

FOR THE INFORMATION OF RAILWAY STAFF ONLY

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NE/S

No. 28



NORTH EASTERN REGION—SOUTHERN SECTION

**TEMPORARY SPEED RESTRICTIONS,
PERMANENT WAY OPERATIONS,
SIGNAL ALTERATIONS,
APPENDIX INSTRUCTIONS, &c.
Saturday, 14th July, 1962 to
Friday, 20th July, 1962 inclusive**

B95

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

SIGNALLING RECORD SOCIETY

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Section C—

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B.

MONDAY AND TUESDAY, 16th AND 17th JULY.—LIVERSEDGE SPEN.—No. 2 Down Main Distant signal will be renewed at reduced height 109 yards further from signal box.
No. 4 Down Main Home 2 signal will be dispensed with.

DETAILS OF WORK ALREADY CARRIED OUT.

MOSS STATION.—No. 7 Down Main Home signal has been renewed at reduced height 171 yards nearer Signal Box. (5)

****MELMERBY NORTH.**—Continuous track circuiting has been provided on the Up Main from 200 yards on the approach side of No. 14 Up Outer Home to No. 22 Up Main Starting and on the Down Main from 200 yards on the approach side of No. 58 Down Main Home to No. 56 Down Main Starting. (6)

MALTON—HOULBECKFIELD.—The following signals which have been re-connected have been brought into use:—

- No. 1 Down Distant.
- No. 2 Down Home.
- No. 3 Up Home.
- No. 4 Up Distant. (5)

****MARISHES ROAD.**—No. 10 Up Main Distant signal has been renewed at reduced height 80 yards further from Signal Box. (6)

****LEVISHAM.**—No. 9 Up Main Starting signal has been renewed 8 yards further from Signal Box.
No. 10 Up Main Home signal has been renewed at reduced height on same site and telephone provided. (6)

GARFORTH.—No. 48 Down Branch Home No. 1 signal has been renewed at reduced height on same site. (4)

LEDSTON STATION.—No. 13 Up Main Starting signal has been renewed at increased height on same site. (5)

LEDSTON, ALLERTON MAIN.—No. 26 Up Main Starting signal has been renewed at increased height on same site. (5)

CASTLEFORD STATION.—No. 37 Up Main Home signal has been renewed at reduced height on same site. (5)

HILLAM GATES.—No. 3 Down Goods Distant signal has been renewed at an increased height 347 yards nearer to Gate Box. (4)

****SKIRLAUGH GATE BOX.**—No. 6 Up Main Home signal has been renewed 228 yards nearer to Gate Box. (6)

HOLDERNESS DRAIN NORTH.—No. 29 Up Goods Home signal has been renewed at reduced height 120 yards nearer to Signal Box. (3)

DETAILS OF WORK ALREADY CARRIED OUT—continued.

****HOLDERNESS DRAIN SOUTH.**—Bracket carrying signals No. 27 Down Main Outer Home and No. 45 Down Main to N.E. corner has been replaced by a straight post with a right-hand bracket situated between the Siding and Down Main 5 yards further out.

No. 45 signal on bracket has been fitted with a miniature arm. (6)

COTTINGHAM SOUTH, NEWINGTON LEVEL CROSSING AND WATERWORKS LEVEL CROSSING.**Newington Gate Box.**

No. 10 Up Main Home signal has been replaced by a 3-aspect colour light (displaying R—Y or G) situated 28 yards on approach side of level crossing.

No. 9 Up Main Distant signal has been replaced by a 2-aspect colour light fitted below Cottingham No. 6 Up Branch Starting (displaying Y or G with semaphore arm "OFF"). The green aspect of semaphore signal has been blanked out.

No. 13 Down Main Home signal has been replaced by a 3-aspect colour light (displaying R—Y or G) situated 34 yards on approach side of Waterworks Level Crossing.

Cottingham South.

No. 34 Down Branch Outer Home has been replaced by a 3-aspect colour light (displaying R—Y or G) on same site.

Waterworks Gate Box.

Up and Down Distant signals dispensed with. (2)

HULL, WALTON STREET.—No. 2 Up Main Home signal with West Parade Up Distant below has been renewed on the same site as a straight post. (2)

BATLEY EAST.—The connections from the Up Main to the former Batley-Beeston Branch Siding have been taken out, and the Siding dispensed with.

Points dispensed with.

No. 13 Up Main to Up Siding.

Signals dispensed with.

No. 7 Disc Up Siding to Up Main.

Alterations to Signalling.

No. 19/22 Disc will only apply as follows:—

No. 19 Up Main to Down Main. (3)

GUISELEY STATION.—The catch points in the Down Main controlled by No. 15 lever have been dispensed with and plain line installed. (2)

WYKE.—The connections to Nos. 1, 2 and 3 Coal Sidings and Tip Dock Sidings have been removed and No. 3 Coal Sidings and Tip Dock Siding have been taken out and dispensed with. (2)

HEBDEN BRIDGE.—Tee bracket carrying No. 8 Down Main to Slow and No. 4 Down Main Home No. 3 signals have been renewed at reduced height as a right-hand bracket 6 yards further from Signal Box. (4)

SOWERBY BRIDGE, MILNER ROYD JUNCTION.—Tee bracket carrying No. 15 Down Main to Branch and No. 18 Down Main Home has been renewed as a right-hand bracket on same site. Fireman's call apparatus dispensed with and telephone provided. (3)

DETAILS OF WORKS ALREADY CARRIED OUT—continued.

LOW MOOR No. 5.—"B" Up Fork Home signal has been renewed as a left-hand bracket signal on same site. (2)

MIRFIELD, HEATON LODGE JUNCTION.—Tee bracket for No. 22 Up Fast to Up South Home No. 2 (with Huddersfield Heaton Lodge No. 4 Up Fast Distant below) and No. 13 Up Fast Home No. 2 (with Brighouse Cooper Bridge No. 12 Up Fast Distant below) has been renewed as a left-hand bracket signal on same site. (3)

DEWSBURY EAST JUNCTION.—No. 24 Down Branch Siding to Down Branch signal has been renewed as a disc situated between Branch Sidings 39 yards further from Signal Box. (3)

HORBURY, MILLFIELD ROAD JUNCTION.**Signals dispensed with.**

No. 19 Down Goods to Down Fast.

New Signal.

A Doll, with miniature arm, has been fitted above main post of left-hand bracket carrying Down Fast Outer Home signal and applies:—

No. 19 Down Goods to Down Fast. (3)

LIVERSEDGE (SPEN) STATION.—No. 5 Down Main Starting signal has been renewed at increased height on same site.

No. 3 Down Main Home signal has been renewed on same site. (2)

SHIPLEY JUNCTION.—No. 24 Up Main Home signal with No. 38 miniature arm Platform Line to Goods Yard below has been replaced by a two-arm Disc situated between the Shunt line and Up Platform line same distance from Signal Box. (2)

LIGHTCLIFFE, HIPPERHOLME.—The train waiting plunger fixed adjacent to No. 2 Down Main Home signal has been dispensed with.

Continuous track circuiting has been installed on the Down Main from a point 200 yards on the approach side of No. 2 Down Main Home signal to No. 4 Down Main Starting signal and on the Up Main, also from a point 200 yards on the approach side of No. 22 Up Main Home signal to No. 21 Up Main Starting signal. (5)

QUEENSBURY STATION.—The following points have been abandoned and spiked normal pending removal:—

No. 8 (South Junction) Holmfild to Keighley or Bradford.

No. 24 (South Junction) Bradford to Holmfild or from Keighley.

No. 15 (North Junction) Branch to Keighley or Bradford to Keighley.

No. 25 (North Junction) Keighley to Bradford or Branch.

No. 9 (East Junction) Up Main or Holmfild to Up Main.

Down Main to Morton's Sidings (operated by Ground Frame).

Branch to Tip Sidings (operated by Ground Frame).

Up to Down Main Crossover (operated by North Junction Ground Frame).

Up to Down Branch Crossover (operated by South Junction Ground Frame). (3)

THORNTON STATION.—The following points have been abandoned and spiked normal pending removal:—

No. 2 Down Main to Down Sidings. (3)

THORNTON.**Points dispensed with.**

No. 10 Mains Crossover.

No. 11 Down Main to Up Sidings.

New Points.

A new single lead has been installed in the Up Main and temporarily connected to No. 11 Lever in the Signal Box reading Up Main to Up Sidings. It is not now possible to work traffic into Thornton Yard from the Down Main. (2)

DETAILS OF WORKS ALREADY CARRIED OUT—continued.

DENHOLME STATION.—The following points have been abandoned and spiked normal pending removal:—

No. 23 Up to Down Main Crossover.

No. 21 Through Slip Up Main to Down Sidings. (3)

No. 2 Down Main to Down Sidings.

WILSDEN STATION.—The following points have been abandoned and spiked normal pending removal:—

No. 19 Down to Up Main Crossover.

No. 17 Through Slip Down Main to Up Sidings. (3)

DUDLEY HILL.**Signals dispensed with.**

No. 8 Disc Shunt Spur No. 2 to Loop or Yard.

No. 11 Disc Shunt Spur No. 2 to Up Main.

New Signal.

A Disc signal situated 101 yards from Signal Box between Shunt Spurs Nos. 1 and 2 reading:—
No. 8/11 Shunt Spur No. 2 to Loop or Yard or to Up Main. (3)

CULLINGWORTH STATION.—The following points have been abandoned and spiked normal pending removal:—

No. 20 Down Main to Down Sidings. (3)

LOCKWOOD.—The Main to Main Crossover previously spiked out of use situated on the Huddersfield side of Lockwood Signal Box between 1 mile 28 chains and 1 mile 32 chains has been taken out and dispensed with. (6)

CLAYTON STATION.—The following points have been abandoned and spiked normal pending removal:—

No. 2 Down Main to Up Main Crossover.

No. 4 Through Slip Down Main to Up Sidings.

No. 31 Up Main to Up Sidings.

No. 34 Down Main to Down Sidings. (3)

NEWLAY STATION.—Whitakers Siding has been shortened by approximately 40 yards and buffer stops erected at that point.

The connections from No. 1 to No. 2 Down Sidings at the Kirkstall end has been taken out and buffer stops erected in No. 2 Siding. Access to this siding is from the Newlay end only. (6)

ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN)—continued.

GENERAL INSTRUCTIONS.

Page 242 (Page 37 of No. 1 Supplement)

DELETE:—FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM AND SUBSTITUTE FOLLOWING:—

FOUR POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM

The attention of all staff concerned is drawn to the four-position train identification system which was introduced on 12th June, 1961, and which has been extended to cover all trains on and after 18th June, 1962 (See note 1).

1st CHARACTER indicates CLASSIFICATION of train in accordance with the General Appendix Instructions.

2nd CHARACTER indicates DESTINATION AREA or REGION of all trains except local freight trains and light engines, dealt with below.

The letters have been allocated as follows:—

(i) Inter Regional Trains

Letter	Denotes
A	East Coast Passenger Trains; Denotes destination in
E	Eastern Region.
M	London Midland Region.
N	North Eastern Region.
O	Southern Region.
S	Scottish Region.
V	Western Region.
F	For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) passing between Scottish Region (East Coast Route), North Eastern and Eastern Regions.
T	For use on Inter-Regional or Local Freight Trip working (See Note 2).
X	For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) to and from the London Midland Region, also to and from the Western, Southern and Scottish Region via the London Midland Region.

(ii) Trains running within the North Eastern Region

B	York District.
C	Wakefield District.
D	Middlesbrough District.
G	Newcastle District.
H	Hull District.
L	Leeds District.
J	Local Freight Trip working.
P	Local Freight Trip working.
K	Freight trains running entirely within one district. Also in the Wakefield and Leeds Districts may be local freight trips working trips based in the Wakefield District.
Z	For use on Excursion, Military and Special Trains (Freight or Passenger) within the North Eastern Region irrespective of destination area.

★(iii) Special Number

1Z99	Breakdown van train or snowplough going to clear the line, or light engine going to assist disabled train.
2Z99	Breakdown van train not going to clear the line.
5Z08	Elliott Track Recorder—when not recording.
6Z06	Matisa Track Recording Trolley.
6Z07	Weed-killing Train.

ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN)—continued.

GENERAL INSTRUCTIONS—continued.

FOUR POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM
—continued.

- 8Z01 Matisa Automatic Tamping or Cleaning Machine (not stopping in section).
- 8Z02 Train conveying Out-of-gauge or Exceptional load (Bell signal 2—6—1).
- 8Z03 Train conveying Out-of-gauge or Exceptional load (Bell signal 2—6—2).
- 8Z04 Train conveying Out-of-gauge or Exceptional load (Bell signal 2—6—3).
- 8Z05 Trolley requiring to go into or pass through tunnel.
- 8Z06 Matisa Track Recording Trolley (when recording).
- 8Z08 Elliott Track Recording Trolley (when recording).
- 9Z01 Officers Special, Matisa Automatic Tamping or Cleaning machine requiring to stop in section.

3rd and 4th CHARACTERS indicate IDENTITY NUMBER OF INDIVIDUAL TRAINS.

All trains of classification 1, 4, 5, 6, 7, 8 have been given an individual number in the series 00—99.

All trains of classification 2 are indicated by a route number which applies in both directions of travel for local services including short distance Inter-Regional and Inter-District trains. The letter to be altered to indicate the destination Region or area of the train. The list of sections and Route Numbers is shown in the Working Timetable.

All trains of classification 3 PARCELS TRAINS have been given an individual number in the series 00—29. All trains of classification 3 EMPTY STOCK TRAINS have been given an individual number in the series 30—49. This does not include Passenger trains which run empty to or from carriage sidings when the train number, preceded by "3" should be exhibited.

Trains allocated letters F, X, or Z will have numbers from 00—99 allocated as appropriate.

LOCAL FREIGHT TRIP WORKING.

Local Freight Trip working will carry the appropriate letter and number throughout the working. The classification is normally "9" but this may be altered as shown in the "Local Traffic Engine" circulars. Any special local instructions will be published locally.

LIGHT ENGINE MOVEMENTS.

Light Engines to work or having worked a train when proceeding to or from the local depot should carry the appropriate train number prefixed by "O". Light Engines between Motive Power Depots or returning to depot light to carry figure "O" followed by the district letter with a number as shown below:—

York	01	Tyne Dock	30
Hull Dairycoates	02	Consett	31
Hull Botanic Gardens	03	Holbeck	50
Goole	04	Neville Hill	51
Scarborough	05	Stourton	52
Malton	06	Farnley	53
Thornaby	10	Royston	54
Darlington	11	Nórmanton	55
West Hartlepool	12	Manningham	56
West Auckland	13	Huddersfield	57
Northallerton	14	Wakefield	60
Gateshead	20	Hammerton Street	61
South Gosforth	21	Ardsley	62
Heaton	22	Copley Hill	63
Blaydon	23	Mirfield	64
Percy Main	24	Sowerby Bridge	65
North Blyth	25	Low Moor	66
South Blyth	26	Inter-Regional, where no number allocated in	
Tweedmouth	27	WTT, Figure "O" followed by Regional letter	
Alnmouth	28	and number "OO".	
Sunderland	29		

Note 1—Any local exceptions to this paragraph will be covered by local circular until such time as they are brought into line with other trains.

Note 2—Certain local trips which just cross a Regional Boundary may be treated as working entirely within the North Eastern Region.

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