crossover, Down Main to Up Main, at 171½ mile post, and the existing trailing connection in the Down Main at approximately 171m 08ch, which are presently clamped out of use, will be brought into operational use.

Existing 4-aspect colour light Automatic signal L.265, located on the Down Main line at approximately 170m 79ch, has been moved 40 yards nearer to Fitzwilliam and will become a Controlled signal.

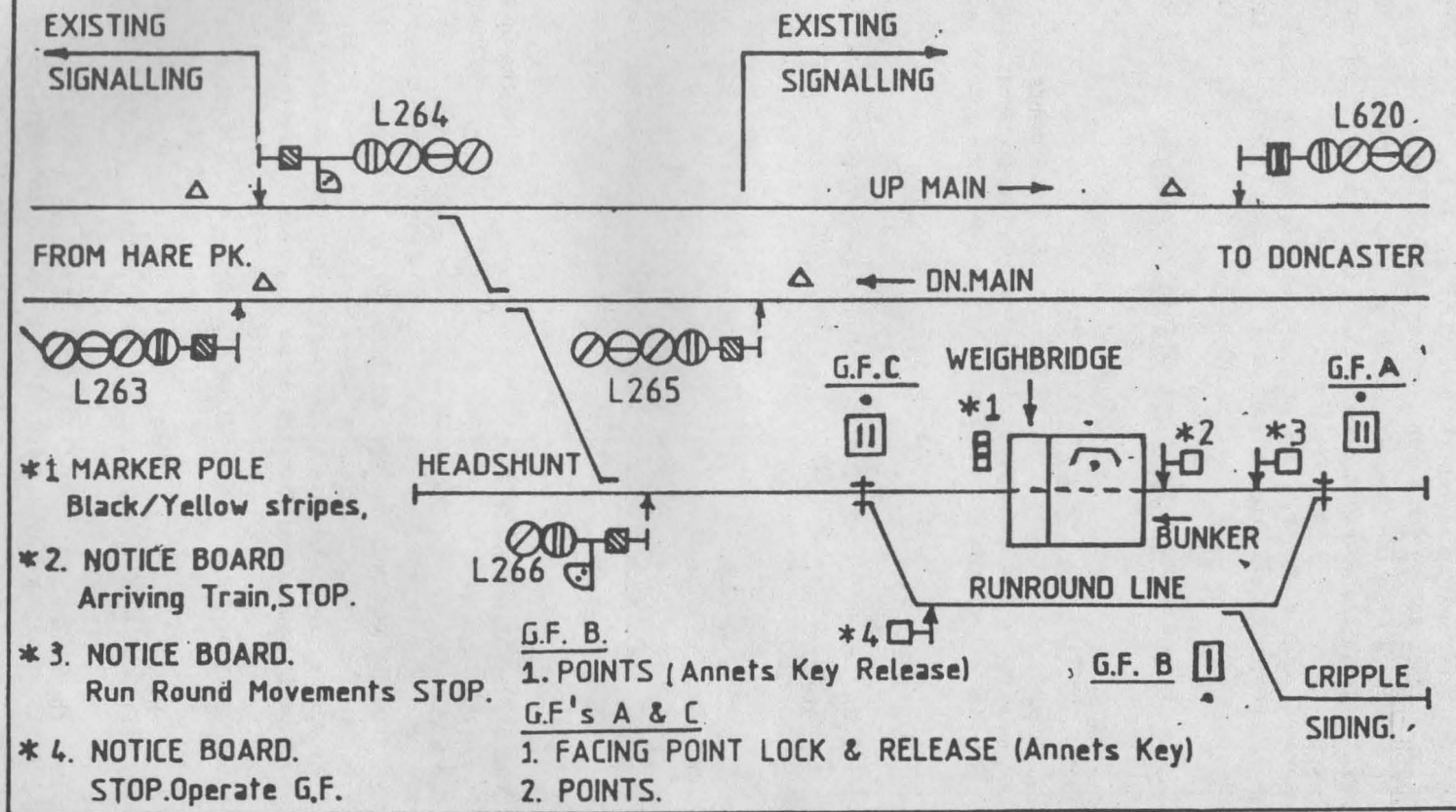
Existing 4-aspect colour light Automatic signal L.264, located on the Up Main line at approximately 171m 26ch, has been moved 60 yards nearer to Hare Park Junction and will become a Controlled signal, and a Position Light signal will be provided, offset to the right of the main aspect applicable for movements from the Up Main line to the Bunker.

The new Bunker line will have connections to a Run Round line, a Cripple Siding and a Headshunt. Movements to the Run Round line will be by points operated by Ground Frame "A". Movements to the Cripple Siding will be by points operated by Ground Frame "B". Movements from the Run Round line will be by points operated by Ground Frame "C". The Ground Frames are released by Annets Key under the supervision of the Train Preparer.

Movements from the Bunker line to the Down Main line will be by a new facing connection at approximately 171m 08ch.

Movements from the Bunker line to the Down Main line will be controlled by a new 2-aspect colour light signal, plated L.266, which will also be provided with an associated Position light signal, offset to the left of the main aspect, controlling movements to the Headshunt. (3)

WINTERSSETT RAPID LOADING BUNKER — REOPENING. SUNDAY 22 MARCH



SUNDAY 22 MARCH - BETWEEN FITZWILLIAM AND HARE PARK JUNCTION - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK REFERRED TO IN SECTION B - continuedMONDAY 23 MARCH - CASTLEFORD WEST JUNCTION

At 10 00 hours the permanent speed restriction of 55 mph on the Up Line between 21m 01ch and 22m 02ch will be altered to apply between 21m 06ch and 22m 02ch. The permanent speed restriction of 20 mph on both the Down and Up Lines between 21m 01ch and 20m 66ch will be altered to apply between 21m 06ch and 20m 78ch.

The permanent speed restriction of 50 mph on the Down Line between 20m 66ch and 19 $\frac{1}{2}$ mp will be altered to apply between 20m 78ch and 19 $\frac{1}{2}$ mp.

(See Section D) (3)

DETAILS OF WORK ALREADY CARRIED OUTBETWEEN MARSHGATE JUNCTION AND TEMPLE HIRST JUNCTION

Whistle Boards applying to the undermentioned Footpath/Bridleway Crossings have been provided as follows. The distance of the Whistle Boards before reach the appropriate crossings are shown in yards.

<u>CROSSING</u>	<u>MILEAGE</u>	<u>UP MAIN</u>	<u>DOWN MAIN</u>
Barrier Bank No. 261 Footpath	157m 05ch	-	800
Masserellas No. 268 Bridleway	159m 66ch	800	800
Wrancarr No. 274 Footpath	161m 69ch	-	800

(2)

* * BETWEEN HOLTON-LE-MOOR AND WICKENBY*
Buslingthorpe LC (at 29mp)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards have been provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 440 yards before reaching the crossing.

On the Up line, applying to Down (wrong) direction movements, 782 yards before reaching the crossing.

The crossing has been monitored by Wickenby Signal Box and telephone communication with that Signal Box has been provided.

C52C-/KS/3

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued* * BETWEEN HOLTON-LE-MOOR AND WICKENBY - continued*
Lissingley LC (at 29 $\frac{1}{2}$ mp)

The above level crossing has been equipped with Automatic Half Barriers (Bi-directional).

The crossing has been equipped to work automatically when approached in the wrong direction and for this purpose X40 mph speed restriction warning boards have been provided as follows:-

On the Down line, applying to Up (wrong) direction movements, 768 yards before reaching the crossing.

On the Up line, applying to Down (wrong) direction movements, 440 yards before reaching the crossing.

The crossing has been monitored by Wickenby Signal Box and telephone communication with that Signal Box has been provided.

(52)

STAYTHORPE POWER STATION

A temporary level crossing (open crossing) has been provided over Reception Road B and Run-Round Road B adjacent to Arnolds footpath level crossing, 14 miles 770 yards (Nottingham East Jn to Newark mileage).

A 10 mph speed restriction has been imposed over the crossing and combined whistle and speed restriction boards have been provided before reaching the crossing, in both directions.

(2)

BETWEEN BARROW HAVEN LC AND PASTURE ROAD LC

WORK HAS NOT BEEN CARRIED OUT.

(Amended Item) (3)

OXCROFT BRANCH

A temporary level crossing has been installed at approximately 0m 41chs.

Trains will be required to Stop before proceeding over the crossing.

A Stop board with additional wording "proceed if crossing open to rail" will be positioned 25 metres from the crossing on each approach. Advance warning boards will be provided approximately 190 metres before reaching the crossing in Down direction and 125 metres before reaching the crossing in Up direction.

C52C-/KS/4

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedOXCROFT BRANCH - continued

During hours 07 30 to 17 30 the crossing will be maintained closed to rail. Before opening the barriers the flagman on duty will stop all work operations adjacent to the track.

Outside these hours the barriers will be locked across the road approach, open to rail, and no site work will be undertaken.

(1)

** BETWEEN DENABY LC AND MEXBOROUGH

*

A permanent speed restriction of 60 mph has been imposed on the Down line between 16m 44ch and 16m 29ch.

(See Section 'D') (52)

BETWEEN PONTEFRACT BAGHILL AND FERRYBRIDGE SOUTH JUNCTION

The run back catch points in the Up Main line at 2m 64ch have been removed and plain line installed.

(2)

STOURTON JN

The Up Shunt Spur has been temporarily shortened by 538 yards from the South end.

(UFN)

BETWEEN CROFTON WEST JN AND CROFTON EAST JN

The catch points in the Down Goole line at 49m 52ch have been abolished and plain line installed.

(1)

BETWEEN MICKLEFIELD JN AND HAGG LANE LC (5M 34CH)

Between 10 00 and 16 00 hours a Permanent Speed Restriction of 90 mph for trains formed entirely of Class 15X Units has been imposed on the Down line between 10½mp and 6½mp and on the Up line between 5½mp and 10m 66ch.

(See Section 'D') (1)

** KIRKHAM ABBEY

*

Kirkham Abbey Public Footpath Level Crossing (at 15m 12ch)

Whistle Boards have been provided 300 yards either side of the above level crossing.

(52)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedDRAX POWER STATION

The Weighbridge line has been taken out of use until further notice and the facing and trailing hand points have been secured for through running via the Weighbridge By-Pass line.

Signal D.1 will display a position light proceed aspect only whether or not the line ahead of Signal D.1 is occupied.

(UFN)

** HEADINGLEY STATION

*

The operational lengths of both the Down and Up platforms at Headingley Station have been reduced to 78 yards (72 metres).

(52)

LONDON MIDLAND REGIONDETAILS OF WORK REFERRED TO IN SECTION BSUNDAY 22 MARCH - HYDE JN

A new set of controlled trap points together with a sand drag, 50 yards in length, will be provided on the Down Branch line, 120 yards in advance of signal GB.865.

(3)

DETAILS OF WORK ALREADY CARRIED OUT** BETWEEN NUNEATON NORTH JN AND HINCKLEY

*

Nuneaton Midland Jn signalbox has been taken out of use and the main line crossover secured of use and all the box controlled signalling disconnected, pending removal.

The former Midland Jn. area has become controlled by Nuneaton signalbox and new colour light 2/3 aspect signals have been provided on the up and down Leicester lines as follows:-

Up Leicester

Signal NN.84R 2 aspect (Y/G) at 0m 28ch (opposite signal NN.81 on the down).
Signal NN.84 2 aspect (R/G) fully automatic at 1m 37ch.

Down Leicester

Signal NN.85R 2 aspect (Y/G) at 2m 57ch.
Signal NN.85 3 aspect (R/Y/G) fully automatic at 1m 37ch.

AWS equipment has been provided 200 yards in rear of the above signals. Telephones have been provided at signals NN.84 and NN.85 connected to Nuneaton signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continued** BETWEEN NUNEATON NORTH JN AND HINCKLEY - continued

*

The track circuit block system applies on the down and up Leicester lines between Nuneaton and Hinckley boxes.

(52)

** BETWEEN NUNEATON STATION AND NUNEATON NORTH JN

*

Signal NN.39 at the south end of the up goods has been provided with a position 2 junction route indicator which applies to movements to signal NN.61 on the down goods when a main aspect/s is cleared. The stencil route indication DG at signal NN.39 has been taken out of use and the position light shunt route towards signal NN.61 on the down goods has not now accompanying route indication.

Signal NN.61 at the signalbox end of the down goods has been renewed as a 4 aspect (R/Y/G/Y with the RED aspect at the top) ground mounted colour light signal with a position light aspect and theatre type route indicator applies to routes from the down goods as follows:-

<u>Aspect</u>	<u>Route Indicator</u>	<u>Route to</u>
M	L	Up Leicester
PL	L	Up Leicester
M	S	Up Slow
PL	-	Up Slow

(52)

DERBY STATION

Reflectorised boards reading 'If DY.447/448/449 is at danger, stop here.' have been provided in rear of the signals as follows:-

Station Yard Exit - 44 yards in rear of DY.447
Down Goods Line - 34 yards in rear of DY.448
Up Goods Line - 35 yards in rear of DY.449

Drivers must bring their trains to a stand at the boards so that the walking route to Derby 4 shed is not obstructed.

(2)

STAYTHORPE POWER STATION

A temporary level crossing (open crossing) has been provided over Reception Road B and Run-Round Road B adjacent to Arnolds footpath level crossing, 14 miles 770 yards (Nottingham East Jn to Newark mileage).

C52C-/KS/7

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedLONDON MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedSTAYTHORPE POWER STATION - continued

A 10 mph speed restriction has been imposed over the crossing and combined whistle and speed restriction boards have been provided before reaching the crossing, in both directions.

(2)

DAW MILL

The existing 30 mph permanent speed restriction over the down line from 2m 05ch to 1m 50ch has become a 30 mph differential permanent speed restriction as shown in clause 2.4 of 70

the instructions headed "Permanent Speed Restrictions" in Appendix 2 to the Rule Book.

(1)

** BLACKBURN BOLTON JN

*

The searchlight type signal No. PN.455 located on the down through siding has been replaced by a short range 3-aspect colour-light signal. The signal has been mounted on a straight post and located on the right hand side of the line.

The red aspect is 4 feet above rail level.

(52)

RATCLIFFE POWER STATION - Temporary Level Crossing

A temporary level crossing has been installed at Ratcliffe Power Station in advance of Signals A.7, B.7 and will be operated by a B.R person in charge.

(UFN)

BETWEEN HORSFALL TUNNEL AND LMR/ER BOUNDARY (22 MILES 62 CHAINS)

Whistle boards have been provided in both directions 330 yards before reaching Eastwood Bridleway Level Crossing (21 miles 30 chains).

(1)

PRESTON STATION

The Down Fast Platform (No. 3) previously shortened for work to be carried out, has been re-instated to its original length and the temporary stop boards removed.

(1)

C52C-/KS/8

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continuedWYNDHAM MIDLAND REGION - continuedDETAILS OF WORK ALREADY CARRIED OUT - continuedWELLFIELD

The down branch semaphore distant signal and the up branch semaphore starting signal have both been reduced in height to approximately 17 feet above rail level.

(2)

WELLFIELD

The Up Main Home 2 semaphore signal has been reduced in height to approximately 17 feet above rail level.

(2)

SECTION DGENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items.

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

WORKING MANUAL FOR RAIL STAFF (BR.30054)

Delete from current P.O.N.

PART I - YELLOW PAGES

and the Section A, F and G items mentioned.

Referring to current Periodical Operating Notice ND Page A15.

(4D)

BR.30018/F - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIXINSTRUCTIONS RELATING TO THE RULEBOOKEXPLANATORY NOTE ON THE USE OF GREEN HANDSIGNALS BY THE CROSSING KEEPER AT A LEVEL CROSSING WITH NON BLOCK SIGNALS

The following additional instruction is issued to advise Drivers of the use by Crossing Keepers (at the Level Crossings listed) of a green handsignal to authorise the Driver to pass over the Level Crossing when it is necessary

a) to pass the signal protecting the crossing at danger due to failure/disconnection

or

for a wrong direction movement during Single Line Working to pass over the Level Crossing where the gates are normally open for road traffic.

At the listed Level Crossings the protecting signals are not part of the block signalling and are only provided to protect and authorise movements over the Level Crossing. The use of a green handsignal in the above circumstances is therefore consistent with the use of a green handsignal to authorise movements over AHB or CCTV Level Crossings (as authorised in Rule Book, Appendix 9, Clause 6).

Drivers must understand that once they have proceeded over the Level Crossing they must travel at a speed consistent with the aspect displayed by the section signal.

C52D-/AS/1

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR30018/F - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX - continuedINSTRUCTIONS RELATING TO THE RULEBOOK - continuedEXPLANATORY NOTE ON THE USE OF GREEN HANDSIGNALS BY THE CROSSING KEEPER AT A LEVEL CROSSING WITH NON BLOCK SIGNALS - continued

Page F-6 Add

SECTIONS D AND N - LEVEL CROSSINGS WITH CROSSING KEEPER OPERATED NON BLOCK SIGNALS

Authority to pass over the Level Crossing during signal failure/disconnection or Single Line Working.

At the Level Crossings listed at the end of this instruction, the protecting signals are not part of the block signalling and are only provided to protect the Level Crossing. The Driver will receive a green hand signal from the Crossing Keeper as authority to pass over the crossing :-

- a) When due to failure or disconnection it is necessary to pass the protecting signal at Danger. The Driver must, after passing over the crossing, regulate the speed of his train, having regard to the aspect displayed at the section signal.
- b) During Single Line Working when (in accordance with Rule Book, Section N, Clause 4.2.1 (B)) a train in the wrong direction is authorised to pass over a Level Crossing, where the normal position of the gates or barriers is open for road traffic.

Ulceby North Jn to Barton-on-Humber

- * Barton Road
- * Barrow Road (Single line)

Sutton Jn to Shireoaks East Jn

Norwood

York to Scarborough

- * Howsham
- * Heslerton Station

Wortley Jn to York via Harrogate

- * Belmont
- * Wilstrop (Single line)
- * Marston Moor (Single line)
- * Hessay (Single line)

C52D-/AS/2

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continuedBR30018/F - BRITISH RAILWAYS, EASTERN REGION, SECTIONAL APPENDIX - continuedINSTRUCTIONS RELATING TO THE RULEBOOK - continuedSECTIONS D AND N - LEVEL CROSSINGS WITH CROSSING KEEPER OPERATED NON BLOCK SIGNALS - continuedLeeds to Hull

- * Oxmardyke
Cave (Up direction) (Note: Down protecting signal is also Broomfleet section signal)
Crabley Creek (when closed as a block post)
Welton

Hull to Seamer West

- * Gristhorpe (Single line)
- * Cayton (Single line)

King Edward Bridge South Jn to Carlisle Yard

- * Milton Village
Denton Village
Lane Head

Bedlington to Lynemouth Colliery

- * North Seaton

* - Crossings normally open for road traffic.

(4D)

FRONTISPIECE AND GENERAL INSTRUCTIONSExplanatory Note

WORKING OF MULTIPLE UNIT TRAINS WITH BRAKES ISOLATED

Following a serious incident with a Multiple Unit train the following instruction is introduced to restrict the number of brakes which can be isolated on sections of line with steep gradients which are on the approaches to a terminal station or junction.

INSTRUCTIONS RELATING TO THE APPENDIX TO THE RULE BOOK

C52D-/AS/3

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BR.30057/3 - BRITISH RAILWAYS, EASTERN REGION, INSTRUCTIONS AFFECTING EASTERN REGION TRAINCREW WHEN WORKING OVER LONDON MIDLAND REGION LINES (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - INDEX

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Page

C

Add:-

Cornbrook Junction

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LOCAL INSTRUCTIONS

Page 121

CASTLEFIELD JN TO LIVERPOOL LIME STREET
VIA WARRINGTON CENTRAL

Add:-

CORNBROOK JUNCTION

Vehicles must not be stabled in the turnback siding.

(4D)

INSTRUCTIONS FOR M.G.R. TRAIN WORKING AT COLLIERIES, POWER STATIONS etc

Page 23

MANTON WOOD COLLIERY

Add:- second sentence to clause 1

When orange flashing lights illuminate, the train must proceed towards the pad loading line.

(4D)

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Add WINTERSETT OPENCAST DISPOSAL POINT

1. Train arrivals

1.1 On arrival of a train for loading at the "Arriving Train Stop" board, the TP must obtain two radio sets and the Annetts key for ground frames "A" and "C" from the Bunker Operator and hand one radio set to the Driver.

1.2 The Instructions headed "Use of radio communication" will then apply.