FOR THE INFORMATION OF RAIL AY STAFF ONLY.

NE/S

B.R.31262/1

No. 2



EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 13 JANUARY

то

FRIDAY 19 JANUARY 1968

INCLUSIVE

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

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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FOR THE INFORMATION OF RAILWAY STAFF ONLY.

NE/S

B.R.31262/1

No. 5



EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 3 FEBRUARY

TO

FRIDAY 9 FEBRUARY 1968

INCLUSIVE

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

Location of work at or between	Lines affected	Mileage at or between	Speed Restriction	Remarks
		M. Chs. M. Chs.	m.p.h.	TARA CALIFORNIAN
LEEDS CITY TO HULL (P	ARAGON)	148 . or 26, 7 gu		
Leeds City East Junction and Marsh Lane Junction	Down Main	20 20 20 0	20	Repairs to Bridge No.46.
Marsh Lane Junction and Neville Hill West	Down Main	19 22 18 74	20	Remodelling.
⁺Garforth	Down and Up Main	13 5 12 78	40	Condition of track.
NORMANTON (ALTOFTS)	TO YORK (CHALO	NERS WHIN)		
Castleford Gates and Castleford Station	Down Main	21 19 21 4	20	Relaying. Commencing Wednesday 8 May.
SWINTON (DEARNE JUNG	CTION) TO BURTON	N SALMON		
t Dearne Junction and Hickleton Main Colliery Sidings	Down and Up Main	16 60 15 69	20	Subsidence.
HULL (WEST PARADE) TO	SEAMER WEST			
West Parade and Walton Street	Down and Up Main	0 40 0 59	15	Condition of track.
HULL YARDS				
Holderness Drain North	Down and Up Goods	over Holderness Dr. Bridge	ain 10	Condition of Holderness
Sculcoates and Alexandra Dock	Down and Up Main	2 32 2 16	20	Drain Bridge. Relaying.
Sculcoates and Alexandra Dock	Down and Up Main	0 38 0 42	20	Laying in double junc- tion.
				Commencing 08 00 Friday 10 May.
STAIRFOOT JUNCTION A				
Stairfoot Junction and Cudworth Station	Down and Up	ATION JUNCTION 173 60 173 36	25	Ardsley Tunnel divers-
Constitution of the second				ion. Cut out signs are provided in lieu of C. & T. Boards.
THORNE JUNCTION TO ST				
Staddlethorpe and Saltmarshe	Up Main	0 41 1 41	20	Relaying.
				A CALL AND A

At or between	Lines affected	Remarks	SECTION 8 -
	and the second s	continued.	At or betwee
CARCROFT (CASTLE HIL	LS) TO LEEDS CITY (WEST .	JUNCTION) - Contract	LEEDS CITY
SATURDAY and SUNDAY Nostell and Hare Park	4 and 5 MAY - continued. Down and Up Main (BLOCKED)	I. 23 00 (Sat) to 10 00 (Sun) Re-railing and loading C.W.R. between 1711/2m.p. and 171m. 71chs. Crane and trollevs in use.	DAILY UNTIL Headingley
	unon sur	Crane and trollevs in use. All traffic diverted. See separate advice for altered train arrangements. Nostell signal box open.	Horsforth St
SUNDAY 5 MAY Moorhouse Jn. and	Down Main	07 00 to 16 30. Adjusting rail expansions	Harrogate Se Bilton
South Kirkby Jn.		between 163m. 30chs. and 164m. 10chs. Moor. house Jn. signal box open.	TUESDAY to Harrogate, I
Nostell	All	07 30 to 17 00. Overhauling interlocking. Signal box open.	Nidd Bridg
SUNDAY to FRIDAY 5 to 10		and the second to be a second to be	NORY TO SE
Wakefield Westgate North	All	07 30 to 17 00 daily. Preparing for signalling alterations. Signal box open.	YORK TO SC DAILY UNTI
MONDAY and TUESDAY 6 a			Malton and Seamer
Hemsworth Station	Up Main and	23 00 (Mon) to 05 30 (Tues). Removal of station	
	Up Goods (BLOCKED)	footbridge at 167 m. 70 chs. Crane in use	SUNDAY 5 Malton
	(DLOCKED)	Arrangements made to pass OE80 Engine and brake Healey Mills to South Kirkby over the Up	
		Main. All other Up traffic diverted. See senants	Malton Sta
		advice for altered train arrangements.	C. Jacobarava
		Fitzwilliam and Hemsworth station signal boxes	Falsgrave Scarboro
MONDAY to THURSDAY 6 to	O BAN	open.	
Woorhouse and	Up Main	23.00 (Mon to Wed) to 05.00 (Turs to Thurs) 0	WEDNESD
Carcroft	(BLOCKED except as shown	23 00 (Mon to Wed) to 05 00 (Tues to Thurs). On track tamping and lining machines working between 163m, 21cbc, and 100m, 50 km	Warton
COMPANY OF THE PARTY OF THE PAR	in remarks)	Derween 163m, 21chs and 160m 59chs	YORK (SKE
	the second second second	Arrangements made to pass one local freight train Healey Mills to Castle Hills, also 8E80	DAILY UN
		of So South NIKDY to Immingham All other lin	Skelton J
		truttic urverted. See separate advise for altered	Dragon
Land with lare (1) when		a dif difdigements	Goldsboro
THURSDAY to FRIDAY 9 to 1		Carcroft signal box open.	Knaresbo
	Down Main	22 45 (Thurs) to 05 20 (5 1) 0 1 in the size and	YACINIDAY
nare raik	(BLOCKED except as shown in remarks)	22 45 (Thurs) to 05 30 (Fri). On track tamping and lining machines working between 171½ m.p. and 171m. 71chs.	SUNDAY 5 Knaresbord Starbeck
	In remarks)	Single line working over the Up Main for local	
		Single Line west it he with	
		to allow difanciemente made te mace INUI	
		Down Main Line All and Bradford over the	Starbeck N and Harr
		See separate advice for altered train arrange- ments.	FRIDAY 10
			Skelton an Poppletor
Said Street Station and and			THORNHIL
WAKEFIELD (WESTGATE) SOU DAILY UNTIL FURTHER NOT	JTH TO WAKEFIELD (KIRKG	SATEL WEAT	DAILY UN
DAILY UNTIL FURTHER NOTI	CE.	ATC/ #C51.	L.N.W. Ju

NES-10

DAILY UNTIL FURTHER NOTICE. Wakefield West . All

07 30 to 17 00. Preparing for signalling alterations (12/68)

Familey Bran and Holber East Jn.

Batley

SECTION C

NES-25

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 5 MAY - BRIGHOUSE

The following lines and connections will be secured permanently out of use, in the normal position, pending removal :-Up Goods Loop

Trailing connection Up Slow to Down Sidings Trailing connection Down Goods Loop to Goods Sidings The Goods Sidings will be abandoned.

The following signals will be abolished :-

Shunting, Up Slow to Down Sidings Shunting, Neck to Down Sidings Shunting, Goods Sidings to Down Goods Loop Shunting, Up Goods Loop to Down Sidings Shunting, Down Sidings to Up Main Shunting, Down Sidings to Neck Shunting, Down Goods Loop to Goods Sidings Shunting, set back from Up Main (opposite signal box)

(21)

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD NORTH

The following signals have been abolished :-

Up Main Goods Home 2

Down Main Goods Starting Down Goods to Down Departure Line

Down Departure line to Down Departure line 1 Down Departure line to Down Departure lines 2 - 8

Down Departure line to Down Sidings

Up Arrival line 4 to Up Arrival line 1

Up Arrival line 3 to Up Arrival line 1

Up Arrival line 2 to Up Arrival line 1

Along Up Arrival line 1

Up Main Goods to Up Warehouse line

Up Main Goods to Up Goods

Altered Signals

Up Main Goods Home has been renewed on same site as a 3 aspect Colour Light (No. 150) with subsidiary signal and stencil type route indicator displaying the following indications.

M - to Up Main Goods

G - to Up Goods

W - to Up Warehouse

A telephone has been provided at this signal.

Down Main Goods to Down Departure lines 1 - 8 signal has been renewed as miniature arm on left of Down Main Goods Home 133 yards further from signal box.

The miniature arm signals applying Down Siding No.3 to Down Departure lines 1 - 8 or Down Main Goods have been renewed as a ground level disc signal situated to the left of Down Siding No.3 same distance from signal box.

The miniature arm signal applying Up Main Goods to Down Departure lines 1 - 8 has been renewed as ground level disc signal situated between Down Main and Up Main Goods, 4 yards from the signal box.

The miniature arm signals applying Up Arrival and Shunting lines to Up Main Goods or Up Goods or Up Warehouse have been renewed as a ground level disc signal situated to the left of the Up Arrival line 3 yards in rear of hand points on Up Arrival line.

This signal now applies only to movements from the Up Arrival lines.

The miniature arm signal applying Down Departure lines to Down Sidings has been renewed as a ground level disc signal situated between Down Departure line 1 and 2, 37 yards further from signal box. This shunting signal now applies from Down Departure lines 2 – 8 to Up Warehouse or Down Main Goods or Exchange Sidings or Down Sidings.

The miniature arm signal applying Down Departure lines to Up or Down Main Goods has been renewed as a ground level disc signal situated to the left of Down Departure line 1, 37 yards further from the signal box. This shunting signal now applies from Down Departure line 1 to Up Warehouse or Down Main Goods and Exchange Sidings or Down Sidings.

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es Nos. chs. (51/52)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

VORK YARD NORTH-continued

Altered Application of Signals

The ground level disc signal at the exit from Exchange Sidings now applies from Exchange Sidings to Down Main Goods or Down Departure lines 1 - 8.

The miniature arm signal on the extreme left of Down Main Goods Home bracket now applies from Down Goods to Down Main Goods or Down Departure lines 1 - 8.

The Down Warehouse Home No.2 now applies to Down Main Goods or Down Departure lines 1 - 8. The Miniature arm signal Up Shunting line (Up Direction) now applies from Up Shunting line to Up Main Goods or Up Goods or Up Warehouse.

SOUTH KIRKBY JUNCTION : PROVISION OF RAPID LOADING FACILITIES

The Empty Inwards line is now known as the Empties line and is being used for movements in both directions.

The new position light subsidiary signal (SK.3) which was brought into use on 17th March now applies from Empties line or Loaded Sidings to Up Main, Up Branch or Marshalling Loop.

The following signalling alterations have been carried out:-

The Single Aspect signal at the West end of the Empties line, controlling propelling movements towards the level crossing, has been replaced by a loud sounding bell in the same position, controlled from the level crossing, authorising propelling movements towards the level crossing.

The existing Lifting Barriers are retained with Notice Boards as follows:-

Beside the Empties line, West of the level crossing reading STOP, AWAIT INSTRUCTIONS. Beside the Arrival and Departure line, West of the level crossing reading PROCEED WHEN AUTHORISED.

A telephone is provided in the NCB Crossing Box, communicating with the Weigh Office, Bunker Control and South Kirkby Junction signal box.

The following revised signalling has been brought into use, shown in the order encountered by a Bunker Loading train (reference should be made to the diagram which is shown on the next page of this notice):-

Entry to Bunker:-

SK 8 Power points, Arrival and Departure line to Empties line.

Spring points, Arrival and Departure line to Run Round line (normally set for Arrival and Departure line).

Spring points, Arrival and Departure line to Tippler line (normally set for Arrival and Departure line).

Notice Board beside Arrival and Departure line, West of Level Crossing reading PROCEED WHEN AUTHORISED.

Spring points, Arrival and Departure line to Empties line (normally set for Arrival and Departure line)

No.1 Ground Position Light signal, 5 yards West of Weighbridge, controlling entry to Bunker, controlled by Bunker Operator.

Control during Loading:-

Loading control signals (see below for aspects to be displayed):-

C - 385 yards East of Bunker

B - 220 yards East of Bunker

A - 55 yards East of Bunker

These signals are controlled by the Bunker Operator. An Emergency Plunger is provided in the Bunker installation on the central main support column, on the north side of the track, for the Guard to stop the train, if necessary, during loading.

To Run Round train:-

Spring points, Arrival and Departure line to Empties line (normally set for Arrival and Departure line). Hand points, Empties line to Run Round line. Spring points, Run Round line to Arrival and Departure line (normally set for Arrival and Departure

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

SOUTH KIRBY JUNCTION: PROVISION OF RAPID LOADING FACILITIES-continued

SK.2 Ground Position Light signal, West end of the Arrival and Departure line reading From Arrival and Departure line to Up Main, Up Branch or Marshalling Loop.

Other Facilities:-

SK.3 Ground Position Light signal at West End of Empties line reading From Empties line or Loaded Sidings to Up Main, Up Branch or Marshalling Loop. The existing Notice Board at outlet from Loaded Sidings reading STOP, TELEPHONE FOR INSTRUCT-

(SEE SECTION 'D')

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A.B. AND C.



STOP IMMEDIATELY



PREPARE TO STOP

O OW OV

MOVE AT LOW SPEED IN DIRECTION FOR LOADING

MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS.

INDICATIONS APPLICABLE WHEN LOADING ONLY R = REDW = WHITE

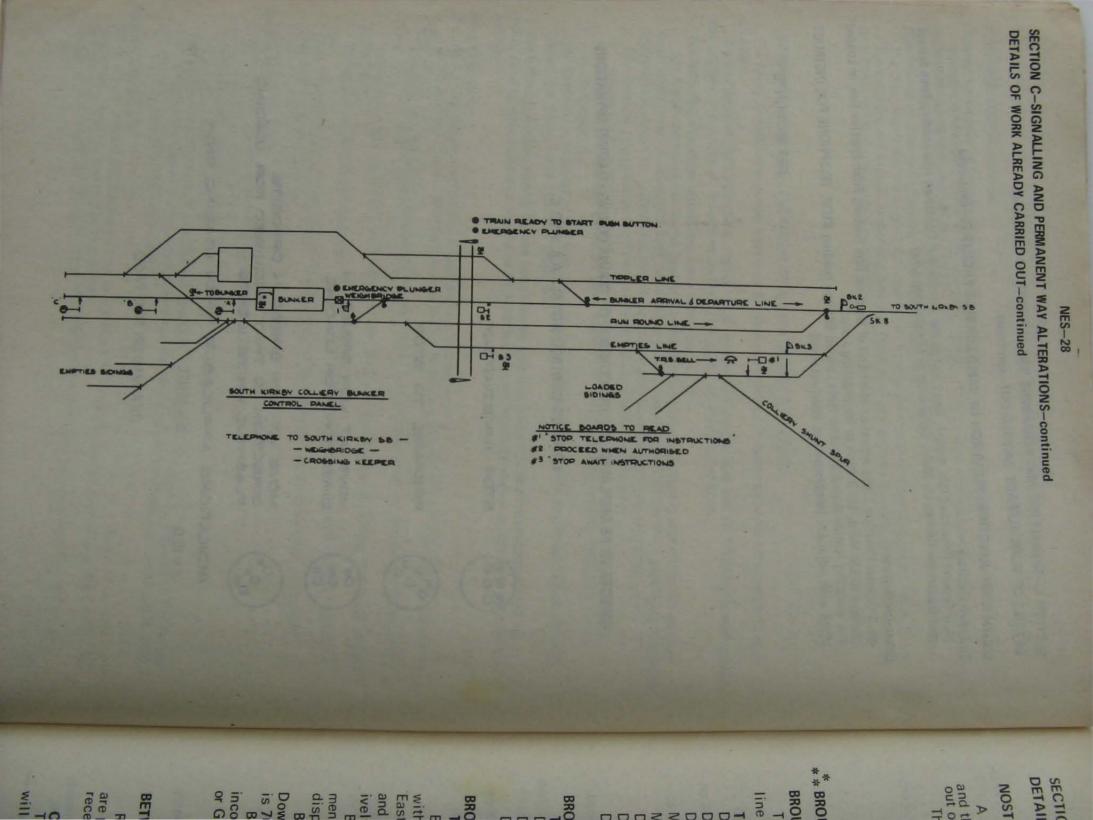
(DIAGRAM ON NEXT PAGE)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

NOSTELL

A trailing crossover between the Down and Up Main lines on the Fitzwilliam side of the signal box and the trailing connection from the Down Main line to the Down Siding has been secured permanently out of use, pending removal.

The following associated shunting signals have been abolished:-

Down Main to Up Main Up Main to Down Main

Down Siding to Down Main

(19)

** BROUGH WEST AND BROUGH EAST

BROUGH WEST

The Saw Mill two lever ground frame has been abolished. The connection leading from the Up Slow line to the Saw Mill siding has been secured permanently out of use pending removal.

The following signals have been abolished:-

Down Fast Distant Down Fast Home Down Fast to Down Slow Home Miniature arm on centre doll, applying Down Fast to Down Sidings Miniature arm on left hand bracket, applying Down Slow to Down Sidings Down Slow Distant Down Slow First Home Down Slow Second Home

BROUGH EAST

The following signals have been abolished:-Down Fast Distant Down Fast to Slow Distant Down Slow Distant

BROUGH WEST AND BROUGH EAST

The following new three aspect colour ligh signals have been brought into use:-

Brough West Down Fast Home, on a right hand bracket, situated 519 yards in rear of the signal box, with left hand junction indicator applying Down Fast to Down Slow line. This signal incorporates Brough East Down Fast and Down Fast to Down Slow Inner Distant signals. The distance between this signal and Brough East Down Fast and Down Slow Home signals has become 804 yards and 760 yards respectively. This signal displays a Red, Yellow or Green aspect. A telephone has been provided.

Brough West Down Fast Distant, on a right hand bracket, situated 1,520 yards in rear of the above mentioned new Home signal, incorporating Brough East Down Fast Outer Distant signal. This signal displays a Yellow, Double Yellow, or Green aspect.

Brough West Down Slow Home situated 519 yards in rear of the signal box incorporating Brough East Down Slow Distant signal. The distance between this signal and Brough East Down Slow Home signal is 760 yards. This signal displays a Red, Yellow or Green aspect. A telephone has been provided.

Brough West Down Slow Distant situated 1,520 yards in rear of the above mentioned new Home signal, incorporating Brough East Down Slow Outer Distant signal. This signal displays a Yellow, Double Yellow or Green Aspect, (18)

BETWEEN HESSLE ROAD AND ALEXANDRA DOCK

Revised signalling has been brought into use between Hessle Road and Alexandra Dock. Full details are published in Supplementary Notice No.17A and all staff concerned must ensure that they have received a copy.

Cannon Street Branch

The Cannon Street branch has been retained, temporarily, and all movements to and from the branch will be under the supervision of a Traffic Inspector. (20)

INES-30

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

* SPRINGBANK SOUTH

The Limit of Shunt indicator on the Down Springbank South Branch has been moved 650 yards in rear of the existing indicator. (18)

LIGHTCLIFFE

The trailing connection in the Down Main line leading to the Down Sidings has been secured permanently out of use, in the normal position, pending removal.

The following signals have been abolished :-Shunting Down Sidings to Down Main. Shunting along Down Main (towards signal box) Shunting Down Main to Down Sidings

*HILLHOUSE NO.1

The Down Slow Shunt Spur together with all connections to and from the Motive Power Depot and No. 5 Siding has been secured permanently out of use, pending removal.

Nos. 6 and 7 Sidings have been shortened and temporary buffer stops have been erected 50 yards on the Hillhouse No. 2 side of the hand points connecting these two sidings.

All associated signals have been abolished.

(18)

CLAYTON WEST STATION

The sand drag together with the loop leading from the single line has been abolished and replaced with plain line.

A new sand drag will be provided in the Goods Yard on the site of the former Repair line.

The ground level disc signal applying from the Colliery Sidings or Goods Yard to the single line has been replaced by two ground level disc signals one applying from each line 20 yards in rear of the existing signal.

The connection from the single line to the Colliery Sidings or Goods Yard is now set normally from the single line to the Goods Yard.

The hand points in the neck of the Goods Yard are normally set towards the new sand drag. (20)

*HAIGH

The shunting signals applying Up Main to Up Siding and Up Siding to Up Main have been abolished. The connection from Up Main to Up Siding has been secured out of use. (18)

HUNSLET STATION JUNCTION

Ground Frames A and B have been abolished and the points worked therefrom have been secured permanently out of use, in the normal position, pending removal. (20)

STEETON & SILSDEN

The trailing connection from the Down Main Line to the Down Sidings has been secured permanently out of use in the normal position pending removal. Subsequently the Down Sidings will be removed.

Signals Abolished

The disc signal applying from Down Sidings to Down Main Line

Signal Alterations

The disc signal applying Down Main to Up Main or Down Sidings has been repositioned approximately 28 yards further from the signal box and now applies Down Main to Up Main Line only. (19)

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SECTION

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SECTION D

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

Denotes new or amended item.

MISCELLANEOUS NOTICES

RULE 218

The alterations to Rule 218 Clause (e) and (g) together with new Clause (h) printed in General Instructions and Notices Booklet NE/S No. 15D, will not take effect until a further operative date is published.

YORK WAGON WORKS

The hand worked connections leading to the old No.2 repair shop and to the coal bunker siding have been secured permanently out of use pending removal.

The through weigh scale siding will be terminated at a point approximately 810 feet in advance of the weigh scale. A temporary wheel chock will be provided pending erection of buffer stops. (19) (This supersedes previous notice dated 18.3.68)

NES-32

SECTION D-MISCELLANEOUS NOTICES-continued

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the three sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of ½m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the low speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings.Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge.

The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing. SECTI

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SECTION B - TEMPORAR	Y ENGINEERING WORKS - con	itinued
At or between	Lines affected	Remarks
SHAFTHOLME JUNCTION	TO NORTHALLERTON-cont	inued.
SUNDAY 4 FEBRUARY-con York Station (North end)	ntinued Down and Up Scarborough/Nos. 7 and 8 Platform lines	07 00 to 16 30. Spot timbering between 0m. 4chs. and 0m. 8chs. Trains replatformed as necessary.
York Locomotive Depot	Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Abandonments. Crane in use.
Pilmoor and Thirsk	Up Slow (BLOCKED) Down and Up Fast (BETWEEN TRAINS)	06 00 to 18 00. Repadding, destressing and re- moving adjustment switches between 16m. 8chs. and 15m. 41chs. Crane and compressors in use. All Up Traffic to travel over the Up Fast line.
THURSDAY 8 FEBRUARY Thirsk and Pilmoor	Up Fast (BLOCKED)	03 30 to 08 15. Tamping machine in use between 15¾ and 15¼m.p. All Up traffic to travel over the Up Slow line.
FRIDAY 9 FEBRUARY Filmoor and Thirsk	Down Fast . (BLOCKED)	04 30 to 09 15, tamping machine in use between 15¼ and 15¾ m.p. All Down traffic to travel over the Down Slow line.

YORK YARDS

Т

F

DAILY UNTIL FURTHER NOTICE York Yard All North

SUNDAY 4 FEBRUARY York Yard North and Skelton Jn.

Down Departure Sidings (BLOCKED by Local arrangement)

07 30 to 17 00 (except Saturdays). Preparing for alterations to signalling and interlocking. (3/68)

07 00 to 17 00, relaying. Crane in use.

CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION) DAILY UNTIL FURTHER NOTICE

All

Bentley Crossing and Gelderd Road Junction

South Kirkby Collierv

Nostell and Hare Park

Nostell and Hare Park

Lofthouse North and Ardsley

Nos. 7,8 and 9 Loaded Sidings, **Empty Sidings** and Loop (BLOCKED by local arrangements) Down Main

Down and Up Main

AII

06 00 to 18 00. Contractors repairing bridges between 158 and 184 m.p. Scaffolding in use. (47/67)

Reconstruction of Colliery sidings for installation of rapid loading bunker.

07 00 to 17 00, mechanical excavator working adjacent to track between 170m. 55chs. (2/68)and 171m. 10chs.

07 00 to 19 00. Contractors demolishing bridge No.48 at 171 m. 48 chs. Cranes and plant in use. Commencing Monday 6 February. (5/68)

07 30 to 16 30, mechanical plant working alongside tracks between 179 and 180¼ m.p.

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SECTION D-MISCELLANEOUS NOTICES - continued.

MALTON GOODS YARD

The hand worked connection to No.1 Goods Warehouse Siding has been secured out of use, pending removal. (19)

MALTON UP SIDINGS

The facing and trailing hand worked connections from the Up Siding to the Horse Dock and Timber sidings have been secured out of use pending removal.

(19)

BETWEEN GASGOIGNE WOOD AND MICKLEFIELD JN.

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles. Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

FERRYBRIDGE 'C' POWER STATION

The contractors sidings have been shortened to within 400 yards of No.2 signal and buffer stops erected.

(21)

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

ALTERATIONS TO NE. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

LOCAL INSTRUCTIONS

Page 301 (Page 109 Supp. No.3 Page 204 Supp. Oper. Insts.). FERRYBRIDGE

ADD:-FERRYBRIDGE CEGB LEVEL CROSSING. - is an open crossing without gates or barriers no attend ance being given. Road traffic is controlled by twin red flashing road signals positioned on each side of the railway. The aspects of these road signals are actuated by track circuits which are situated on each side of the crossing. Whistle boards are provided on each side of the crossing.

A white indicator lamp is provided, focussed to shine along the railway in each direction.

The following indications will normally be given:-WHITE FLASHING LIGHT - MAIN SUPPLY ON - RED ROAD LIGHT FLASHING.

If a set back movement is made from the outgoing line under the authority of No. 43 signal and the Driver is unable to see the white indicator light the Guard or Shunter must before handsignalling the

Driver to set back, ensure that the white indicator lamp a condition of failure will exist at the crossing and If there is no light in the white indicator lamp a condition of failure will exist at the crossing and driver to set back, ensure that the white indicator lamp a condition of failure will exist at the crossing and drivers must bring their trains to a stand short of the crossing and must not proceed over the crossing until satisfied that the crossing is clear and that it is safe to do so. The circumstances must be reported immediately to Ferrybridge Signal Box.

FOR THE INFORMATION OF RAIL AY STAFF ONLY.

B.R. 31262 1

No. 6



NE/S EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 10 FEBRUARY

FRIDAY 16 FEBRUARY 1968

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 lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SECTION B - TEMPORARY	Y ENGINEERING WORKS - co	IIIIIIIII
	Lines affected	Remarks
At or between	Lines aricetted	A REAL PROPERTY OF A DESCRIPTION OF A DE
YORK YARDS		et Saturdays) Prenariae (
DAILY UNTIL FURTHER N York Yard North	AII	07 30 to 17 00 (except Saturdays). Preparing for alterations to signalling and interlocking.
SUNDAY 11 FEBRUARY York Warehouse Yard	Sidings (BLOCKED by local arrangements)	07 30 to 16 30, relaying. Crane in use.
York Yard South	Sidings (BLOCKED by local arrangements)	07 30 to 16 30, changing switches. Crane in use. Signal box open.
CARCROFT (CASTLE HILL	S) TO LEEDS CITY (WEST J	UNCTION)
DAILY UNTIL FURTHER NO Bentley Crossing and Gelderd Road Junction		06 00 to 18 00. Contractors repairing bridges between 158 and 184 m.p. Scaffolding in use. (47/67)
South Kirkby Colliery	Nos. 7,8 and 9 Loaded Sidings, Empty Sidings and Loop (BLOCKED by local arrangements)	Reconstruction of Colliery sidings for installation of rapid loading bunker.
Nostell and Hare Park	Down Main	07 00 to 17 00, mechanical excavator working adjacent to track between 170m. 55chs. and 171m. 10chs. (2/68)

Nostell and Hare Park Down and Up Main

Lofthouse North and Ardsley All

SATURDAY and SUNDAY 10 and 11 FEBRUARY Bentley Crossing Down and Up Main and Carcroft (BLOCKED)

Nostell and Fitzwilliam

Hare Park and Westgate South Up Main and Up Goods (BLOCKED)

Down Main (BLOCKED) Up Main (BETWEEN TRAINS) 07 00 to 19 00. Contractors demolishing bridge No.48 at 171 m. 48 chs. Cranes and plant in use. (5/68)

07 30 to 16 30, mechanical plant working alongside tracks between 179 and 180¼ m.p.

23 00 (Sat) to 11 00 (Sun). Rerailing and loading rails between 158 m.p. and 160m. 3chs. Crane in use. All traffic diverted. See separate advice for

altered train arrangements. Castle Hills and Carcroft signal boxes open.

23 00 (Sat) to 11 00 (Sun). Rerailing and loading rails between 170m. 23chs. and 169m. 5chs. Crane in use.

Single line working over the Down Main. Both signal boxes open.

23 00 (Sat) to 11 00 (Sun). Contractors demolishing Sandal Station between 174 and 174¼ m.p. Mechanical plant in use.

All Down traffic diverted. See separate advice for altered train arrangements.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HULL DOCKS-continued		and the second sec
SATURDAY and SUNDAY 10	and 11 FERRILARY	
Holderness	Up Goods	12 00 (Sat) (or after passage of last train) to
Drain North	(BLOCKED)	17 00 (Sun). Abandonment of No.25 points in the Up Goods line to 'A' Sidings. Holderness Drain North signal box open.
Holderness Drain North	Up N.E. Branch (BLOCKED)	12 00 (Sat) (or after passage of last train) to 17 00 (Sun). Re-railing the Up N.E. Line betw Bridge No.5 and Bridge No.6 King George Doo signal box open.
SUNDAY 11 FEBRUARY	Up Cond	
Holderness Drain North	Up Goods	08 00 to 16 00. Alterations to signalling. (See Section 'C').
THORNE JUNCTION TO STA	DDLETHORPE	
SUNDAY 11 FEBRUARY		
Thorne Moor and Dutch River	All	07 30 to 17 00, repairs to girders on Bridge No at 7m. 65chs. Trestles in use.
Saltmarshe and Boothferry Road	Up Main (BLOCKED)	07 00 to 17 00, renewing waybeams on Bridge No. 6 at 5m. 27chs. Single Line working over the Down Main.
WEDNESDAY 14 FEBRUARY		
Thorne North and Dutch River.	All	09 30 to 16 00. Testing cables.
	All	09 30 to 16 00. Testing cables.
Dutch River. STAIRFOOT JUNCTION AN	ND CUDWORTH STATION	
Dutch River. STAIRFOOT JUNCTION AN DAILY UNTIL FURTHER NO	ND CUDWORTH STATION	
Dutch River. STAIRFOOT JUNCTION AN	ND CUDWORTH STATION	
Dutch River. STAIRFOOT JUNCTION ANDAILY UNTIL FURTHER NO Stairfoot Junction and Cudworth Station	ND CUDWORTH STATION DTICE Down and Up Main	Contractors repairing steelwork to Bridge No.1 Dearne Viaduct at 174 m.p. Crane and mecha ical plant in use. (43
Dutch River . STAIRFOOT JUNCTION AM DAILY UNTIL FURTHER NO Stairfoot Junction and Cudworth Station WAKEFIELD (KIRKGATE) EA DAILY UNTIL FURTHER NO	ND CUDWORTH STATION DTICE Down and Up Main Main	Contractors repairing steelwork to Bridge No.1 Dearne Viaduct at 174 m.p. Crane and mecha ical plant in use. (43
Dutch River . STAIRFOOT JUNCTION AND DAILY UNTIL FURTHER NO Stairfoot Junction and Cudworth Station WAKEFIELD (KIRKGATE) EAD DAILY UNTIL FURTHER NO Knottingley West Junction	ND CUDWORTH STATION DTICE Down and Up Main Main	Contractors repairing steel work to Bridge No.1 Dearne Viaduct at 174 m.p. Crane and mecha ical plant in use. (43 JUNCTION) 07 00 to 18 00, contractors demolishing redun
Dutch River. STAIRFOOT JUNCTION AN DAILY UNTIL FURTHER NO Stairfoot Junction and Cudworth Station WAKEFIELD (KIRKGATE) EA DAILY UNTIL FURTHER NO Knottingley West	ND CUDWORTH STATION DTICE Down and Up Main Main	Contractors repairing steel work to Bridge No.1 Dearne Viaduct at 174 m.p. Crane and mecha ical plant in use. (43 JUNCTION) 07 00 to 18 00, contractors demolishing redun
Dutch River. STAIRFOOT JUNCTION AND DAILY UNTIL FURTHER NO Stairfoot Junction and Cudworth Station WAKEFIELD (KIRKGATE) EAD DAILY UNTIL FURTHER NO Knottingley West Junction Knottingley West Junction and East Junction Knottingley East Junction	AD CUDWORTH STATION DTICE Down and Up Main AST TO GOOLE (GOODS J DTICE All	Contractors repairing steel work to Bridge No. 1 Dearne Viaduct at 174 m.p. Crane and mecha ical plant in use. (43) UNCTION 07 00 to 18 00, contractors demolishing redun ant signal box. Plant in use. (43/6 08 00 to 18 00. Contractors laying main betwee 57% and 58m.p.
Dutch River. STAIRFOOT JUNCTION AND DAILY UNTIL FURTHER NO Stairfoot Junction and Cudworth Station WAKEFIELD (KIRKGATE) EAD DAILY UNTIL FURTHER NO Knottingley West Junction Knottingley West Junction Knottingley East Junction Knottingley East Junction Knottingley East Junction and Sudforth Lane	AD CUDWORTH STATION DTICE Down and Up Main AST TO GOOLE (GOODS J DTICE All Down and Up Main	Contractors repairing steel work to Bridge No. 1 Dearne Viaduct at 174 m.p. Crane and mecha ical plant in use. (43) UNCTION 07 00 to 18 00, contractors demolishing redun ant signal box. Plant in use. (43/6 08 00 to 18 00. Contractors laying main betwe 57% and 58m.p.
Dutch River. STAIRFOOT JUNCTION ANDAILY UNTIL FURTHER NOT Stairfoot Junction and Cudworth Station WAKEFIELD (KIRKGATE) EADAILY UNTIL FURTHER NOT Knottingley West Junction Knottingley West Junction and East Junction Knottingley East Junction Knottingley East Junction Knottingley East Junction Knottingley East Junction and Sudforth Lane Sudforth Lane and Whitley Bridge	AD CUDWORTH STATION DTICE Down and Up Main AST TO GOOLE (GOODS J DTICE All Down and Up Main All Down and Up	Contractors repairing steel work to Bridge No. Dearne Viaduct at 174 m.p. Crane and mecha ical plant in use. (43) UNCTION 07 00 to 18 00, contractors demolishing redun ant signal box. Plant in use. (43/6) 08 00 to 18 00. Contractors laying main betwee 57% and 58m.p. 07 00 to 18 00, contractors demolishing redun ant signal box. Plant in use. (43/6) 07 00 to 18 00, contractors demolishing redun ant signal box. Plant in use. (43/6) 07 00 to 17 00 contractors erecting scaffolding and safety net at 60m. 42chs. Commencing Wednesday 14 February.
Dutch River. STAIRFOOT JUNCTION AND DAILY UNTIL FURTHER NO Stairfoot Junction and Cudworth Station WAKEFIELD (KIRKGATE) EAD DAILY UNTIL FURTHER NO Knottingley West Junction Knottingley West Junction and East Junction Knottingley East Junction Knottingley East Junction Knottingley East Junction Knottingley East Junction and Sudforth Lane and	AD CUDWORTH STATION DTICE Down and Up Main AST TO GOOLE (GOODS J DTICE All Down and Up Main All Down and Up Main	Contractors repairing steel work to Bridge No.1 Dearne Viaduct at 174 m.p. Crane and mecha ical plant in use. (43) UNCTION 07 00 to 18 00, contractors demolishing redun ant signal box. Plant in use. (43/6 08 00 to 18 00. Contractors laying main betwee 57% and 58m.p. 07 00 to 18 00, contractors demolishing redun ant signal box. Plant in use. (43/6 07 00 to 18 00, contractors demolishing redun ant signal box. Plant in use. (43/6 07 00 to 18 00, contractors demolishing redun ant signal box. Plant in use. (43/6 07 00 to 17 00 contractors erecting scaffolding and safety net at 60m. 42chs. Commencing Wednesday 14 February. 07 00 to 17 00, contractors erecting scaffolding

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SECTION D TELE		Remarks
At or between	Lines affected	
DARFIELD STATION TO	LEEDS CITY (NORTH JUN	
DAILY UNTIL FURTHER Methley North Sidings and Woodlesford	NOTICE-continued Down and Up Main	08 00 to 17 00, Contractors thrust boring under tracks at 189m. 63chs. (47/67)
Wakefield Road and Hunslet Goods Jn.	Down Goods	07 30 to 17 00, installing cable troughs.
SATURDAY and SUNDAY Cudworth South Junction	, 10 and 11 FEBRUARY All	22 00 (Sat.) to 17 00 (Sun.), preparing for altera- tions to interlocking. Signal box open.
SUNDAY 11 FEBRUARY Royston Station and Royston Junction	All	07 00 to 16 30, changing crossings rails, switches and timbers at Monkton Main Colliery Siding (Coking Plant).
Cudworth South Junction and Royston Junction	Down and Up Slow (BLOCKED)	07 30 to 16 30. On track tamping machines in use between 177m. 50chs. and 178m. 30chs. All traffic to travel over the Down and Up Fast lines. Royston Station and Royston Junction signal boxes open.
Engine Shed Junction	All	00 01 to 09 00, tamping switches and crossings.
SUNDAY to FRIDAY 11 to Hunslet South Junction and Hunslet Goods Junction	16 FEBRUARY All	07 30 to 16 30 daily, installing cables.
MONDAY to FRIDAY 12 to Carlton Main Colliery Sidings	16 FEBRUARY All	07 30 to 16 30 daily, preparing for signalling alterations.
LEEDS (ENGINE SHED JUN	CTION TO WUITELLAS	
DAILT UNTIL FURTHER NO	TICE	JUNCTION
Engine Shed Junction and Whitehall Junction SUNDAY 11 FEBRUARY	Down and Up Whitehall	07 00 to 17 00, repairs to Bridges Nos. 10 and 10A at 195½ m.p.
Engine Shed Junction	All	00 01 to 09 00. Tamping switches and crossings.
LEEDS CITY TO SKIPTON (SNAVOUL	
DAILY UNTIL FURTHER NO	TICE	
Leeds City	Motive Power Sidings (BLOCKED as required by local arrangement)	07 00 to 17 00. Contractors building water treatment plant. Scaffolding in use. (44/67)
Keighley Station	All	07 00 to 17 00. Contractors working adjacent to
Keighley	Down and Up Main	(31/67)
Cincel	Down and Op Main	07 30 to 17 00, contractors removing parts of station roof and buildings. Ladders and trestles in use. Commencing Monday, 12.5 to a 10 (00)
Steeton	All	Commencing Monday, 12 February. (6/68) 07 00 to 17 00. Contractors demolishing station

07 00 to 17 00. Contractors demolishing station at 215 m.p. Mechanical plant in use. (1/68)

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SIGNALLING AND PERMANENT WAY ALTERATIONS

SECT

BETW

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 11 FEBRUARY-HOLDERNESS DRAIN NORTH

The trailing connection in the Up Goods line leading to the 'A' Sidings will be abolished together with the outlet signal from 'A' Sidings to Down or Up Goods. (9)

DETAILS OF WORK ALREADY CARRIED OUT

CARCROFT

The trailing crossover between the Down and Up Main lines secured permanently out of use, in the normal position, pending removal.

The trailing connection from the Up Main line to Nos. 1 and 2 sidings secured permanently out of use, in the normal position, pending removal and temporary buffer stops erected in No. 1 siding 35 yards South of the signal box.

The following shunting signals abolished: -

Up Main to Down Main or Sidings Down Main to Up Main No. 1 Siding to Up Main No. 2 Siding to Up Main

* MALTON

The level crossing gates replaced by lifting barriers, operated from the signal box.

BETWEEN NEVILLE HILL EAST AND GARFORTH

The former Down Fast line between Killingbeck and Cross Gates slued into the Down Main (former Down Slow) line between 16½ and 16¼ m.p. and become the new Down Main line.

Killingbeck and Cross Gates signal boxes abolished together with all signals and points worked therefrom. (Certain Cross Gates signals retained as Automatic or Neville Hill East signals-see below).

Manston Ground Frame and Level Crossing released from Neville Hill East signal box. Track Circuit Block Working introduced between Neville Hill East and Garforth on the Down and Up Main lines.

Neville Hill East

The following signals abolished (see below for new colour light signals):-

Up Main Distant Up Main Home Up Main Home to Up Goods Up Main to Colliery Line (miniature arm) Up Main to Shunting line (miniature arm) Down Main Starting.

New or Altered 4-aspect colour light signals:-

 Down direction (all to the left of the Down Main line):

 NHE 20
 New signal 610 yards in advance of the signal box.

 Auto 791
 New signal 1,100 yards in advance of NHE 20.

 Auto 793
 New signal 1,110 yards in advance of Auto 791.

 Auto 795
 New signal 1,190 yards in advance of Auto 793.

 NHE 33
 Existing signal 764 yards in advance of Auto 795 (formerly Cross Gates CG 17).

 NHE 35
 Existing signal - formerly Cross Gates CG 22.

Auto 801 Existing signal - former Auto D 14 renumbered.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

BETWEEN NEVILLE EAST AND GARFORTH-continued

Up Direction (all to the left of the Up Main line):-

Auto 802 Existing signal - former Auto U 13 renumbered. NHE 125 Existing signal - formerly Cross Gates CG 46.

Auto 798 Existing signal - former Auto U 15 renumbered.

Auto 796 Existing signal - formerly Cross Gates CG 45.

Auto 794 New signal 1,400 yards in advance of Auto 796.

Auto 792 New signal 1,350 yards in advance of Auto 794.

NHE 123 New signal 1,270 yards in advance of Auto 792 with left hand junction indicator reading to Up Goods Loop and left hand offset subsidiary fitted with 2 way stencil route indicator reading: -NOT THE REPORT OF A PARTY PROPERTY OF

the of Shores on the Alexandra and the second from

C - Colliery line.

S - Shunting line.

Catch points

Catch points in the Down Main line, at present secured out of use, brought into use as follows:-At 17 m. 60 chs. 655 yards in rear of Auto signal 791. At 17 m. 18 chs. 830 yards in rear of Auto signal 793.

New catch points laid in and brought into use as follows: -At 16 m. 53 chs. 1,020 yards in rear of Auto signal 795.

**BETWEEN CROSS GATES AND KILLINGBECK

The Up Fast line abolished and the Up Slow line renamed Up Main.

Cross Gates

The facing connection Up Main to Up Slow abolished and the Up Main line realigned for through running to the new Up Main line (former Up Slow line).

The left hand junction indicator associated with the Up Main Home signal (No. 45) abolished and this signal now applies to movements for the new Up Main line.

The Up Fast starting signal abolished.

Killingbeck

ingbeck The Up Fast Distant and Home signals taken out of use. (6) Sussing to bain to the Encourses | schemes |

BETWEEN CROSS GATES AND KILLINGBECK

The Up Main line slued into the former Up Fast line on the approach side of Killingbeck former Up Fast Distant signal and the line renamed Up Main throughout.

Killingbeck

The facing connection former Up Slow to Up Main secured permanently out of use, in the normal pos-Ition, pending removal and the Up Main (former Up Slow) Home signal abolished.

The following signals, applying to the new Up Main line, brought back into use.

Up Main Distant (Former Up Fast Distant). Up Main Home (Former Up Fast Home)

BEVERLEY STATION

/ERLEY STATION The Up Main Starting signal abolished.

SCULCOATES

The trailing crossover between the Down and Up Main lines, worked from a two lever ground frame (Beverley Road) secured out of use, in the normal position, pending removal. The ground frame abolished.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued	SEC
DETAILS OF WORK ALREADY CARRIED OUT - continued	DET
SPRINGBANK NORTH The trailing crossover between the Down and Up Main lines secured permanently out of use, in the normal position, pending removal. The following shunting signals abolished: Up Main to Down Main Down Main to Up Main (7)	* MIRI Miri line rem
** GILDERSOME WEST	nori
**GILDERSOME west The signal box, together with all signals worked therefrom, abolished. All points secured out of use, in the normal position, pending removal	
BETWEEN LOW MOOR NOS. 1 AND 5 AND BOWLING JUNCTION The following lines taken out of use, pending removal:- Down Goods and Down Sidings between Low Moor No.2 East and Low Moor No.4. Up Goods between Low Moor No.4 and Low Moor No.2 East. Up Passenger Loop between Low Moor No.2 East and Low Moor No.5.	
Between Low Moor No.2 West and Low Moor No.1 Temporary buffer stops erected in the Up Goods line in the vicinity of the Up Goods to Up Passenger loop shunting signal, and the Up Goods line between Low Moor No.2 West and this point abandoned; the remainder of the line becomes an Up Siding for Low Moor No.1 signal box. The Limit of Shunt indicator on the Up line between Low Moor No.2 East and Low Moor No.2 West boxes abolished.	Mir
Low Moor No.1	
The Up Goods Home signal becomes a miniature arm signal.	Se
Low Moor No.2 West The following points secured out of use, in the normal position, pending removal:- Worked Catch Points in the Up Goods line. Up Passenger Loop to Up Goods and Up Main. Up Passenger Loop to Up Siding and Trap Points in the Up Siding. The following signals abolished:- Up Passenger Loop Home Up Passenger Loop Home to Up Goods) and No.1 Box Distant Up Passenger Loop Home to Up Main) arms below. Shunting Up Goods to Up Passenger Loop Shunting Up Main to Up Passenger Loop Shunting Up Branch to Up Passenger Loop Up Sidings to Up Passenger Loop Up Sidings to Up Passenger Loop (Miniature Arm) Shunting Up Passenger Loop to Up Sidings Shunting along Up Passenger Loop in wrong direction. Signal alterations:- The shunt signal applicable to movements from Up Main to Down Main (formerly the top disc of a three disc assembly) repositioned approximately 13 yards nearer to the signal box.	M
The Up Main Distant signal repositioned 970 yards from the signal box on the site of Low Moor No.3 former Up Main Distant.	b
Low Moor No.2 East and Low Moor No.3 Both signal boxes, together with all signals worked therefrom, abolished and all points secured out of use, in the normal position, pending removal. Low Moor No.4 The signal box, together with all signals worked therefrom, abolished except that No.4 Down Main Colour Light Starting signal retained as Bowling Junction Down Distant signal and exhibiting a Yellow or Green aspect only. All points secured out of use, in the normal position, pending removal.	T
Low Moor No.5	
The connection from Up Passenger Loop to Up Branch secured out of use, in the normal position, pending removal and the following signals abolished: - Up Passenger Loop Home. Shunting Up Branch to Up Passenger Loop	

Shunting Up Branch to Up Passenger Loop.

At or between	Lines affected	Remarks
LEEDS CITY TO HULL	PARAGON)-continued	
DAILY UNTIL FURTHER	R NOTICE-continued	
Killingbeck and Cross Gates	All	08 00 to 18 00. Contractor laying sewer through Bridge No.25 at 16 m. 73 cns.
Cross Gates	All	08 00 to 18 00. Contractors erecting supporting columns alongside line and installing overhead pipe across tracks adjacent to Bridge 21 at 15m. 66chs. Ladders and scaffolding in use.
Cross Gates	Up Platform	(48/67) 07 00 to 17 00. Shortening platform. (See Section 'D').
Cross Gates and Micklefield Station	All	07 30 to 17 00, installing cable troughs. (37/67)
Garforth and Chaloners Vinin	AII	08 00 to 16 30, unloading and installing cable troughs and cables.
Selby South and North	All	07 00 to 17 00, preparing for alteration to signalling.
Barlby North and Hessle Haven	All	07 30 to 16 30 (Mon. to Fri.) cleaning and paint- ing bridges and lineside buildings. Scaffold- ing and ladders in use.
Brough	All	08 00 to 17 00, laying cables and preparing for alterations to signalling.
Hessle Station	All	08 00 to 16 00. Renewing point connections. Commencing Sunday 14 January. (2/68)
Hassle Haven	All.	08 00 to 16 00. Renewing point connections. Commencing Sunday 14 January. (2/68)
Hessle East Junction and Hessle Road	Down and Up Main	Contractor constructing new freight liner depot on Down side. Mechanical plant in use.
Paragon Station	Platforms Nos. 1 to 9	07 30 to 16 00, repairs to station roof. Mobile
SATURDAY, and SUNDA Killingbeck and Cross Gates	AY 13 AND 14 JANUARY Down Main and Up Fast (BLOCKED) Up Slow (BETWEEN TRAINS)	23 30 (Sat.) to 18 30 (Sun.) Remodelling between 16 m. 5 chs. and 15 m. 67 chs. Cranes in use. Single Line Working over the Up Main/Slow Line between Garforth and Killingoeck. Killing-
Cross Gates and Garforth	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	beck and Garforth Signal Boxes open.
Hessle Haven and Hessle Road	Down and Up Main (BLOCKED)	23 00 (Sat) to 07 00 (Sun), removing former Up Slow between 4¼ and 3 m.p. Crane in use. All Down traffic to travel via No. 3 Reception Inward Yard, No. 1 Down North Main, Dairy- coates West and Hessle Road in accordance with the special instructions in force. All Up freight traffic to travel via Empty Mineral.
SUNDAY 14 JANUARY Leeds City	All	03 30 to 12 30, on track tamping machines work-

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

* MIRFIELD NOS. 1, 2 AND 3

Mirfield No.1

The Motive Power Depot Sidings abolished and the trailing connections in the Down and Up Slow lines, leading to the Motive Power Depot Sidings, secured out of use, in the normal position, pending removal.

The facing connections Down Slow to Down Fast and Up Fast to Up Slow secured out of use, in the normal position, pending removal.

The following associated signals abolished:-

Down Slow to Down Fast Inner Home. Up Fast to Up Slow Home. Shunting along Up Slow in wrong direction or to Up Fast. Shunting Up Slow to M.P.D. Shunting M.P.D. to Up Slow. Shunting M.P.D. to Down Slow. Shunting M.P.D. to Neck. Shunting Down Slow to M.P.D. Shunting along Down Slow in wrong direction. Shunting along Down Slow in wrong direction (Bottom signal of Double Disc assembly).

Mirfield No.2

The Down Sidings and No.2 Up Departure Line and Neck abolished.

The facing connections Down Loop to Down Sidings and No.2 Up Departure to No.1 Up Departure secured out of use, in the normal position, pending removal.

The following associated signals abolished:-

Shunting Down Sidings to Down Slow.

No.2 Up Departure to Up Fast or Up Slow.

No.2 Up Departure to Neck.

Mirfield No.3

The Branch Sidings abolished.

The following points secured out of use, in the normal position, pending removal:-

Trailing connection in Up Slow line from Up Branch.

Facing connection Down Slow to Down Branch.

Facing connection Up Slow to Up Fast

Facing connection Down Fast to Down Slow.

Trailing connection Up Branch to Branch Sidings.

The following points secured out of use, in the reverse position, pending removal:-

The station end of the slip connection from Up Fast to Down Fast (associated with the Up Slow to Up Fast facing connection) secured out of use, in the reverse position, to form a trailing crossover between the Down and Up Fast lines.

The following associated signals abolished:-

Up Branch to Up Fast Home. Up Branch to Up Slow Home. Shunting Up Slow to Branch Sidings. Shunting Up Fast to Branch Sidings (Top signal of Double Disc assembly). Down Slow to Branch Inner Home. Down Fast to Down Slow Outer Home. Shunting Branch Sidings to Up Fast. Shunting Branch Sidings to Up Slow. Shunting Up Branch to Branch Sidings.

NES-26

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

METHLEY SIDINGS

The trailing connection from the Down Main line to Down Sidings abolished, together with the shunt signal applying Down Sidings to Down Main. The shunt signal formerly applying for movements Down Main to Up Main, Up Sidings or Down Sidings no longer applies to the Down Sidings. The Down Main Outer Distant signal abolished and the Down Main Inner Distant signal renamed Down

Main Distant.

The Down Main Outer Home signal abolished and the Down Main Inner Home signal renamed Down Main Home.

The distance between the Down Main Distant and Home signal is 1660 yards.

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SECTION D

NES-27

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

X Denotes new or amended item.

MISCELLANEOUS NOTICES

FREIGHTLINER WAGONS

(3rd or 4th Rail Electrified Lines)

Staff are warned that when opening the spares locker (containing the emergency screw coupling, etc.) on the end wagons of a freightliner set, the door when lowered to its fullest extent will make contact with the conductor rail.

Spare lockers situated over a conductor rail should therefore not be used and the necessary equipment should be obtained from a locker on the other side of the train.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL). Until further notice there is greatly increased use being made of the crossing by contractors vehicles.

Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

** MALTON

The siding alongside the old warehouse wall on the west side shortened by 50 yards. (6)

** SCARBOROUGH GALLOWS CLOSE GOODS YARD

The connection to siding No.6 spiked out of use pending removal. Sidings Nos. 10, 11 and 12 shortened by approximately 80 yards. (6)

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

HAIGH

Commencing Saturday 10 February – The trailing connection in the Up Line leading to the Up Siding will be secured permanently out of use, in the normal position, pending removal. (9)

REPAIRS AT MOTIVE POWER DEPOTS

Location	Work	Duration	Commencing
Healey Mills M.P.D.	Welding Rail Joints All (BLOCKED as required by local arrangement)	08 00 to 16 00 daily	

he shunt Down

med Down

Down

FUR THE INFORMATION OF RAIL AY STAFF ONLY.

NE/S

B.R. 31262/1

No.7



EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 17 FEBRUARY

TO

FRIDAY 23 FEBRUARY 1968

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 lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SECTION B-TEMPORARY ENGINEERING WORKS-continued

At or between	Lines affected	Remarks
YORK TO SCARBOROUG	SH .	ORODANASI JUSH OF THE STATE
DAILY UNTIL FURTHER	NOTICE	
Burton Lane and Bootham	All	07 30 to 16 30, preparing for signalling alterations. (47/6
Malton	All	08 00 to 16 00 preparing for installation of barriers. (47/6
THURSDAY and FRIDAY		
York and Kirkham Abbey	22 00 (Thurs) to 04 15 (Fri) Down Main (BLOCKED) 21 00 (Thurs) to	21 00 (Thurs) to 06 00 (Fri) tamping machines in use between 0 and 6¾ m.p. All signal boxes open and gate boxes manned.
	06 00 (Fri) Up Main	
	(BLOCKED)	
YORK (SKELTON) TO HA	RROGATE (DRAGON)	
YORK (SKELTON) TO HA DAILY UNTIL FURTHER		
DAILY UNTIL FURTHER		07 00 to 17 00, demolishing the Up platform at former Hopperton Station at 12m. 16chs. (5/68)
DAILY UNTIL FURTHER Cattal and Goldsborough	NOTICE	former Hopperton Station at 12m. 16chs.
DAILY UNTIL FURTHER Cattal and Goldsborough Goldsborough and	All	former Hopperton Station at 12m. 16chs. (5/68) 07 00 to 18 00, contractors demolishing former Knaresborough Goods signal box. Plant in use

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DAILY UNTIL FURTHER NOTICE L.N.W. Junction and Down and Up Main Batley Farnley Branch Jn. Down and Up and Holbeck Huddersfield East Jn.

SUNDAY 18 FEBRUARY Batley and **Dewsbury Station**

WEDNESDAY 21 FEBRUARY Holbeck East Junction and Batley

Up Main (BLOCKED)

Up Main

THURSDAY 22 FEBRUARY Morley Low and L.N.W. Junction

Up Main (BLOCKED) Contractors repairing Bridges Nos. 6 and 8 between 321/2 and 33m.p. (49/67)

07 00 to 17 00. Mechanical excavator working adjacent to tracks between 41 and 42m.p. (39/67)

07 00 to 17 00, adjusting rails between 34 and 35 m.p.

00 15 to 06 00, on track lining machines working between 42 and 371/2 m.p. All Up traffic diverted.

00 30 to 06 00, on track lining machines working between 371/2 and 321/4 m.p. All Up traffic diverted.

NES-10 SECTION B - TEMPORARY ENGINEERING WORKS - continued Remarks			SEC1
SECTION B - TEMPORAR	RY ENGINEERING WORKS - CO	Remarks	At or
At or between	Lines affected	POWCHORKADE UN HERE	LEED
LEEDS CITY TO HULL (P DAILY UNTIL FURTHER I Leeds City	Motive Power Sidings (BLOCKED as required by	07 00 to 17 00. Contractors building water treatment plant. Scaffolding in use. (44/67)	SATL Garfo Nev
Leeds City East and Neville Hill West	local arrangement) All	08 00 to 15 30. Repairs to parapet on bridges 6,33 and 37 between 19 m. 2 chs. and 19 m. 49 chs. Contractors constructing new Carriage Depot on Down Side. Cranes and plant in use. (44/67)	SUN Leed Sta
Neville Hill West and East		07 30 to 17 00, preparing for resignalling.	
Neville Hill West and Cross Gates	All	08 00 to 18 00 Contractor laying sewer through	
Killingbeck and Cross Gates	All	Bridge No.25 at 16 m. 73 chs. 07 30 to 17 00. Installing cable troughs.	
Cross Gates and Micklefield Station	All	(37/67)	Nev
Garforth and Chaloners Whin	All	08 00 to 16 30. Unloading and installing cable troughs and cables.	Selt Ba
Gascoigne Wood and Thorpe Gates	All	07 00 to 18 00. Contractors demolishing former Hagg Lane signal box. Plant in use. Commencing Monday 19 February. (7/68)	
Selby South and North	All	07 00 to 17 00, preparing for alteration to signalling.	Broo
Barlby North and Hessle Haven	All	07 30 to 16 30 (Mon. to Fri.) cleaning and paint- ing bridges and lineside buildings. Scaffold- ing and ladders in use.	Hess We
Brough	All	08 00 to 17 00, laying cables and preparing for alterations to signalling.	Hes
Hessle Station	All	08 00 to 16 00. Renewing point connections. (2/68)	We
Hessle Haven	All	08 00 to 16 00. Renewing point connections. (2/68)	Garfe
Paragon Station	Platforms Nos. 1 to 9	07 30 to 16 00, repairs to station roof. Mobile plant in use.	
SATURDAY and SUNDA Neville Hill West			A CONTRACTOR
and East	23 30 (Sat.) (GMT) to 08 30 (Sun.) (BST) Up Main (BLOCKED) Up Goods (BETWEEN TRAINS) 23 30 (Sat.) (GMT) to 04 15 (Sun.) (BST)	 23 30 (Sat.) (GMT) to 11 00 (Sun.) (BST). Excavating for and laying cable under tracks between 18¾ and 18½m.p. Mechanical ex- cavator in use. 23 30 (Sat.) (GMT) to 08 30 (Sun.) (BST). All Up traffic to travel over the Up Goods line. 04 15 to 08 00 (Sun.). All Down traffic to 	NEV DAII Huns
	Down Main and Down Goods (BETWEEN TRAINS) 04 15 to 08 00 (Sun.) Down Main (BLOCKED) Down Goods (BETWEEN TRAINS) 08 00 to 11 00 (Sun.) Down Goods (BLOCKED)	08 00 to 11 00 (Sun.). All Down traffic to travel over the Down Main line.	MICH DAIL Garfi Chi Mick Chi Sta

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SECTION B - TEMPORAR	Y ENGINEERING WORKS -	Remarks	SECTIO
At or between	Lines affected	Remaine	At or b
HULL (WEST PARADE) TO DAILY UNTIL FURTHER N Beverley Parks and Beverley Station	O SEAMER WEST IOTICE All	08 00 to 16 00. Preparing for installation of electrically operated barriers.	THORN DAILY Thorne Dutch
SUNDAY 18 FEBRUARY. Beverley Station	All	08 00 to 16 00. Testing cables and signal controls. Signal box open.	SATUR Staddle Booth Thorne Potte
HULL (BOTANIC GARDEN	S) TO HEDON		
DAILY UNTIL FURTHER N Wilmington and Southcoates	OTICE	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼m.p. Ladders and trestles in use. (31/67)	
			2
HULL YARDS			SUND
DAILY UNTIL FURTHER NO	OTICE		Thor
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 31/2m.p. (24)	Dutch SUND
Alexandra Dock and Hessle Road SUNDAY 18 FEBRUARY.	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.	Booth Stac
Alexandra Dock and Sculcoates	Down and Up Main (BLOCKED)	07 00 to 17 00, laying ducts under tracks at ½m.p.	
Sculcoates and Springbank South	Down and Up Main (BLOCKED)	07 30 to 17 00. Changing timbers for signal installations. Springbank North and Springbank South signal boxes open.	WAKE DAIL Knott
			Knott
HULL DOCKS			East
DAILY UNTIL FURTHER NO Graving Dock and Holderness Drain South	DTICE Down and Up Main	08 00 to 17 00, contractors laying cables along- side tracks. Mechanical plant in use.	Knotti June Knotti
		(29/67)	and Sudfor
			White
STAIRFOOT JUNCTION AN	ND CUDWORTH STATION		Hens
DAILY UNTIL FURTHER NO Stairfoot Junction	Down and Up		Eggbor Statio
and Cudworth Station	Marta	Contractore	

Stairfoot Junction and Cudworth Station

. .

Down and Up Main

SUNDAY 18 FEBRUARY Stairfoot Jn. and Cudworth Station Jn.

Down Main (BLOCKED) Contractors repairing steel work to Bridge No.12 Dearne Viaduct at 174 m.p. Crane and mechanical plant in use. (43/67)

07 00 to 17 00. Rerailing between 174½m.p. and 174m. 69chs. Crane in use. Both signal boxes open.

Streetho

SUNDA Feathers

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West

SECTION B-TEMPORARY	ENGINEERING	WORKS-continued
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At or between	Lines affected	Remarks
HARE PARK TO CROFT	ON WEST	the second second and a second s
MONDAY to FRIDAY 19 Hare Park and Crofton West	to 23 FEBRUARY Down and Up Main	08 00 to 16 00, on track tamping machine working between 172 and 173¼ m.p. Sharlston West signal box open.
BIRKENSHAW TO LAIST		

SUNDAY 18 FEBRUARY Dudley Hill and Laisterdyke

06 00 to 07 00 All (BETWEEN TRAINS) 07 00 to 17 00 Down and Up Main (BLOCKED) 17 00 to 19 00 AIL (BETWEEN TRAINS)

06 00 to 19 00, re-modelling and singling also alterations to signalling and interlocking at Laisterdyke East Junction. Crane in use. (See Section 'C'). Dudley Hill East signal box open.

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE)

DAILY UNTIL FURTHER NOTICE

Hammerton Street and Down and Up Main St. Dunstan's Hammerton Street and St. Dunstans

Down and Up Main

Bradford Exchange

No.5 and 6 Platforms

All

SUNDAY 18 FEBRUARY Laisterdyke East

MONDAY to FRIDAY 19 to 23 FEBRUARY Laisterdyke East All

07 00 to 17 00. Contractors renewing sewer in Tunnel roof at 191m. 38chs.

08 00 to 16 00 (Mon. to Fri.). Excavating trenches on Down side between 1911/2 and 191m. 55chs-Commencing Monday 19 February.

07 00 to 17 00. Boring at bridge No.63, boring rig in use. Commencing Sunday 18 February.

06 00 to 19 00, alterations to signalling and interlocking. (See Section 'C').

08 00 to 16 00 daily, recovering redundant material.

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE

DAILY UNTIL FURTHER	NOTICE
Bradford Exchange	No.5 and
	6 Platfor

SUNDAY 18 FEBRUARY Halifax West and East

All

Down and Up Main

Low Moor No2 West and Bowling Junction

(BETWEEN TRAINS)

LAISTERDYKE WEST TO BOWLING JUNCTION

TUESDAY and WEDNESDAY 20 and 21 FEBRUARY Laisterdyke West Down and Up Main and Hall Lane

07 00 to 17 00. Boring at bridge No.63, boring rig in use.

Commencing Sunday 18 February.

07 00 to 17 30 removing smokeplates from Bridge 18. Both Signal Boxes open.

00 01 (GMT) to 09 00 (BST) special maintenance and testing rails in Bowling Tunnel between 38 m.p. and 39¼ m.p. Rail Motor in use. Both Signal Boxes open.

07 30 to 17 00 daily, welding rail joints on Bridge 47 at 191m. 33chs.

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SECTION 8 - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
THORNHILL JUNCTION T DAILY UNTIL FURTHER M	TO LOWMOOR NO.2 WEST	the second state with a second state of the se
Heckmondwike Jn. and Cleckheaton North	Down and Up Main	07 00 to 18 00. Contractors demolishing abandoned station at Liversedge between 3½ and 4m.p. Cranes and plant in use as required
Heckmondwike Jn. and Cleckheaton North	All	(48/67) 08 00 to 20 00. Contractors reconstructing Bridge No. 19 between 3¼ and 4 m p. Cranes
Cleckheaton Central	All	and plant in use. 07 00 to 18 00. Contractors demolishing station at 21/2m.p.
Cleckheaton North and Low Moor No.2 West	Down and Up Main	08 00 to 17 00. Contractors cables over tracks at 0m. 79chs. Scaffolding in use.
TUESDAY 20 FEBRUARY		(5/6
Low Moor No. 5	AII	09 30 to 16 00, testing controls.
LOW MOOR NO. 5 TO LOW	MOOR NO. 1	
TUESDAY 20 FEBRUARY Low Moor No. 5	All	09 30 to 16 00, testing controls.

BARNSLEY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION

DAILY UNTIL FURTHER NOTICE Crigglestone Jn. and Down and Up Main

Horbury Jn.

SUNDAY 18 FEBRUARY Haigh and Crigglestone Junction

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Down Main (BLOCKED)

MONDAY to FRIDAY 19 to 23 FEBRUARY

Haigh and Crigglestone Down and Up Main Junction

07 00 to 17 00. Contractors reconstructing Bridge No.7 at 0m. 78chs. Cranes and plant in use.

00 01 (GMT) to 13 00 (B.S.T) Contractors demolishing Crigglestone West Station between 46 and 45% m.p. Mechanical plant in use. Both signal boxes open.

08 00 to 16 30 daily. Demolition of Crigglestone West Station. Mechanical excavator in use.

DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION)

DAILY UNTIL FURTHER NOTICE

Darfield Station and Down and Up Houghton C.S.

Darfield and Dearne Valley Colly. Sdgs.

Down and Up Goods

Darfield and Houghton **Colliery Sidings** Cudworth North Junction

Altofts Jn. Methley North Sidings

Down and Up

Goods All

Down and Up Main

08 00 to 16 00. Removing platforms at 1711/4 m.p.

08 00 to 16 30 Monday to Friday, lifting track in conjunction with reconstruction of Bridge No. 169A 171¼ and 171½ m.p.

08 00 to 17 00, reconstruction of Bridge No. 169A at 1711/2 m.p.

07 00 to 17 00, installing new bed and leadoff timbers to signal box at 175 m. 75 chs. (40/67)

08 00 to 16 00, lifting platforms, shortening Up Platform at Altofts and Whitwood Station between 186 and 186¼m.p. Mechanical plant in use.

(49/67)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUND AY 18 FEBRUARY-NEVILLE HILL EAST

The slip connection in the main line crossover leading to Osmondthorpe Colliery and the trap points in the Colliery Sidings will be secured permanently out of use, in the normal position, pending removal. The facing connection leading from the Down Goods to Osmondthorpe Colliery line to the Down Shunting Neck will be secured permanently out of use for through running Down Goods to Down Shunting Neck.

The following signals will be abolished:-

Miniature arm controlling movements from Osmondthorpe Colliery. Miniature arm controlling movements Down Goods to Osmondthorpe Colliery.

Signal alterations:-

The miniature arm signal controlling movements from the Down Shunt Neck will be fitted with a 5-way stencil type route indicator with the following indications:-

D - Down Goods

U - Up Main

G - Up Goods

S - Shunting Line

C - Colliery Sidings.

The following signals will no longer apply towards Osmondthorpe Colliery:-

(top disc of double disc assembly).

- Up Main to Osmondthorpe Colliery, Down Shunt Neck or Down Main. Disc
- Disc
 - - Shunting line to Osmondthorpe Colliery, Down Shunt Neck, Down Main, Up Goods or along Shunting line.

- Up Goods to Osmondthorpe Colliery, Down Shunt Neck or Down Main

Miniature arm - Up Sidings to Osmondthorpe Colliery, Down Shunting Neck or Down Fast. Shinking the sound for a meridial sector of the state of the sector of the

SUNDAY 18 FEBRUARY-BETWEEN LAISTERDYKE EAST AND DUDLEY HILL

The Up Branch line between Laisterdyke East and Dudley Hill will be abolished and the Down Branch line will become the single line worked in accordance with the " ONE ENGINE IN STEAM" Regulations.

A notice board worded ' 'MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF''-will be provided, facing movements towards Dudley Hill, on the right hand side of the Single line, approximately 30 yards on the Dudley Hill side of Laisterdyke East signal box.

Laisterdyke East

The following points will be secured permanently out of use pending removal:-

- Facing slip connection No.2 Down line to Up Branch.
- Trailing points in Up Branch from No.2 Up line (secured for movements No.2 Up line to Arrival Siding or Goods Yard).
- Facing points of double slip in Up Branch line (secured for movements No.2 Up line to Arrival Siding or Goods Yard).
- The crossover road of the double slip in former Up Branch line

(forming a crossover between the Down and Up Branch lines).

The following associated signals will be abolished:-

No.2 Up line Distant from Bradford to Halifax to Dudley Hill branch Shunting-Yard to Down line No.2. Route indication 'B' of the No.2 Up line Up Home signal.

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At or Between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON)-continued	
UNDAY 14 JANUARY- eeds City		07 00 to 17 00. Loading spoil. Trains replatformed as necessary.
eeds City	All	07 30 to 17 00. Testing cables.
leville Hill East and Killingbeck	All	00 01 to 20 00. Alterations to signalling. (See Section 'C'). Both signal boxes open.
eville Hill East and Killingbeck	Down Fast (BLOCKED)	03 00 to 15 00. Thermit welding between 18¼ a 17¼ m.p. All Down traffic to travel over the Down Slow line. Killingbeck signal box open.
leville Hill East	All	07 00 to 17 00. Excavating for and installing cables under tracks between 18½ and 18¼m.r Mechanical excavator in use.
roomfleet and Staddlethorpe	Up Slow and Up Fast (BLOCKED)	07 00 to 16 00. Removing switches and crossin at 16m. 58chs. All Down traffic to travel over Down Slow. A Up traffic to travel over the Down Fast line under Single Line Working Regulations when more than one running line is available.
aragon Station	Nos.2, 3 and 6 Platforms (BLOCKED)	07 00 to 17 00. Reballasting and renewing platform copings. Trains replatformed as necessary.
ONDAY 15 JANUARY	The same second second	
eeds City	Motive Power Area	07 30 to 08 30. Alterations to signalling. (See Section 'C').
rough West	Down Slow and Down Siding	08 00 to 16 00. Alterations to signalling. (See Section 'C').
EDNESDAY to FRIDAY Staddlethorpe and Broomfleet	17 to 19 JANUARY All	08 00 to 16 00 daily. Tamping machine in use at 16m. 58chs.
NEVILLE HILL WEST TO	HUNSLET EAST	
CAILY UNTIL FURTHER		
Hunslet East	All	07 00 to 17 00. Thermit welding rail joints.
DAILY UNTIL FURTHER	NOTICE All	07

DAILY UNTIL FURTHER NOTICE Garforth and All Chaloners Whin Micklefield Station and All

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08 00 to 16 30. Unloading and installing cable troughs and cables.

07 30 to 17 00. Installing cable troughs.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued

TUESDAY 20 FEBRUARY-FRYSTON

The trailing connection in the Up Main line leading to the Up Siding will be secured permanently out of use, in the normal position, pending removal. The shunting signal controlling movements from Up Siding to Up Main will be abolished.

The shunting signal positioned at the Castleford end of the trailing crossover between the Down and Up Main lines no longer applies to the Up Siding. (10)

WEDNESDAY 21 FEBRUARY-OAKENSHAW NORTH

The catch points in the Up line from Oakenshaw Junction will be moved to a point 608 yards before reaching Oakenshaw North home signal No.12.

(10)

DETAILS OF WORK ALREADY CARRIED OUT

CARCROFT

The trailing crossover between the Down and Up Main lines secured permanently out of use, in the normal position, pending removal.

The trailing connection from the Up Main line to Nos. 1 and 2 sidings secured permanently out of use, in the normal position, pending removal and temporary buffer stops erected in No. 1 siding 35 yards South of the signal box.

The following shunting signals abolished:-

Up Main to Down Main or Sidings Down Main to Up Main No. 1 Siding to Up Main No. 2 Siding to Up Main

BETWEEN NEVILLE HILL EAST AND GARFORTH

The former Down Fast line between Killingbeck and Cross Gates slued into the Down Main (former Down Slow) line between 161/2 and 161/4 m.p. and become the new Down Main line. Killingbeck and Cross Gates signal boxes abolished together with all signals and points worked

therefrom. (Certain Cross Gates signals retained as Automatic or Neville Hill East signals-see below). Manston Ground Frame and Level Crossing released from Neville Hill East signal box.

Track Circuit Block Working introduced between Neville Hill East and Garforth on the Down and Up Main lines.

Neville Hill East

The following signals abolished (see below for new colour light signals):-Up Main Distant

Up Main Home

- Up Main Home to Up Goods Up Main to Colliery Line (miniature arm)

Up Main to Shunting line (miniature arm) Down Main Starting.

New or Altered 4-aspect colour light signals:-

Down direction (all to the left of the Down Main line):-NHE 20 New signal 610 yards in advance of the signal box. Auto 791 New signal 1,100 yards in advance of NHE 20. Auto 793 New signal 1,110 yards in advance of Auto 791. Auto 795 New signal 1, 190 yards in advance of Auto 793. Existing signal 764 yards in advance of Auto 795 (formerly Cross Gates CG 17). NHE 33 NHE 35 Existing signal - formerly Cross Gates CG 22. Auto 801 Existing signal - former Auto D 14 renumbered.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

route indicator reading:-

BETWEEN NEVILLE EAST AND GARFORTH-continued

Up Direct	Fristing sized of the Up Main line):-
Auto 802	Existing signal – former Auto U 13 renumbered.
NHE 125	Existing signal - former Auto U 13 renumbered.
INTE ILU	CATSUNG SIGNAL - TORMARLY CROSS Cates CC 40
AULO 150	LAISting Signal - former Auto 11 15 repumbered
Auto 796	Existing signal – formerly Cross Gates CG 45.
Auto 704	Now algorithmenty cross Gates CG 45.
Auto 794	New signal 1,400 yards in advance of Auto 796.
Auto 192	New signal 1,350 vards in advance of Auto 704
NHE 123	New signal 1,270 yards in advance of Auto 792 with left hand junction indicator
	reading to 1,270 yards in advance of Auto 792 with left hand junction indicator
	reading to Up Goods Loop and left hand offset subsidiary fitted with 2 way stencil
	route indicator reading

C - Colliery line.

S - Shunting line.

Catch points

Catch points in the Down Main line, at present secured out of use, brought into use as follows:-At 17 m. 60 chs. 655 yards in rear of Auto signal 791. At 17 m. 18 chs. 830 yards in rear of Auto signal 793.

New catch points laid in and brought into use as follows:-At 16 m. 53 chs. 1,020 yards in rear of Auto signal 795.

** BETWEEN CROSS GATES AND KILLINGBECK

The Up Main line slued into the former Up Fast line on the approach side of Killingbeck former Up Fast Distant signal and the line renamed Up Main throughout.

Killingbeck

The facing connection former Up Slow to Up Main secured permanently out of use, in the normal position, pending removal and the Up Main (former Up Slow) Home signal abolished.

The following signals, applying to the new Up Main line, brought back into use.

- Up Main Distant (Former Up Fast Distant).
- Up Main Home (Former Up Fast Home)

BEVERLEY STATION

The Up Main Starting signal abolished.

SCULCOATES

The trailing crossover between the Down and Up Main lines, worked from a two lever ground frame (Beverley Road) secured out of use, in the normal position, pending removal. The ground frame abolished,

(8)

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* *SPRINGBANK NORTH

The trailing crossover between the Down and Up Main lines secured permanently out of use, in the normal position, pending removal.

The following shunting signals abolished:-Up Main to Down Main Down Main to Up Main

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HOLDERNESS DRAIN NORTH

A trailing connection in the Up Goods line leading to the 'A' Sidings abolished together with the (9) outlet signal from 'A' Sidings to Down or Up Goods.

BETWEEN LOW MOOR NOS. 1 AND 5 AND BOWLING JUNCTION

The following lines taken out of use, pending removal:-Down Goods and Down Sidings between Low Moor No.2 East and Low Moor No.4. Up Goods between Low Moor No.4 and Low Moor No.2 East.

Up Passenger Loop between Low Moor No.2 East and Low Moor No.5.

Between Low Moor No.2 West and Low Moor No.1

Temporary buffer stops erected in the Up Goods line in the vicinity of the Up Goods to Up Passenger loop shunting signal, and the Up Goods line between Low Moor No.2 West and this point abandoned; the remainder of the line becomes an Up Siding for Low Moor No.1 signal box.

The Limit of Shunt indicator on the Up line between Low Moor No.2 East and Low Moor No.2 West boxes abolished.

Low Moor No.1

The Up Goods Home signal becomes a miniature arm signal.

Low Moor No.2 West

The following points secured out of use, in the normal position, pending removal:-

Worked Catch Points in the Up Goods line.

Up Passenger Loop to Up Goods and Up Main.

Up Passenger Loop to Up Siding and Trap Points in the Up Siding.

The following signals abolished:-

Up Passenger Loop Home Up Passenger Loop Home to Up Goods) and No.1 Box Distant Up Passenger Loop Home to Up Main) arms below. Shunting Up Goods to Up Passenger Loop Shunting Up Main to Up Passenger Loop Shunting along Up Main in wrong direction Shunting Up Branch to Up Passenger Loop Up Sidings to Up Passenger Loop (Miniature Arn.) Shunting Up Passenger Loop to Up Sidings Shunting along Up Passenger Loop in wrong direction.

Signal alterations:-

The shunt signal applicable to movements from Up Main to Down Main (formerly the top disc of a three disc assembly) repositioned approximately 13 yards nearer to the signal box.

The Up Main Distant signal repositioned 970 yards from the signal box on the site of Low Moor No.3 former Up Main Distant.

Low Moor No.2 East and Low Moor No.3

Both signal boxes, together with all signals worked therefrom, abolished and all points secured out of use, in the normal position, pending removal.

Low Moor No.4

The signal box, together with all signals worked therefrom, abolished except that No.4 Down Main Colour Light Starting signal retained as Bowling Junction Down Distant signal and exhibiting a Yellow or Green aspect only. All points secured out of use, in the normal position, pending removal.

Low Noor No.5

The connection from Up Passenger Loop to Up Branch secured out of use, in the normal position, pending removal and the following signals abolished:-

Up Passenger Loop Home.

Shunting Up Branch to Up Passenger Loop.

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NES-27

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

METHLEY SIDINGS

The trailing connection from the Down Main line to Down Sidings abolished, together with the shunt signal applying Down Sidings to Down Main. The shunt signal formerly applying for movements Down Main to Up Main, Up Sidings or Down Sidings no longer applies to the Down Sidings.

The Down Main Outer Distant signal abolished and the Down Main Inner Distant signal renamed Down Main Distant.

The Down Main Outer Home signal abolished and the Down Main Inner Home signal renamed Down Main Home.

The distance between the Down Main Distant and Home signal is 1660 yards.

(8)

FOR THE INFORMATION OF BAILWAY STAFF ONLY.

B.R. 31262/1

No.8



NE/S EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 24 FEBRUARY

то

FRIDAY 1 MARCH 1968

INCLUSIVE

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

At or between	Lines affected	Remarks
CARCROFT (CASTLE HILL	S) TO LEEDS CITY (WEST JI	UNCTION) - continued
SUNDAY 25 FEBRUARY - Leeds City West Junction	continued All	07 00 to 17 00. Renewing connection.
SUNDAY to FRIDAY 25 FI Ardsley Station and Gelderd Road Junction	EBRUARY to 1 MARCH	07 30 to 16 30 daily. Dismantling pole route. Rail trolleys in use.
MONDAY to FRIDAY 26 F Lofthouse North Junction	EBRUARY to 1 MARCH 22 30 (Mon to Thurs) to 06 30 (Tues to Fri) Up Main (BLOCKED except as shown in remarks) 00 15 to 06 15 (Tues to Fri) Down Main (BLOCKED except as shown in remarks)	22 30 (Mon to Thurs) to 06 30 (Tues to Fri). Switch and crossing tamping machine in use Arrangements made to pass 3E04, 00 10 Lee to Peterborough and 3E48, 22 35 Gushetfauld to Sheffield over the Up Main line, also 1NO 22 45 King's Cross to Bradford and 3N23, 02 Doncaster to Leeds over the Down Main line All other traffic diverted. See separate advis for altered train arrangements.
TUESDAY and WEDNESDA Carcroft Station and Castle Hills WEDNESDAY and THURSD	Up Main (BLOCKED) (except as shown in remarks)	23 00 (Tues) to 05 00 (Wed). Tamping between 159m. 52chs. and 159¼ m.p. Arrangements to be made to pass OK52, 01 : Healey Mills to Doncaster. All other Up trai diverted. Carcroft signal box open.
Hemsworth South Jn. and Fitzwilliam	Down Main (BLOCKED)	22 45 (Wed) to 05 30 (Thurs). Tamping between 168m. 13chs. and 168m. 49chs. Single line working over the Up Main line fo local trips. All other Down traffic diverted.
THURSDAY and FRIDAY 29 Fitzwilliam and Hemsworth South Junction		Fitzwilliam signal box open. 22 45 (Thurs) to 05 30 (Fri). Tamping machine use between 168m. 13chs and 168m. 49chs. All Up traffic to travel over the Up Goods und Absolute Block Working Regulations. Down traffic to travel over the Up Main line under Single line working arrangements where more than one running line is available. Fitzwilliam signal box open.

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Headingley

DAILY UNTIL FURTHER NOTICE Burton Lane and All Bootham All Malton All

All

07 30 to 16 30, preparing for signalling alterations.

08 00 to 16 00 preparing for installation of barriers. (47/67)

08 00 to 16 00. Contractors demolishing signal

(8/68)

box and level crossing at 2m. 25chs. Commencing Monday 26 February.

SECTION B-TEMPORARY ENGINEERING WORKS- continued.

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PA	and the second	ARTICLE OF A DOMESTIC PRESENT STATE OF A DOMESTICS
DAILY UNTIL FURTHER N Leeds City	OTICE Motive Power Sidings (BLOCKED	07 00 to 17 00. Contractors building water treatment plant. Scaffolding in use.
	as required by local arrangement)	(44/67)
Leeds City East and Neville Hill West	All	08 00 to 15 30. Repairs to parapet on bridges 6,33 and 37 between 19 m. 2 chs. and 19 m. 49 chs.
Neville Hill West and East	All	Contractors constructing new Carriage Depot on Down Side. Cranes and plant in use. (44/67)
Neville Hill West and Cross Gates	All	07 30 to 17 00, preparing for resignalling. (36/67)
Neville Hill East and Garforth	All	08 00 to 16 00. Mechanical Excavator working adjacent to track between 18m.p. and 16m. 18chs. Commencing Monday, 26 February. (8/68)
Killingbeck and Cross Gates	All	08 00 to 18 00. Contractor laying sewer through Bridge No.25 at 16 m. 73 chs.
Cross Gates and Micklefield Station	All	07 30 to 17 00. Installing cable troughs. (37/67)
Garforth and Chaloners Whin	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
Gascoigne Wood and Thorpe Gates	AII	07 00 to 18 00. Contractors demolishing former Hagg Lane signal box. Plant in use. (7/68)
Selby South and North	AII	07 00 to 17 00, preparing for alteration to signalling.
Barlby North and Hessle Haven	All	07 30 to 16 30 (Mon. to Fri.) cleaning and paint- ing bridges and lineside buildings. Scaffold- ing and ladders in use.
Staddlethorpe and Broomfleet	AII	07 00 to 17 00, demolishing former Staddlethorpe East signal box. Plant in use. Commencing Monday 26 February. (8/68)
Brough	AII	08 00 to 17 00, laying cables and preparing for alterations to signalling.
Hessle Station	All	08 00 to 16 00. Renewing point connections. (2/68)
Hessle Haven	All	08 00 to 16 00. Renewing point connections. (2/68)
Paragon Station	Platforms Nos. 1 to 9	07 30 to 16 00, repairs to station roof. Mobile plant in use.
Paragon Station	Platform Nos. 1 to 9 inclusive and 13 and 14	07 00 to 17 00, removing water columns. Commencing Monday 26 February. (8/68)
SATURDAY and SUNDAY Garforth and Neville Hill East	24 and 25 FEBRUARY Up Main (BLOCKED)	23 30 (Sat) to 18 00 (Sun), re-railing and loading rails between 15m. 39chs. and 16m. 27chs. Single Line working over the Down Main Line. Garforth signal box open.

	- NES -	- 14	
	WORKS -conti	inued	SECTION
SECTION B - TEMPORARY E	NGINEERING WORKS	Remarks	At or b
At or between	Lines affected	-continued	HULL
At or between SWINTON (DEARNE JUNCT	ION) TO BURTON SALMON	00 30 to 09 00. On track lining machines working	DAILY
SUNDAY 25 FEBRUARY Moorthorpe Station and Dearne Jn.	Up Main (BLOCKED except as shown in remarks)	between 11/4 and to pass 1V33, 06 44 Bradford Arrangements made to pass 1V33, 06 44 Bradford to Penzance. All other Up traffic diverted. to Penzance advice for altered train	• Wilmin South
Burton Salmon and Moorthorpe Station	Up Main (BLOCKED except as shown in remarks)	arrangements. 10 00 to 17 00. On track lining machines working between 2 and 9½m.p. Arrangements made to pass 1V43, 12 44 York to Bristol.	HULL DAIL Sculo
			' Sculi Spr
	COUTH KIRKRY JUNCTION		Alex
MOORTHORPE STATION TO DAILY UNTIL FURTHER NO	TICE.	and provide for alterations to	and
South Kirkby	All	07 30 to 17 00. Preparing for alterations to signalling and interlocking. (36/67)	SUN
South Kirkby	All	Contractors installing loading plant. Mechanical	1 Ale
		Commencing Sunday 25 February (8 /68)	ą.
SHAFTHOLME TO FERRYBF	RIDGE		HUL DA Gra Hd
DAILY UNTIL FURTHER N Womersley and Knottingley South Jn.	OTICE Down and Up Main	07 00 to 17 00, contractors thrust boring under	So SAT
Knottingley South Junction	All	tracks. (32 /67) 07 00 to 18 00, contractors demolishing former Knottingley South Signal box. Plant in use.	Hol
SUNDAY 25 FEBRUARY		(43/67)	
Askern	All	07 30 to 16 30. Cleaning out gate ducts. Signal box open.	SUR
Knottingley South Jn. and West Jn.	Down and Up Main	07 00 to 17 00. Erecting footbridge foundations at 58½m.p. Road crane in use.	
			CU
HULL (WEST PARADE) TO	SEAMER WEST		SUM
DAILY UNTIL FURTHER NO Beverley Parks and Beverley Station		08 00 to 16 00. Preparing for installation of	Cud Ju
Bridlington	Nos.2, 4 and 5	oncentrally operated barriers.	
Driffield	platforms Down and Up Main	07 00 to 17 00, removing water columns. Commencing Monday, 26 February. (8/68)	ST
SUNDAY 25 FEBRUARY		07 00 to 17 00, removing water columns. Commencing Monday, 26 February. (8/68)	DA
Cottingham South and North	Down and Up Main	08 00 to 16 00, overhauling connections at Thwaite Crossing Gate box.	ar

SECTION B - TEMPORARY ENGINEERING WORKS - continued

	At or between	Lines affected	Remarks	1 10 M
8	HULL (BOTANIC GAR		PROVIDENTS OF PROTOCOL	ARCHAY.
	DAILY UNTIL FURTHE			
		Down and Up Main	07 30 to 17 30 each day, contractors repa buildings between 3 and 3¼m.p. Ladders trestles in use.	iiring s and 31/67)
		an general in colles do m		
	HULL YARDS			
	DAILY UNTIL FURTH	ER NOTICE		
	Sculcoates	Sidings (BLOCKED BY LOCAL	07 00 to 17 00. Contractors remodelling s Crane and mechanical plant in use.	sidings.

Sculcoates and Springbank North

Down and Up Main

ARRANGEMENT)

Alexandra Dock and Hessle Road

SUNDAY 25 FEBRUARY Sculcoates and Alexandra Dock Up Main (BLOCKED) Crane and mechanical plant in use. Commencing Monday, 26 February. (8/68) Contractors painting bridge at 3½m.p. (24)

07 30 to 16 30, laying cables and preparing for alterations to signalling.

07 00 to 17 00, excavating manholes in cess at 3/4 m.p.

HULL DOCKS

DAILY UNTIL FURTHER NOTICE Graving Dock and Down and Up Main Holderness Drain South

SATURDAY and SUNDAY 24 and 25 FEBRUARY Holderness Drain North Down Goods (BLOCKED)

SUNDAY 25 FEBRUARY Holderness Drain North 08 00 to 17 00, contractors laying cables alongside tracks. Mechanical plant in use. (29/67)

12 00 (Sat) (or after passage of last train) to 17 00 (Sun). Abandonment of No.24 points and crossings in the Down Goods Line to 'A' Sidings. Holderness Drain North signal box open.

00 01 to 23 59. Alterations to signalling. (See Section 'C').

CUDWORTH SOUTH JUNCTION TO CUDWORTH YARD SOUTH

All

SUNDAY to FRIDAY 25 FEBRUARY to 1 MARCH Cudworth South All Junction

07 30 to 17 00 daily, prepairing for signalling alterations. Signal box open.

STAIRFOOT JUNCTION AND CUDWORTH STATION DAILY UNTIL FURTHER NOTICE Stairfoot Junction Down and Up and Cudworth Station Main

Contractors repairing steel work to Bridge No.12 Dearne Viaduct at 174 m.p. Crane and mechanical plant in use. (43/67)

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Signal

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ECTION B - TEMPORARY	ENGINEERING WORKS -c	continued	SEC
	Lines affected	Remarks	At o
At or between			
HORNE JUNCTION TO ST			CR
AILY UNTIL FURTHER NO		07 00 to 18 00. Contractors demolishing signal	DA Go
horne Moor and Dutch River	All	box at Creykes Siding. Plant in use. 07 00 to 17 00, removal of water columns.	GO
Dutch River and Potters Grange	All	Commencing Monday 26 February. (8/68)	
SUNDAY 25 FEBRUARY	Up Main	00 01 to 07 30, tamping machines in use between	1
Boothferry Road and Thorne Junction	(BLOCKED)	6¼ and 12½ m.p. Dutch River and Potters Grange signal boxes open.	CL BR
Goole Bridge and Boothferry Road	Up Main	07 30 to 17 00, repairs to Bridge No. 7 at 5 m. 54 chs.	DA
SUNDAY and MONDAY 25	and 26 FEBRUARY		J
Thorne Moor and	Down Main	20 30 (Sun) to 03 45 (Mon), tamping machines in	100
Boothferry Road	(BLOCKED	use between 12% and 5% m.p.	turn
	except as shown in	Arrangements made to pass 1N35 23 35 (Sun) Doncaster to Hull.	ME
	remarks)		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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WAKEFIELD (KIRKGATE) E	AST TO GOOLE (GOODS	JCTN)	ar
		JCTN)	Gl
WAKEFIELD (KIRKGATE) E DAILY UNTIL FURTHER N Shariston		Contractors installing loading plant. Mechanical plant in use.	ar Gla a
DAILY UNTIL FURTHER N	OTICE	Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68) 07 00 to 18 00, contractors demolishing redund-	Gla an Gla a Gla an
DAILY UNTIL FURTHER N Sharlston (nottingley West Junction	OTICE All	Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68)	Gla Gla ar SUM Cut: Gl
DAILY UNTIL FURTHER N Sharlston Knottingley West Junction Knottingley West Junction and East Junction Knottingley East	OTICE All All	Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68) 07 00 to 18 00, contractors demolishing redund- ant signal box. Plant in use. (43/67) 08 00 to 18 00. Contractors laying main between 57% and 58m.p. 07 00 to 18 00, contractors demolishing redund-	Gla Gla Gla ar SUM Cut: Gl Ea Prin
DAILY UNTIL FURTHER N Sharlston Chottingley West Junction Knottingley West Junction and East Junction Knottingley East Junction	OTICE All All Down and Up Main All	Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68) 07 00 to 18 00, contractors demolishing redund- ant signal box. Plant in use. (43/67) 08 00 to 18 00. Contractors laying main between 57% and 58m.p.	Gla Gla Gla ar SUN Cut: Gl Ea Prin Sic
DAILY UNTIL FURTHER N Sharlston Chottingley West Junction Knottingley West Junction and East Junction Knottingley East Junction	OTICE All All Down and Up Main	Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68) 07 00 to 18 00, contractors demolishing redund- ant signal box. Plant in use. (43/67) 08 00 to 18 00. Contractors laying main between 57% and 58m.p. 07 00 to 18 00, contractors demolishing redund-	Gla Gla Gla an Gla an SUM Cut: Gl Ea Prin
DAILY UNTIL FURTHER N Sharlston Conttingley West Junction Knottingley West Junction and East Junction Knottingley East Junction Knottingley East Junction	OTICE All All Down and Up Main All Down and Up	 Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68) Of 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 08 00 to 18 00. Contractors laying main between 57% and 58m.p. Of 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) Of 00 to 18 00, contractors erecting scaffolding and safety net at 60m. 42chs. Of 00 to 17 00, contractors erecting scaffolding 	GI GI GI GI GI GI GI Ea Prin Sic
DAILY UNTIL FURTHER N Sharlston nottingley West Junction (nottingley West Junction and East Junction (nottingley East Junction nottingley East Junction and Sudforth Lane udforth Lane and Whitley Bridge	OTICE All All Down and Up Main All Down and Up Main Down and Up Main	 Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68) To 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 8 00 to 18 00, contractors laying main between 57% and 58m.p. 7 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 9 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 9 00 to 17 00 contractors erecting scaffolding and safety net at 60m. 42chs. 7 00 to 17 00, contractors erecting scaffolding (45/67) 	Gla ar Gla ar SUM Cut Gl Ea Prin Sic Po CH/ DAI
DAILY UNTIL FURTHER N Sharlston Inottingley West Junction Knottingley West Junction and East Junction Knottingley East Junction Knottingley East Junction and Sudforth Lane Sudforth Lane and Whitley Bridge Nhitley Bridge and Hensall	OTICE All All Down and Up Main All Down and Up Main Down and Up Main Down and Up Main	 Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68) Of 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 08 00 to 18 00. Contractors laying main between 57% and 58m.p. Of 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) Of 00 to 18 00, contractors erecting scaffolding and safety net at 60m. 42chs. Of 00 to 17 00, contractors erecting scaffolding 	an Gl a Gla ar SUM Cut Gl Ea Prin Sic Poi
DAILY UNTIL FURTHER N Sharlston Chottingley West Junction Knottingley West Junction and East Junction Knottingley East Junction Chottingley East Junction and Sudforth Lane and Whitley Bridge Whitley Bridge and Hensall Eggborough Power Station	OTICE All All Down and Up Main All Down and Up Main Down and Up Main	 Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68) To 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 80 to 18 00. Contractors laying main between 5% and 58m.p. 07 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 07 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 07 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 07 00 to 17 00 contractors erecting scaffolding ad safety net at 60m. 42chs. 07 00 to 17 00, contractors erecting scaffolding (45/67) 07 00 to 18 00. Contractors thrust boring under to the to the total of the tota	Gla ar Gla ar SUM Cut Gl Ea Prin Sic Poi CHA DAI Cha
DAILY UNTIL FURTHER N Sharlston Chottingley West Junction Knottingley West Junction and East Junction Knottingley East Junction Knottingley East Junction and Sudforth Lane and Whitley Bridge Nhitley Bridge and Hensall Eggborough Power Station	OTICE All All Down and Up Main All Down and Up Main Down and Up Main Down and Up Main Down and Up Main	<list-item><list-item><list-item><list-item><list-item><list-item></list-item></list-item></list-item></list-item></list-item></list-item>	Gla ar Gla ar SUM Cut Gl Ea Prin Sic Po CHA DAI Cha
DAILY UNTIL FURTHER N Sharlston Chottingley West Junction Knottingley West Junction and East Junction Knottingley East Junction Chottingley East Junction and Sudforth Lane and Whitley Bridge Whitley Bridge and Hensall Eggborough Power Station	OTICE All All Down and Up Main All Down and Up Main Down and Up Main Down and Up Main	 Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68) To to ta 800, contractors demolishing redundant signal box. Plant in use. (43/67) 800 to 18 00. Contractors laying main between 5% and 58m.p. 70 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 70 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67) 70 to 17 00 contractors erecting scaffolding and safety net at 60m. 42chs. 70 to 17 00, contractors erecting scaffolding (5/67) 70 to 18 00. Contractors thrust boring under track at 63m. 68chs. (32/67) 	Gla Gla au SUI Cut G Ea Prin Sii Po CH/ DAI Cha

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
CASTLEFORD (OLD S	TATION) TO GARFORTH	Homarko
DAILY UNTIL FURTH	ER NOTICE	T WEATING AT A DO TO THE TOTAL OF T
Allerton Main	All	08 00 to 16 00. Lifting point connections. (47/67
SATURDAY and SUNE Allerton Main	DAY 13 and 14 JANUARY	47/67
and Garforth	Single (BLOCKED)	23 00 (Sat.) to 17 00 (Sun.). Ballast cleaning machine working between 2m. 5chs. and 11/2m.p. Both signal boxes open.
TUESDAY 16 JANUAR Ledston	AII	08 00 to 16 00. Alterations to interlocking.
		interiocking.
NORMANTON (ALTOFT	S) TO YORK (CHALONERS)	
DAILY UNTIL FURTHER	NOTICE	THIN)
Castleford Gates and Central	Down and Up Main	07 00 to 17 00. Repairs to level crossing and installing lifting barriers at 21m. 22chs.
Burton Salmon	Up Siding	(39/67)
STAND - CONTRACTOR	and Warehouse Siding	07 00 to 18 00, contractors demolishing goods warehouse. Plant in use.
Burton Salmon and		(43/67)
Chaloners Whin	All	07 00 to 16 00 (Mon. to Fri.). Painting Bridges and buildings.
Garforth and York (Chaloners Whin)	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
UNDAY 14 JANUARY	Dave Carl	BLEY BATH, FURTHER MUTTER
Church Fenton South	Down Goods (BLOCKED) Down and Up Main (BETWEEN TRAINS)	07 00 to 17 00. Picking up rails between 10m. 76chs. and 11m. 59chs. Crane in use. All Down traffic to travel over the Down Main line.
haloners Whin and	Down Leeds	07 00 to 16 00. Unloading cable troughs.
Church Fenton North	(BLOCKED)	All Down traffic to travel over Down Normanton line.
VINTON (DEARNE JUNC	TION) TO BURTON SALMO	N
AILY UNTIL FURTHER N	OTICE	
lath Junction and Dearne Junction	AII	08 00 to 16 00. Cleaning and painting Bridge No. 4 at 14¼m.p. Ladders and trestles in use. (47/67)
earne Junction and Hickleton Main Colliery Sidings	All	07 00 to 19 00, contractors demolishing former signal box at 15m. 47chs. Mechanical plant in use. (43/67)
ckleton Main Colliery Bidings and Frickley Colliery	Down and Up Main	07 00 to 19 00, trial boring at 12m. 51chs. and 12m. 23chs. Boring rigs erected. Commencing Monday 15 January (2/68)
oorthorpe Station and Ferrybridge	All	07 30 to 16 30, preparing for signalling alterations. (44/67)
ntefract South and errybridge	Down and Up Main	08 00 to 18 00, contractors erecting pipe at

SECTION B - TEMPORARY ENGINEERING WORKS

At or between	Lines affected	Remarks
HEBDEN BRIDGE TO NOR DAILY UNTIL FURTHER N Brighouse and	OTICE	nemdrks
Bradley Wood Junction	Down and Up	08 00 to 16 00. Contractors demolishing Anchor Pit signal box at 35m. 14chs. Commencing Monday, 26 February. (8/68)
Thornhill Junction and Midland Junction	Down and Up Slow	07 00 to 17 00, mechanical excavator working
Healey Mills and Horbury Jn.	Down Fast and Down Slow	08 00 to 18 00, contractors laying drains in embankment at 44 ³ /m.p. Excavator and crane in use as required.
Horbury Jn.	All	08 00 to 18 00, contractors constructing Bridge No.225A at 451/2m.p. Cranes and plant in use.
SUNDAY 25 FEBRUARY Milner Royd Junction and Greetland	Down Main	07 00 to 17 00. Realignment of track between 29m. 77chs. and 30m. 67chs. Both signal boxes open.
Healey Mills	All	07 00 to 17 00. Testing cables.
Horbury Junction	All	07 30 to 17 00. Changing relays.
MONDAY to FRIDAY 26 FI		English and share and share and
Heaton Lodge Junction and L.N.W. Junction	Down and Up Fast and Down and Up Slow	23 00 (Mon. to Thurs.) to 07 00 (Tues. to Fri.). On track tamping machines working between 37 ³ / ₄ and 39 ³ / ₄ m.p. Mirfield No.2 signal box ope
WEDNESDAY and THURSD Greetland	AY 28 and 29 FEBRUARY All	08 30 to 16 30 each day. Overhauling interlockin

DIGG	LE TO	MIRFIELD	(HEATON	LODGE	JUNCTION)
DAILY	UNTI	L FURTHER	NOTICE.		

Diggle and	Down and Up Main
Marsden	

Kirkburton Junction and Bradley Junction All

All

All

SUNDAY 25 FEBRUARY Marsden Junction and Gledholt Junction

Down and Up Slow (BLOCKED)

Gledholt Junction and Huddersfield

Huddersfield

SUNDAY to FRIDAY 25 FEBRUARY to 1 MARCH Huddersfield and All Kirkburton Junction

 TUESDAY to THURSDAY 27 to 29 FEBRUARY

 Hillhouse No.2 and
 Down and Up Fast and

 Kirkburton Junction
 Down and Up Slow

08 00 to 17 00 (except Sat. and Sun.). Repairing tunnel between 15 and 18¼m.p. Enginemen to control the emission of smoke and steam and sound horns or whistles in tunnel.

Contractors installing sewer under tracks of 28m. 6chs. (6/68)

07 00 to 17 00. Turning rails between 18% and 24 m.p. Crane in use. All traffic to travel over Down and Up Fast lines.

08 00 to 17 30. Testing rails in Gledholt and Huddersfield tunnels between 25 and 25% m.p.

07 00 to 17 00. Renewing point machines.

07 30 to 16 30 daily. Dismantling pole route. Hillhouse No.2 and Kirkburton Junction signal boxes open.

07 30 to 17 00 each day. Welding rail joints on Bridge 96 at 261/2 m.p.

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SECTION B - TEMPORARY	ENGINEERING WORKS -co	Remarks	At of
At or between	Lines affected	Heiner	
THORNHILL JUNCTION T	TO LOWMOOR NO.2 WEST	The second s	DAR
DAILY UNTIL FURTHER N Heckmondwike Jn. and Cleckheaton North	IOTICE Down and Up Main	07 00 to 18 00. Contractors demolishing abandoned station at Liversedge between 3½ and 4m.p. Cranes and plant in use as required. (48/67)	SATU Cudw and Coll
Heckmondwike Jn. and Cleckheaton North	AII	08 00 to 20 00. Contractors reconstructing Bridge No. 19 between 3¾ and 4 m.p. Cranes and plant in use.	
Cleckheaton Central	All	07 00 to 18 00. Contractors demolishing station at 21/2m.p.	
Cleckheaton North and Low Moor No.2 West	Down and Up Main	08 00 to 17 00. Contractors cables over tracks at 0m. 79chs. Scaffolding in use. (5/68)	Carlt
			SUN
			Carlt Sid
BARNSI EV (EXCHANGE)	EXCLUSIVE) TO HORBURY	JUNCTION	
DAILY UNTIL FURTHER NO	DTICE		Norm
Haigh Station	Down and Up	08 00 to 16 00. (Mon.) to (Fri.) Demolition of Station Buildings and Platforms. Mechanical plant in use. (8/68) Commencing Monday 26 February.	Nor SUNE Cudw
Crigglestone Jn. and Horbury Jn.	Down and Up Main	07 00 to 17 00. Contractors reconstructing Bridge No.7 at 0m. 78chs. Cranes and plant in use.	Jun Norma Junc
SUNDAY 25 FEBRUARY		an internet and an internet	Methl
Haigh and Crigglestone Junction	Down Main (BLOCKED)	00 01 to 13 00, contractors demolishing Criggles one West Station between 46 and 45%m.p.	and Hunsl
Horbury Junction	All	Mechanical plant in use. Both signal boxes open. 07 30 to 17 00, changing relays.	and Junc
			MOND Carlto
			Colli
DARFIELD STATION TO LE	EDS CITY (NORTH JUNCTI	ON)	
DAILY UNTIL FURTHER NOT Darfield Station and Houghton C.S.	TICE Down and Up		
Darfield and Dearne Valley Colly, Sdgs.	Down and Up Goods	08 00 to 16 00. Removing platforms at 171% m.p. 08 00 to 16 30 Monday to Friday, lifting track in conjunction with reconstruction of the	LEEDS
Darfield and Houghton Colliery Sidings	Down and Up	No. 169A 171% and 171% main of Bridge	DAILY Leeds (
Cudworth North Junction	Goods	08 00 to 17 00, reconstruction of Bridge No. 169A at 171½ m.p. 07 00 to 17 02	
Altofts Jn. Methley North Sidings	Down and Up Main	07 00 to 17 00, installing new bed and lead- off timbers to signal box at 175 m. 75 chs. (40/67) 08 00 to 16 00, lifting platforms, shortening Up	Keighley

Methley North Sidings and Woodlesford

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Down Main

Platform at Altofts and Whitwood Station between 186 and 186¼m.p. Mechanical plant in use.

08 00 to 18 00. Contractors sheet piling at (49/67) 189¼m.p.

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Keighley

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At or between	Lines affected	Remarks
DARFIELD STATION TO	LEEDS CITY (NORTH JUNCT	
SATURDAY and SUNDAY	24 and 25 FEBRUARY 22 00 (Sat.) to	
and Carlton Main Colliery Sidings	07 30 (Sun.) All (BETWEEN TRAINS) 07 30 to 17 00 (Sun.) Nos.1 and 2 Reception Roads (BLOCKED) 17 00 to 18 00 (Sun.) All (BETWEEN TRAINS)	22 00 (Sat.) to 18 00 (Sun.). Loading spoil. Mechanical excavator in use. Also installing point machine and alterations to Interlocking at Carlton Main Colliery Sidings. Both signal boxes open.
Carlton Main Colliery Sidings	All	22 00 (Sat.) to 18 00 (Sun.). Installing point machines and alterations to interlocking. Sign box open.
SUNDAY 25 FEBRUARY	distant and the particular second	and the second s
Carlton North Sidings	Cripple Road and adjacent siding (BLOCKED)	07 00 to 17 00. Relaying between 176m. 58chs. and 176m. 48chs. Crane in use. Sidings to be left clear of traffic. Signal box open.
Normanton Station	All	07 30 to 17 00. Testing controls. Signal box op
North		
SUNDAY to FRIDAY 25 F		
Cudworth South Junction	All	07 30 to 17 00 daily. Preparing for signalling alterations. Signal box open.
Normanton North Junction	All	07 30 to 17 00 daily. Re-wiring. Signal box oper
Methley Sidings and Woodlesford	All	07 30 to 16 30 daily. Lifting cable troughs.
Hunslet South Jn. and Hunslet Goods Junction	All	07 30 to 16 30 daily. Installing cables. Hunsle Goods Junction signal box open.
MONDAY to FRIDAY 26 Carlton Main Colliery Sidings	FEBRUARY to 1 MARCH	07 30 to 16 30 daily. Recovering connections an installing block switches.
, stange		
		* a hand four
LEEDS CITY TO SKIPTON	I (SNAYGILL)	
DAILY UNTIL FURTHER Leeds City		07 00 to 17 00. Contractors building water treatment plant. Scaffolding in use. (44/67
Keighley Station	All	07 00 to 17 00. Contractors working adjacent to tracks at 212m. 8chs. (37/6
Keighley	Down and Up Main	07 30 to 17 00, contractors removing parts of station roof and buildings. Ladders and trestle

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07 00 to 17 00. Contractors demolishing station at 215 m.p. Mechanical plant in use. (1/68) SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 24 FEBRUARY-GLASSHOUGHTON EAST

The trailing connection in the Up Main line, leading to the Down Sidings, will be secured out of use in the normal position. (10)

SUNDAY 25 FEBRUARY-HOLDERNESS DRAIN NORTH

The signal box, together with all points worked thereform, will be abolished. All signals will be removed with the exception of the Up Distant signals which will be crossed out of use until further notice. (10)

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION-All routes west side of station (Platform 14, Middle Road, Platforms 15 and 16, Engine line, Fruit Dock, Down and Up Scarborough Goods and Branches Yard) to and from Down and Up Scarborough Branch have been taken out of use. Points have been clipped, spiked and padlocked.

NEW ITEM (11)

**BETWEEN NEVILLE HILL EAST AND GARFORTH

The former Down Fast line between Killingbeck and Cross Gates slued into the Down Main (former Down Slow) line between 16½ and 16¼ m.p. and become the new Down Main line.

Killingbeck and Cross Gates signal boxes abolished together with all signals and points worked therefrom. (Certain Cross Gates signals retained as Automatic or Neville Hill East signals-see below). Manston Ground Frame and Level Crossing released from Neville Hill East signal box.

Track Circuit Block Working introduced between Neville Hill East and Garforth on the Down and Up Main lines.

Neville Hill East

The following signals abolished (see below for new colour light signals):-

Up Main Distant Up Main Home Up Main Home to Up Goods Up Main to Colliery Line (miniature arm) Up Main to Shunting line (miniature arm) Down Main Starting.

New or Altered 4-aspect colour light signals:-

Down direction (all to the left of the Down Main line):-NHE 20 New signal 610 yards in advance of the signal box. Auto 791 New signal 1,100 yards in advance of NHE 20. Auto 793 New signal 1,110 yards in advance of Auto 791. Auto 795 New signal 1,190 yards in advance of Auto 793.

NHE 33 Existing signal 764 yards in advance of Auto 795 (formerly Cross Gates CG 17).

NHE 35 Existing signal - formerly Cross Gates CG 22.

Auto 801 Existing signal - former Auto D 14 renumbered.

FRYSTON

The trailing connection in the Up Main line leading to the Up Siding has been secured permanently out of use, in the normal position, pending removal. The shunting signal controlling movements from Up Siding to Up Main has been abolished.

The shunting signal positioned at the Castleford end of the trailing crossover between the Down and Up Main lines no longer applies to the Up Siding. (10)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

BETWEEN NEVILLE EAST AND GARFORTH-continued

Print a state of the	the state the Main line):-
Up Direct	ion (all to the left of the Up Main line):- Existing signal - former Auto U 13 renumbered.
Auto 802	Existing signal - former Add o for Gates CG 46.
and the second s	ALL AND A AN
	Niew gignal 1 350 Varus III duvance of ruce for
	New signal 1,330 yards in advance of Auto 792

with left hand junction indicator reading to Up Goods Loop and left hand offset subsidiary fitted with 2 way stencil NHE 123 New signal route indicator reading:-

C - Colliery line.

S - Shunting line.

Catch points

Catch points in the Down Main line, at present secured out of use, brought into use as follows;-At 17 m. 60 chs. 655 yards in rear of Auto signal 791.

At 17 m. 18 chs. 830 yards in rear of Auto signal 793.

New catch points laid in and brought into use as follows: -

At 16 m. 53 chs. 1,020 yards in rear of Auto signal 795.

NEVILLE HILL EAST

The slip connection in the main line crossover leading to Osmondthorpe Colliery Siding and the trap points in the Colliery Siding have been secured permanently out of use, in the normal position, pending removal.

The facing connection leading from the Down Goods to Osmondthorpe Colliery Siding line to the Down Shunting Neck has been secured permanently out of use for through running Down Goods to Down Shunting Neck.

The following signals have been abolished:-

Miniature arm controlling movements from Osmondthorpe Colliery Siding.

Miniature arm controlling movements Down Goods to Osmondthorpe Colliery Siding.

Signal alterations:-

The miniature arm signal controlling movements from the Down Shunt Neck has been fitted with a 5-way stencil type route indicator with the following indications:-

- D Down Goods
- U Up Main
- G Up Goods
- S Shunting Line
- C Colliery Sidings.

The following signals no longer apply towards Osmondthorpe Colliery Siding:-

- Up Main to Osmondthorpe Colliery Siding Down Shunt Neck or Down Main. Disc Disc
 - Up Goods to Osmondthorpe Colliery Siding Down Shunt Neck or Down Main (top disc of double disc assembly).
- Disc

- Shunting line to Osmondthorpe Colliery Siding Down Shunt Neck, Down Main Up Goods or along Shunting line.

Miniature arm - Up Sidings to Osmondthorpe Colliery Siding Down Shunting Neck or Down Fast. (10)

**BEVERLEY STATION

The Up Main Starting signal abolished.

**SCULCOATES

The trailing crossover between the Down and Up Main lines, worked from a two lever ground frame (Beverley Road) secured out of use, in the normal position, pending removal. The ground frame abolished. (8)

SECTION DETAILS

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT - continued

HOLDERNESS DRAIN NORTH

A trailing connection in the Up Goods line leading to the 'A' Sidings abolished together with the outlet signal from 'A' Sidings to Down or Up Goods.

GLASSHOUGHTON WEST

The trailing connection in the Down Main line furthest from the signal box, has been secured out of use in the normal position.

(NEW ITEM) (11)

(9)

BETWEEN LAISTERDYKE EAST AND DUDLEY HILL

The Up Branch line between Laisterdyke East and Dudley Hill has been abolished and the Down Branch line has become the single line worked in accordance with the "ONE ENGINE IN STEAM"

A notice board worded ''MOVEMENTS MUST NOT BE MADE PAST THIS POINT WITHOUT THE BRANCH STAFF"-has been provided, facing movements towards Dudley Hill, on the right hand side of the Single line, approximately 30 yards on the Dudley Hill side of Laisterdyke East signal box.

Laisterdyke East

The following points have been secured permanently out of use pending removal:-

Facing slip connection No.2 Down line to Up Branch.

Trailing points in Up Branch from No.2 Up line (secured for movements No.2 Up line to Arrival Siding or Goods Yard).

Facing points of double slip in Up Branch line (secured for movements No.2 Up line to Arrival Siding or Goods Yard).

The crossover road of the double slip in former Up Branch line (forming a crossover between the Down and Up Branch lines).

The following associated signals have been abolished:-

No.2 Up line Distant from Bradford to Halifax to Dudley Hill branch Shunting-Yard to Down line No.2.

Route indication 'B' of the No.2 Up line Up Home signal.

Dudley Hill signal box has been abolished and the line between Dudley Hill and Birkenshaw

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The following lines taken out of use, pending removal:-Down Goods and Down Sidings between Low Moor No. 2 East and Low Moor No. 4. Up Goods between Low Moor No.4 and Low Moor No.2 East.

***BETWEEN LOW MOOR NOS. 1 AND 5 AND BOWLING JUNCTION

Up Passenger Loop between Low Moor No.2 East and Low Moor No.5.

Between Low Moor No.2 West and Low Moor No.1

Temporary buffer stops erected in the Up Goods line in the vicinity of the Up Goods to Up Passenger loop shunting signal, and the Up Goods line between Low Moor No.2 West and this point abandoned; the remainder of the line becomes an Up Siding for Low Moor No.1 signal box.

The Limit of Shunt indicator on the Up line between Low Moor No.2 East and Low Moor No.2 West boxes abolished.

Low Moor No.1

The Up Goods Home signal becomes a miniature arm signal.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

BETWEEN LOW MOOR NOS. 1 AND 5 AND BOWLING JUNCTION-continued.

The following points secured out of use, in the normal position, pending removal:-Low Moor No.2 West

Worked Catch Points in the Up Goods line.

Up Passenger Loop to Up Goods and Up Main. Up Passenger Loop to Up Siding and Trap Points in the Up Siding.

The following signals abolished:-

Up Passenger Loop Home Up Passenger Loop Home to Up Goods) and No.1 Box Distant Up Passenger Loop Home to Up Main) Shunting Up Goods to Up Passenger Loop Shunting Up Main to Up Passenger Loop Shunting along Up Main in wrong direction Shunting Up Branch to Up Passenger Loop Up Sidings to Up Passenger Loop (Miniature Arni) Shunting Up Passenger Loop to Up Sidings Shunting along Up Passenger Loop in wrong direction.

Signal alterations:-

The shunt signal applicable to movements from Up Main to Down Main (formerly the top disc of a three disc assembly) repositioned approximately 13 yards nearer to the signal box.

The Up Main Distant signal repositioned 970 yards from the signal box on the site of Low Moor No.3 former Up Main Distant.

Low Moor No.2 East and Low Moor No.3 Both signal boxes, together with all signals worked therefrom, abolished and all points secured out of use, in the normal position, pending removal.

Low Moor No.4

The signal box, together with all signals worked therefrom, abolished except that No.4 Down Main Colour Light Starting signal retained as Bowling Junction Down Distant signal and exhibiting a Yellow or Green aspect only. All points secured out of use, in the normal position, pending removal.

Low Moor No.5

The connection from Up Passenger Loop to Up Branch secured out of use, in the normal position. pending removal and the following signals abolished: -

Up Passenger Loop Home.

Shunting Up Branch to Up Passenger Loop.

OAKENSHAW NORTH

The catch points in the Up line from Oakenshaw Junction have been moved to a point 608 yards before reaching Oakenshaw North home signal No. 12. (10)

METHLEY SIDINGS

The trailing connection from the Down Main line to Down Sidings abolished, together with the shunt signal applying Down Sidings to Down Main. The shunt signal formerly applying for movements Down Main to Up Main, Up Sidings or Down Sidings no longer applies to the Down Sidings.

The Down Main Outer Distant signal abolished and the Down Main Inner Distant signal renamed Down. Main Distant.

The Down Main Outer Home signal abolished and the Down Main Inner Home signal renamed Down Main Home,

The distance between the Down Main Distant and Home signal is 1660 yards.

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

Denotes new or amended item.

MISCELLANEOUS NOTICES

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines.

Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

HAIGH

The trailing connection in the Up line leading to the Up Siding secured permanently out of use, in the normal position, pending removal. (9)

REPAIRS AT MOTIVE POWER DEPOTS

Location	Work	Duration	Commencing
Healey Mills M.P.D.	Welding Rail Joints All (BLOCKED as required by local arrangement)	08 00 to 16 00 daily	

SPECIAL NOTICE

★ 204 H.P. OR LESS DIESEL LOCOMOTIVES

Notwithstanding any previous instructions, all 204 h.p. diesel locomotives, whether four wheeled or six wheeled, must not travel over running lines unless working in multiple or with at least one vehicle attached. When working with one vehicle only, it must be of a suitable type with the vacuum brake in operation on the vehicle.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York 16 February, 1968 MO.44/1383/NE/S No. 8

F.J. BURGE Movements Manager.

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior Officer by telegram as follows:-

NILE SIG. NOTICE NE/S No. 8

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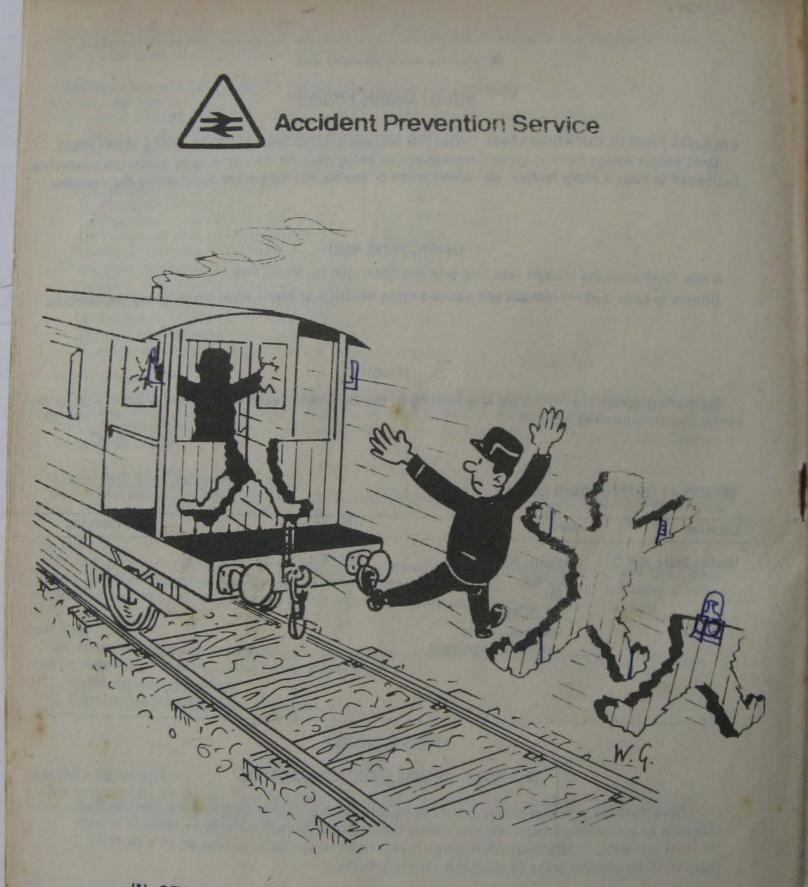
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SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 16 MARCH TO FRIDAY 22 MARCH 1968

INCLUSIVE

Enginemen and quards 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

1.2 5. 0

- TEMPORARY ENGINEERING WORKS -continued

At or between	Lines affected	Remarks		
	EDS CITY (NORTH JUNCTION	N)		
DARFIELD STATION TO LE	TICE	08 00 to 16 00. Removing platforms at 171%		
DAILY UNTIL FURTHER NO Darfield Station and	Down and Up			
Houghton C.S.		m.p. 08 00 to 16 30 Monday to Friday, lifting track		
Darfield and Dearne	Down and Up	in conjunction with reconstruction of Bridge		
Valley Colly. Sdgs.	Goods	No. 169A 171¼ and 171½ m.p.		
1.U. abtop	Down and Up	08 00 to 17 00, reconstruction of Bridge No.		
Darfield and Houghton	Goods	169A at 171½ m.p.		
Colliery Sidings Cudworth North Junction	All	07 00 to 17 00, installing new bed and lead- off timbers to signal box at 175 m. 75 chs. (40/67		
A DESCRIPTION OF A DESC	A11	07 30 to 17 00, installing cable troughs.		
Royston Jn. and Oakenshaw North	AII			
	Down and Up Main	08 00 to 16 00, lifting platforms, shortening Up		
Altofts Jn. Methley North	S REAL OF A REAL PROPERTY.	Platform at Altofts and Whitwood Station between		
Sidings		186 and 186¼m.p. (See Section "D"). Mechan-		
Sidings		ical plant in use.		
Methley North	Down Main	08 00 to 18 00. Contractors sheet piling at		
Sidings and	NUMBER OF STREET, STRE	189¼m.p.		
Woodlesford				
the second second second second	Down and Up Main	08 00 to 17 00, Contractors thrust boring under		
Methley North	Down and Op Man	tracks at 189m. 63chs. (47/67)		
Sidings and				
Woodlesford	D Carda	07 30 to 17 00, installing cable troughs.		
Wakefield Road and	Down Goods	07 50 10 17 00, motaning contractions		
Hunslet Goods Jn.		The second of the second se		
SATURDAY and SUNDAY 1		22 00 (Sat) to 17 00 (Sun). Preparing for alter-		
Cudworth South	All	ations to interlocking. Signal box open.		
Junction	22 20 (Cat) to 06 20 (Sup)	and the state of t		
Methley North Sidings	23 30 (Sat) to 06 30 (Sun)	ine and on track tamping machine working bet-		
and Woodlesford	Down Main (BLOCKED)	ween 188½ and 188¾ m.p.		
	06 30 to 14 30 (Sun)	23 30 (Sat) to 06 30 (Sun) Single line working		
	Up Main	over the Up Main line. 06 30 to 14 30 (Sun)		
	(BLOCKED)	Single line working over the Down Main line.		
		Woodlesford signal box open.		
SUNDAY 14 JANUARY		an an er an Tratian controls Signal boy open		
Cudworth North	All	07 30 to 17 00. Testing controls. Signal box open		
Junction	ward of the second at	in an in the literation inches		
Normanton Station North	All	07 30 to 17 30. Installing block switches.		
Stourton Junction	All	07 30 to 17 30. Installing Block joints.		
Hunslet Station Junction	All	07 30 to 17 30. Installing Block joints.		
SUNDAY to FRIDAY 14 to	19 JANUARY			
Carlton Main	All	07 00 to 18 00 daily. Installing point machines		
Colliery Sidings		and track circuits. Signal box open.		
Woodlesford Station and	All	07 30 to 17 00 daily. Dismantling pole route.		
Stourton Junction '		Waterloo and Woodlesford signal boxes open.		
MONDAY 15 JANUARY	al mail more from the			
and and the second s	Motive Power Area	07 30 to 08 30. Alterations to signalling.		
Leeds City	WOLIVE FOWER Area	(See Section 'C').		

	ENGINEERING WORKS-conti	Remarks
At or between	Lines affected	
CARCROFT (CASTLE HIL	LS) TO LEEDS CITY (WEST J	
DAILY UNTIL FURTHER N Bentley Crossing and Gelderd Road Junction	All	06 00 to 18 00. Contractors repairing bridges between 158 and 184 m.p. Scaffolding in use. (47/67) Reconstruction of Colliery sidings for installation
South Kirkby Colliery	Nos. 7,8 and 9 Loaded Sidings, Empty Sidings and Loop (BLOCKED by local arrangements)	of rapid loading bunker.
South Kirkby	All	Contractors installing loading plant. Mechanical plant in use.
Fitzwilliam Station	Down and Up Main	08 00 to 16 00. Demolition of station buildings and platforms at 169½ m.p. Plant in use. (10/68)
Nostell and Hare Park	Down and Up Main	07 00 to 19 00. Contractors demolishing bridge No.48 at 171 m. 48 chs. Cranes and plant in use. (5/68)
Lofthouse North and Ardsley	All	07 30 to 16 30, mechanical plant working alongside tracks between 179 and 180% m.p.
SATURDAY and SUNDAY Bentley Crossing and Carcroft	16 and 17 MARCH 23 00 (Sat) to 11 00 (Sun) Down and Up Main (BLOCKED) 11 00 to 13 00 (Sun) Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	 23 00 (Sat) to 13 00 (Sun). Relaying and rerailing between 158 m. 2 chs. and 160 m. 2 chs. Crane Twin Jib Tracklayer and on track tamping machine in use. 23 00 (Sat) to 11 00 (Sun). All traffic diverted. See separate advice for altered train arrangements. 11 00 to 13 00 (Sun). Single line Working over the Down Main line. Castle Hills and Carcroft signal boxes open.
Hemsworth South Junction and Nostell	23 00 (Sat) to 11 00 (Sun) Down and Up Main and Down Goods (BLOCKED) 11 00 to 12 15 (Sun) Down Main (BLOCKED) Down Goods (BETWEEN TRAINS)	 23 00 (Sat) to 12 15 (Sun). Relaying between 166 m. 74 chs. and 170¼ m.p. Twin Jib Track- layer and on track tamping machines in use. 23 00 (Sat) to 11 00 (Sun) All Down traffic diverted. See separate advice for altered train arrangements. 23 00 (Sat) to 12 15 (Sun). All Up traffic to travel over the Up Goods line under absolute block working regulations. 11 00 to 12 15 (Sun) . All Down traffic to travel over the Up Main under Single line Working arrangements where more than one running line is available. Hemsworth South, Hemsworth Station, Fitzwilliam and Nostell signal boxes open.
Fitzwilliam Station	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	23 00 (Sat) to 11 00 (Sun.). Demolition of plat- forms at 169½ m.p. Mechanical plant in use. Fitzwilliam and Nostell signal boxes open. All Down traffic diverted. See separate advice
SUNDAY 17 MARCH Carcroft Station and Wakefield Westgate South	All	for altered train arrangements. 07 30 to 17 00. Testing cables.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY AND SUNDAY 16 AND 17 MARCH-NEVILLE HILL EAST

The facing connection, Down Goods to Down Main line, nearest to the signal box will be repositioned 24 yards further West.

The following associated signals will be repositioned 40 yards further from the signal box:-

The Down Main Second Home signal will be erected on a straight post on the existing gantry which carries the Up Main Home signals; the miniature arm signal applying Down Main to Down Shunt Neck will be erected on the same gantry 3 feet to the left of the Down Main Home signal.

The Down Goods to Down Main Second Home signal, together with the miniature arm signal applying Down Goods to Down Shunt Neck, will be fitted to a straight post, on the left hand side of the Down Goods line. (14)

SUNDAY 17 MARCH-SOUTH KIRKBY JUNCTION

In connection with the installation of Rapid Loading Facilities at South Kirkby Colliery certain colliery sidings have been remodelled.

The siding nearest to the Down Main line will be renamed Bunker Arrival and Departure Line and the adjacent siding will become the Run Round Line.

The new Run Round Line will be used only for movements towards South Kirkby Junction signal box. The existing Empties Inward Line will be used only for movements towards the Colliery.

The hand points at the entrance to the Colliery Sidings will in future be operated from the signal box.

Signalling Alterations

The miniature arm signals applying from the Colliery Sidings to Up Main, Up Branch or Marshalling Loop will be abolished.

A new position light subsidiary signal (No.2) will be provided to the left of the Bunker Arrival and Departure Line and will apply Bunker Arrival and Departure Line to Up Main, Up Branch or Marshalling Loop

A new position light subsidiary signal (No.3) will be provided to the left of hand point connection from the Full Lines to the Empties Inward Line and will apply Full Lines to Up Main, Up Branch or Marshalling Loop.

A telephone, communicating with the signal box, will be provided at Nos.2 and 3 signals.

The shunt signal at present applying Marshalling Loop to Colliery Sidings (top disc of a double disc assembly) will, in future, apply Marshalling Loop to Empties Inwards Line or Bunker Arrival and Departure Line.

The shunt signal at present applying Up Main to Colliery or Down Main or Up Sidings will, in future, apply Up Main to Empties Inwards Line, Bunker Arrival and Departure Line, Down Main or Up Sidings.

(14)

MONDAY 18 MARCH-SELBY NEW YARD

The hand worked connections to sidings Nos.6, 7, 8 and 9 will be secured out of use, pending (14)removal.

MONDAY 18 MARCH-SELBY OLD STATION SIDINGS

The hand worked connections to sidings Nos.2 and 3 will be secured out of use, pending removal. The rear goods shed siding (Old Yard) will be shortened by approximately 140 yards. (14)

MONDAY 18 MARCH-SELBY, STAGG'S SIDINGS

The hand worked connection from Stagg's Sidings to the Gas Works and Yorkshire Dyeware Co's sidings shunt neck will be secured out of use, pending removal. (14)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK REFERRED TO IN SECTION B - continued

MONDAY 18 MARCH-YORK WAGON WORKS

Certain hand worked connections to sidings will be spiked out of use pending removal. The refuse siding and adjacent siding will be made redundant.

MONDAY 18 MARCH-SPRINGBANK NORTH AND SPRINGBANK SOUTH

Springbank North Up Main Starting signal will be abolished. Springbank South Up Main Distant signal will be reduced in height on a straight post at the same distance from the signal box.

DETAILS OF WORK ALREADY CARRIED OUT

** YORK STATION-All routes west side of station (Platform 14, Middle Road, Platforms 15 and 16, Engine line, Fruit Dock, Down and Up Scarborough Goods and Branches Yard) to and from Down and Up Scarborough Branch have been taken out of use. Points have been clipped, spiked and padlocked. (11)

MOORTHORPE

The facing connection Up Main to Up Reception has been abandoned.

BETWEEN FRICKLEY COLLIERY AND MOORTHORPE SOUTH

The No.2 Down Reception line and the 'Running' line between Frickley Colliery and Moorthorpe South has been renamed 'Running' line and No.2 Down Reception line respectively.

Frickley Colliery

The crossover road between the Running line and No.2 Down Reception line, situated on the Moorthorpe side of Frickley Colliery signal box, has been secured out of use, in the normal position, pending removal.

The following subsidiary signals have been abolished:-

Colliery line (via the above mentioned crossover) to Down Reception lines.

No.1 Down Reception line (Via the above mentioned crossover) to Colliery line.

(Former) No.2 Down Reception line (Via the above mentioned crossover) to Collierv line.

The lower arm of the subsidiary signal situated on the Moorthorpe side of Frickley Colliery signal box, applying along the new Running line is henceforth also controlled by Moorthorpe South signal box.

Moorthorpe South

The facing connection Down Main to Down Goods has been brought back into use.

The slip connection leading from the trailing crossover (Down Main to Up Main line) to the Down Reception lines, Running line or Siding has been abolished.

The connection from the Shunt Neck to the Up Reception line has been abolished.

The following miniature arm subsidiary signals have been abolished:-

- Nos. 1 or 2 Down Reception, Running line or Siding to Down Goods.
- Nos. 1 or 2 Down Reception, Running line or Siding to Down Main.
- Nos. 1 or 2 Down Reception, Running line or Siding to Shunt Spur.

The following new connections have been brought into use:-

Facing lead, Up Main line to Siding, No.2 Down Reception, Running line or No.1 Down Reception

line.

Facing slip connection, leading from the above mentioned facing lead, to the Up Reception line. Spring Catch Points, situated in the Up Reception line, 120 yards from Moorthorpe South signal box.

The shunting signals applying from Nos.1 and 2 Down Reception lines, Running line and Siding to Down Goods line, Down Main line or Shunt Spur have been provided with stencil type route indicators with the following indications:-

G - to Down Goods line.

M - to Down Main line.

S - to Shunt Spur.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

Moorthorpe South - continued

The following new connections have been brought into use:- - continued

The trailing crossover, between the Down and Up Main lines, has been renewed adjacent to the signal box. the associated shunting signal controlling movements from the Down Main to Up Main etc, has been renewed 67 yards from Moorthorpe South signal box, on the Moorthorpe Station side of the signal box and now applies Down Main to Up Main, Up Reception, Siding, No.2 Down Reception, Running line or No.1 Down Reception.

The miniature arm subsidiary signal applying from the Down Goods line, has been renewed as a ground level disc signal, approximately 75 yards from the signal box, situated between the Down Main and Down Goods lines. This shunting signal now applies from Down Goods to Up Reception line, Siding No.2 Down Reception line, Running line, No 1 Down Reception or Up Main.

The left hand bracket subsidiary signals, (carried on the same posts as the Up Main and Up Goods Home signals) have been fitted with stencil type route indicators, with the following indications:-U - to Up Reception line.

R - to Running line.

The miniature arm subsidiary signal applying along Nos.1 or 2 Down Reception lines, or Running line, or Siding (towards Frickley) has been renewed as a ground level disc signal approximately 55 yards from the signal box (approximately 45 yards nearer) and now applies from the Shunt Spur to Nos.1 or 2 Down Reception lines or Running line or Siding. (13)

PANNAL STATION SIGNAL BOX

The signal box, together with all signals worked therefrom, have been abolished. All points have been secured in the normal position pending removal.

(13)

(13)

SHARL STON

The Down Siding has been dispensed with and the trailing connection in the Down Main Line leading to the Down Siding has been secured permanently out of use, in the normal position, pending removal. The connection in the Down Siding leading to the colliery has been secured out of use, set for movements towards the Colliery, pending remodelling.

The following shunting signals have been abolished:-

Shunting along Down Siding or to Up Main (Yellow faced). Down Main to Down Siding (top disc of double disc assembly). Down Siding to Down Main.

** GLASSHOUGHTON WEST

The trailing connection in the Down Main line furthest from the signal box, has been secured out of (11)use in the normal position.

HAMMERTON STREET JUNCTION AND LAISTERDYKE WEST

Hammerton Street Junction former Up Goods Starting signal with Laisterdyke West former Up Goods Distant signal beneath have been abolished.

Hammerton Street Junction Up Main to former Up Goods Second Home signal has been fitted with a (13)miniature arm and applies Up Main to Up Siding.

HALIFAX NORTH BRIDGE GOODS YARD

Three of the remaining sidings and the shunt neck has been secured out of use, pending removal.

(12)

HALIFAX SHAW SYKE GOODS YARD

All sidings at the Holdsworth Bridge end of Shaw Syke Goods Yard, with the exception of one warehouse road, have been secured out of use, pending removal. (12)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

BRADFORD EXCHANGE

The subsidiary signal positioned on the wall South of the worked catch points in the Up East line at a height of 10 feet above rail level, applying to set back movements along the Up East line, has been renewed as a ground level Disc signal at the same distance from the signal box. (12)

HILLHOUSE GOODS YARD

No. 10 Through siding has been severed to form two dead end sidings 238 and 220 yards in length from Hillhouse No. 1 and No. 2 ends respectively. Buffer stops have been erected. Nos. 11 to 16 have been taken out of use pending removal. (12)

KEIGHLEY GOODS YARD

The points and connections leading into sidings No.8 to 11, old No.7, new No.7, Powder Road and Scotch Road have been secured out of use pending removal. (13)

SECTION D

NES - 27

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

Denotes new or amended item.

MISCELLANEOUS NOTICES

RULE 218

The alterations to Rule 218 Clause (e) and (g) together with new Clause (h) printed in General Instructions and Notices Booklet NE/S No.11D, will not take effect until a further operative date is published.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

DENBY DALE

The Down Platform will be shortened at the Penistone end by 30 yards.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

MO.44/1383/NE/S No. 11

F.J. BURGE Movements Manager.

York

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior ⁸ March, 1968

NILE SIG NOTICE NE/S No. 11 follows:-

(12)



TRAILING CHAINS DERAIL TRAINS

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262/1

No.12



NE/S EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 23 MARCH

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FRIDAY 29 MARCH 1968

INCLUSIVE

Enginemen and quards must pay particular attention to works contained in this notice and keep a good look-out to, 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 lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

Location of work at or between	Lines affected	-	Mile at or b	eage		Speed Restriction	Remarks
YORK TO SCARBOROUGH		Mi.	Chs.	M.	Chs.	m.p.h.	
Heslerton and Weaverthorpe	Down Main	32	40	32	2 44	20	Replacing culvert. Commencing 17 00 Sunday 24 March unti 15 00 Wednesday 27 March.
LEEDS CITY TO HULL (PAR	AGON)						
Leeds City East Junction and Marsh Lane Junction	Down Main	20	20	20	0	20	Repairs to Bridge No.46
Garforth	Down and Up Main	13	5	12	78	40	Condition of track.
Barlby North and Hemingborough	Down and Up Main	30	15	30	5 (7 20	Removing connections. Until 15 00 Tuesday 26 March.
CASTLEFORD OLD STATIO	N TO GAREORTH	1					
Allerton Main and Garforth	Single		30	1	30	20	Lifting and reballast- ing.
SWINTON (DEARNE JUNCT		CALM	0.01				
Dearne Junction and Hickleton Main Colliery Sidings	Down and Up Main	16		15	69	20	Subsidence.
HULL (WEST PARADE) TO	SEAMER WEST						
West Parade and Walton Street	Down and Up Main	0	40	0	59	15	Condition of track.
HULL YARDS							
Holderness Drain North	Down and Up Goods	over H Bridg	loldern je	iess	Drain	10	Condition of Holderness Drain Bridge.
STAIRFOOT JUNCTION AN	ID CUDWORTH SI	TATION	JUNC	TION			
Stairfoot Junction and Cudworth Station	Down and Up	173 6		3 3			Ardsley Tunnel divers- ion. Cut out signs are provided in lieu of C.

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PA	RAGON)-continued	The second second of the second
SUNDAY 24 MARCH-con Neville Hill East and Micklefield Junction		06 00 to 17 00. Laying cable by train. Garforth signal box open.
Garforth and Neville Hill East	Up Main (BLOCKED)	00 45 to 08 45. Loading spoil and scrap between 15m. 70chs. and 18¼ m.p. Mechanical plant in use. All Up traffic diverted. See Separate advice for altered train arrangements. Garforth Station signal box open.
Selby North and Barlby North	03 30 to 08 30 Down Fast and Up York (BLOCKED) 08 45 to 13 00 Down Slow and Up Hull (BLOCKED except as shown in remarks) 13 30 to 19 00 Nos. 1 and 2 Up Goods and Coal Sidings (BLOCKED)	03 30 to 08 30 and 08 45 to 19 00. Contractors laying cable under tracks at 174¾ m.p. 03 30 to 08 30. All Down traffic to travel over the Down Slow. 08 45 to 13 00. All Down traffic to travel over the Down Fast. Arrangements made to pass 1L52 08 55 Hull to Leeds over the Up Hull.
Barlby North and Hemingbrough	Down and Up Main (BLOCKED except as shown in remarks)	03 45 to 13 30. Removing junction and providing crossover between 30m. 15chs. and 30m. 5chs. Crane in use. Arrangements made to pass 2H52 09 40 Leeds to Hull over the Down and 1L52 07 50 and 1L52 08 55 Hull to Leeds over the Up Main Line.
Howden and Eastrington	Down and Up Main (BLOCKED except as shown in remarks)	07 00 to 17 00. Demolition of Bridge No.31 at 20m. 15chs. Road crane in use. Arrangements made to pass 2H52 09 40 and 1H52 13 14 Leeds to Hull over the Down Main and 1L52 07 50, 1L52 08 55, 1L52 13 35 and 1L52 15 15 Hull to Leeds over the Up Main.
troomfleet	All	07 00 to 16 30. Overhauling electric locks.
erriby	All	07 30 to 17 00. Repairs to Bridge No.18 at 7½ m. Signal box open.
Aelton Lane	Down and Up Slow	07 00 to 17 00. Repairs to level crossing at 8½ n
ONDAY to FRIDAY 25 to eeds City East Junction and Neville Hill East	29 MARCH All	07 30 to 16 30 daily. Installing cable troughs. Trolleys in use.
UESDAY 26 MARCH licklefield Junction and Gascoigne Wood	00 45 to 05 45 Down Main (BLOCKED except as shown in remarks) 00 30 to 06 30 Up Main (BLOCKED except as shown	00 30 to 06 30, lining machine in use between 83 and 6½ m.p. Arrangements made to pass 1H52 03 00 Leeds 1 Hull over the Down Main line and 7L55 23 50 (Mon) Hull to Neville Hill over the Up Main line

NES-12

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 14 JANUARY-BETWEEN NEVILLE HILL EAST AND KILLINGBECK

The Down and Up Slow lines abandoned except that approximately 335 yards of Down Slow line at Neville Hill East retained as a Down Shunting Neck. 440 yards of Up Slow line beyond Killingbeck Up Slow Home signal retained, temporarily, as an overshoot.

The Down and Up Fast lines renamed Down and Up Main.

Neville Hill East

The facing connection leading from Up Slow to Up Main secured permanently out of use, in the normal position, pending removal.

Signalling alterations

The Down Goods to Down Slow Home signal abolished and the existing Down Goods to Down Fast Home signal moved to the top of the signal post and renamed Down Goods to Down Main Home.

The Down Main to Down Slow Home signal abolished and a new miniature arm signal, reading Down Main to Down Shunting Neck, provided on the same post at a lower height.

A new miniature arm signal reading Down Goods to Down Shunting Neck provided beneath the existing Down Goods to Osmondthorpe miniature arm signal.

Signals abolished

Down Slow Starting.

Up Slow to Mineral Sidings.

Up Slow to Shunting line.

Up Slow to Up Goods Home.

Up Slow to Up Main Home.

Up Slow Distant.

Killingbeck

The facing connections leading from Up Main to Up Slow and Down Slow to Down Main secured permanently out of use, in the normal position, pending removal.

The facing connection leading from Down Main to Down Slow secured permanently out of use, in the everse position, pending removal.

Signals abolished

Up Slow Home. Up Main to Up Slow Home. Up Slow Starting Down Main Starting. Down Main Home Down Slow to Down Main Home. Down Slow Home Down Slow Distant.

(5)

MONDAY 15 JANUARY-BROUGH WEST

The facing connection in the Down Slow line leading to the Down Siding, secured permanently out of use, in the normal position, pending removal.

Shunting signals abolished:-

Along Down Slow in wrong direction. Down Slow to Down Siding. Down Siding to Down Slow.

(5)

NES – 17 SECTION B – TEMPORARY ENGINEERING WORKS – continued.					
	ENGINEERING WORKS - con Lines affected	Remarks ,			
At or between					
	ST TO GOOLE (GOODS JUN				
DAILY UNTIL FURTHER NO Wakefield East	All	07 30 to 17 00. Preparing for signalling alterations. Commencing Sunday 24 March (12/68)			
Sharlston Station	Down Main	07 30 to 17 00. Contractors removing station platforms at 51m. 70chs. Mechanical plant in use. (10/68)			
Sharlston	All	Contractors installing loading plant. Mechanical plant in use. (6/68)			
Pontefract East and Knottingley West Jn.	Down and Up Main	07 00 to 17 00 each day. Contractors erecting scaffolding and excavating alongside tracks at 58% m.p. (9/68)			
Knottingley	Down and Up Main	08 00 to 16 00 (Mon. to Fri.). Lifting station platforms.			
		(10/68)			
Knottingley West Junction and East Junction	Down and Up Main	08 00 to 18 00. Contractors laying main between 57% and 58m.p.			
Knottingley East Junction and Sudforth Lane	Down and Up Main	07 00 to17 00 contractors erecting scaffolding and safety net at 60m. 42chs.			
Sudforth Lane and Whitley Bridge	Down and Up Main	07 00 to 17 00, contractors erecting scaffolding at 61m. 25chs. (45/67)			
SUNDAY 24 MARCH Crofton East and Sharlston West.	Down and Up Main Down Sidings (BLOCKED) (except as shown in remarks.)	07 00 to 17 00. Alterations to layout, signalling and interlocking for entrance to Sharlston Colliery between 51m. 72chs. and 51m. 75 chs. (See Section 'C'). Crane in use. Arrangements made to pass 1N60 09 53 Doncaster to Leeds diverted over the Down Main line.			
Streethouse West.	All	07 30 to 17 00. Repairs to level crossing timbers at 52m. 12 chs. Signal box open.			
Knottingley West Junction and East Junction	Down and Up Main (BLOCKED)	06 00 to 17 00. Laying drain between 58m. 29chs. and 58m. 49chs. Trencher in use.			
Knottingley West Junction and Goole Goods Junction	Down and Up Main (BLOCKED)	06 00 to 18 00. Lining machine in use between 58¼ and 74¼ m.p. All necessary signal boxes open and Gate boxes manned.			
CROFTON WEST TO GRIMESTONE (DENABY SIDINGS)					

DAILY UNTIL FURTHER NOTICE Goldthorpe All

Contractors installing loading plant. Mechanical plant in use. (8/68)

CUDWORTH DEARNE VALLEY SOUTH JUNCTION TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)

DAILY UNTIL FURTHER NOTICE

Dearne Valley South Down and Up Main Junction and Goldthorpe

08 00 to 20 00. Contractors excavating cutting slope 62 and 62¼m.p. Mechanical plant in use. (38/67)

SECTION B - TEMPORARY ENGINEERING WORKS - CONTINUED

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Goods Yard

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SECTION B - TEMPO	RARY ENGINEERING WORKS	and and a second design of the second s
At or between	Lines affected	Remarks
LEEDS CITY TO SKIPT	ON (SNAYGILL)	
DAILY UNTIL FURTHE Leeds City	R NOTICE Motive Power Sidings (BLOCKED as required by local arrangement)	07 00 to 17 00. Contractors building water treatment plant. Scaffolding in use. (44/67)
Calverley and Rodley	All	08 00 to 17 00, connecting drains at 200m. 73chs. Commencing 08 00 Tuesday 26 March.
Hirstwood and Bingley Station	Down and Up Main	07 30 to 17 00. Repairs to Bridge 62 at 208m.71chs. Commencing Monday 25 March. (12/68)
Keighley Station	All	07 00 to 17 00. Contractors working adjacent to tracks at 212m. 8chs. (37/67)
Keighley	Down and Up Main	07 30 to 17 00, contractors removing parts of station roof and buildings. Ladders and trestles in use. (6/68)
Steeton	All	07 00 to 17 00. Contractors demolishing station at 215 n.p. Mechanical plant in use. (1/68)
SUNDAY 24 MARCH Leeds City Station	07 00 to 12 00 No.11 Platform (BLOCKED) 12 00 to 17 00 Down and Up Goods and Up Siding (BLOCKED)	07 00 to 17 00. Loading spillage and scrap; also renewing connections and testing cables. Trains re-platformed as necessary.
eeds City	All	07 30 to 17 00. Renewing connections and testing cables.
operley Junction	All	07 30 to 17 00. Alterations to signalling. Signal box open. (See Section 'C').
ngley Junction	All	07 30 to 17 00. Overhauling interlocking. Signal box open.
rstwood and Bingley Station	Down and Up Main	07 30 to 18 00. Renewal of superstructure of Bridge No.62 at 208m. 71chs. Mechanical plant in use. Both signal boxes open.
Idwick and Skipton (Snaygill)	Down Main (BLOCKED)	04 00 to 15 00. Reballasting between 218m. 37chs. and 218m. 75chs. Ballast cleaner in use. Single Line Working over the Up Main. Snaygill, Cononley and Kildwick signal boxes open.
ononley and Snaygill	Down	07 00 to 17 00. Adjusting expansion but
NDAY to FRIDAY 25 to berley Junction	29 MARCH	in the map.
DNESDAY 27 MARCH		08 00 to 16 00 daily. Recovering material.
Long and the second process	All	08 00 to 16 00. Overhauling interlocking.
UNSLET LANE GOODS BR	ANCH	
NDAY 24 MARCH		
boods Yard	All	07 30 to 17 00 Ro timber

07 30 to 17 00. Re-timbering connections. Mech-anical plant in use.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 MARCH - HILLHOUSE GOODS YARD

No.2 Down Through Siding will be slued into No.8 Siding at a distance 56 yards south of No.2 Down Through Home Signal, and hand points will be fixed in No.8 Siding. (15/16)

SUNDAY 24 MARCH - MORLEY LOW

The Up Sidings will be dispensed with. The trailing connection from the Up Main line to Up Sidings and the connection leading therfrom will be secured permanently out of use, in the normal position, pending removal.

The following Shunting signals will be abolished:-

Lower Disc of double assembly applying Up Main line to Up Sidings. (Yellow faced) Disc applying Up Sidings to Up Main line.

(15/16)

MONDAY 25 MARCH - FERRYBRIDGE C.E.G.B. LEVEL CROSSING

The level crossing barriers will be abolished and the crossing will become OPEN to road traffic with twin flashing red traffic lights, worked automatically by trains, to warn road traffic of the approach of trains.

Whistle boards will be provided approximately 55 yards on the approach side of the level crossing and will be applicable to all movements which require to pass over the level crossing.

A flashing white light will be exhibited from the crossing, towards train drivers, which indicates that the road lights are flashing.

Telephones communicating with Ferrybridge signal box will be provided at the level crossing.

(15/16)

SUNDAY 24 MARCH - SHARLSTON

The Colliery end of the slip connection from Up Main to Former Down Siding will be remodelled to form trap points in the Colliery West Loop. The disc signal applying Down Main to Up Main will be abolished.

The existing Colliery East Loop trap points and associated trailing connection in the Down Main line will be moved 36 yards further from the signal box. The existing miniature arm signal applicable to movements from Colliery East Loop to Down Main will be replaced by a ground disc signal situated 3 feet in rear of the repositioned trap points.

The disc signal applying Down Main to Colliery East Loop will be moved 36 yards further from the (15/16) signal box.

SUNDAY 24 MARCH - APPERLEY JUNCTION

The Branch Sidings will be dispensed with and the trailing connection from the Up Branch line to Branch Sidings will be secured permanently out of use, in the normal position, pending removal. The shunting signal applying Branch Sidings to Up Branch line will be abolished. (15/16) SE

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIC AS-continued

DETAILS OF WORK MARADY CARRIED OUT

SELBY NEW YARD

The hand worked connections to sidings Nos. 6, 7, 8 and 9 have been secured out of use, pending removal.

(14)

SELBY OLD STATION SIDINGS

The hand worked connections to sidings Nos. 2 and 3 have been secured out of use, pending removal. The rear goods shed siding (Old Yard) has been shortened by approximately 140 yards. (14)

SELBY, STAGG'S SIDINGS

The hand worked connection from Stagg's Sidings to the Gas Works and Yorkshire Dyeware Co's sidings shunt neck has been secured out of use, pending removal. (14)

YORK WAGON WORKS

Certain hand worked connections to sidings have been spiked out of use pending removal. The refuse siding and adjacent siding have been made redundant. (14)

SOUTH KIRKBY JUNCTION

In connection with the installation of Rapid Loading Facilities at South Kirkby Colliery certain colliery sidings have been remodelled.

The siding nearest to the Down Main line has been renamed Bunker Arrival and Departure Line and the adjacent siding has become the Run Round Line.

The new Run Round Line will be used only for movements towards South Kirkby Junction signal box. The existing Empties Inward Line is to be used only for movements towards the Colliery. The hand points at the entrance to the Colliery Sidings will in future be operated from the signal box.

Signalling Alterations

The miniature arm signals applying from the Colliery Sidings to Up Main, Up Branch or Marshalling Loop have been abolished

A new position light subsidiary signal No.2 has been provided to the left of the Bunker Arrival and Departure Line and applies Bunker Arrival and Departure Line to Up Main, Up Branch or Marshalling Loop.

A new position light subsidiary signal (No.3) has been provided to the left of hand point connection from the Full Lines to the Empties Inward Line and applies Full Lines to Up Main, Up Branch or Marshalling Loop.

A telephone, communciating with the signal box has been provided at Nos. 2 and 3 signals. The shunt signal, formerly applying Marshalling Loop to Colliery Sidings (top disc of a double disc assembly) now applies Marshalling Loop to Empties Inward Line or Bunker Arrival and Departure Line.

The shunt signal at present applying Up Main to Colliery or Down Main or Up Sidings now applies Up Main to Empties Inwards Line, Bunker Arrival and Departure Line, Down Main or Up Sidings. (14)

SCARBOROUGH - GALLOWS CLOSE

The hand worked facing connections to the Down and Up Whitby lines at Wykeham Street Bridge have been secured out of use, pending removal.

The facing and trailing connections to the siding adjacent to the former Whitby line at Hibernia Street Bridge have been secured out of use, pending removal. (New item) (15/16)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.	SECT
DETAILS OF WORK ALREADY CARRIED OUT CONTINUES	DET
NEVILLE HILL EAST The facing connection, Down Goods to Down Main line, nearest to the signal box has been repositioned 24 yards further West. The following associated signals will be repositioned 40 yards further from the signal box:- The following associated signals will be repositioned 40 yards further from the signal box:- The following associated signals will be repositioned as straight post on the existing gantry which The Down Main Second Home signal has been erected on a straight post on the existing gantry which The Down Main Second Home signals: the miniature arm signal applying Down Main to Down Shunt Neck	BETV Moor TI sig
The following associated signals with be represented on a straight post on the existing guild y which The Down Main Second Home signal has been erected on a straight post on the existing guild y which carries the Up Main Home signals; the miniature arm signal applying Down Main to Down Shunt Neck has been erected on the same gantry 3 feet to the left of the Down Main Home signal. The Down Goods to Down Main Second Home signal, together with the miniature arm signal applying Down Goods to Down Shunt Neck, has been fitted to a straight post, on the left hand side of the Down (14) Goods line.	has sign line gro
Goods me.	and No
MOORTHORPE (13)	Но
The facing connection Up Main to Up Reception has been abandoned. (13)	lir
	fro
BETWEEN FRICKLEY COLLIERY AND MOORTHORPE SOUTH The No.2 Down Reception line and the "Running' line between Frickley Colliery and Moorthorpe	
South has been renamed 'Running' line and No.2 Down Reception line respectively.	P
Frickley Colliery The crossover road between the Running line and No.2 Down Reception line, situated on the Moor- thorpe side of Frickley Colliery signal box, has been secured out of use, in the normal position, pending removal.	
The following subsidiary signals have been abolished:- Colliery line (via the above mentioned crossover) to Down Reception lines. No.1 Down Reception line (Via the above mentioned crossover) to Colliery line. (Former) No.2 Down Reception line (Via the above mentioned crossover) to Colliery line.	SI
The lower arm of the subsidiary signal situated on the Moorthorpe side of Frickley Colliery signal box, applying along the new Running line is henceforth also controlled by Moorthorpe South signal box.	n
Moorthorpe South The facing connection Down Main to Down Goods has been brought back into use. The slip connection leading from the trailing crossover (Down Main to Up Main line) to the Down Reception lines, Running line or Siding has been abolished.	S
The connection from the Shunt Neck to the Up Reception line has been abolished. The following miniature arm subsidiary signals have been abolished:-	to
Nos. 1 or 2 Down Reception, Running line or Siding to Down Goods. Nos. 1 or 2 Down Reception, Running line or Siding to Down Main. Nos. 1 or 2 Down Reception, Running line or Siding to Shunt Spur.	m
The following new connections have been brought into use: Facing lead, Up Main line to Siding, No.2 Down Reception, Running line or No.1 Down Reception	
Facing slip connection, leading from the above mentioned facing lead, to the Up Reception line. Spring Catch Points, situated in the Up Reception line, 120 yards from Moorthorpe South signal box.	
The shunting signals applying from Nos.1 and 2 Down Reception lines, Running line and Siding to Down Goods line, Down Main line or Shunt Spur have been provided with stencil type route indicators with the following indications:- G - to Down Goods line.	н
M – to Down Main Line. S – to Shunt Spur.	D
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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

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Siding to indicators

BETWEEN FRICKLEY COLLIERY AND MOORTHORPE SOUTH-continued

Moorthorpe South - continued

The following new connections have been brought into use:- - continued

The trailing crossover, between the Down and Up Main lines, has been renewed adjacent to the signal box. the associated shunting signal controlling movements from the Down Main to Up Main etc. has been renewed 67 yards from Moorthorpe South signal box, on the Moorthorpe Station side of the has been and now applies Down Main to Up Main, Up Reception, Siding, No.2 Down Reception, Running line or No.1 Down Reception.

The miniature arm subsidiary signal applying from the Down Goods line, has been renewed as a ground level disc signal, approximately 75 yards from the signal box, situated between the Down Main and Down Goods lines. This shunting signal now applies from Down Goods to Up Reception line, Siding No. 2 Down Reception line, Running line, No. 1 Down Reception or Up Main.

The left hand bracket subsidiary signals, (carried on the same posts as the Up Main and Up Goods Home signals) have been fitted with stencil type route indicators, with the following indications:-

- U to Up Reception line.
- R to Running line.

The miniature arm subsidiary signal applying along Nos.1 or 2 Down Reception lines, or Running line, or Siding (towards Frickley) has been renewed as a ground level disc signal approximately 55 yards from the signal box (approximately 45 yards nearer) and now applies from the Shunt Spur to Nos.1 or 2 Down Reception lines or Running line or Siding. (13)

PANNAL STATION SIGNAL BOX

The signal box, together with all signals worked therefrom, have been abolished. All points have been secured in the normal position pending removal.

(13)

SPRINGBANK NORTH AND SPRINGBANK SOUTH

Springbank North Up Main Starting signal has been abolished. Springbank South Up Main Distant signal has been reduced in height on a straight post at the same distance from the signal box.

SHARLSTON

The Down Siding has been dispensed with and the trailing connection in the Down Main Line leading to the Down Siding has been secured permanently out of use, in the normal position, pending removal.

The connection in the Down Siding leading to the colliery has been secured out of use, set for movements towards the Colliery, pending remodelling.

The following shunting signals have been abolished:-Shunting along Down Siding or to Up Main (Yellow faced). Down Main to Down Siding (top disc of double disc assembly). Down Siding to Down Main.

(13)

HAMMERTON STREET JUNCTION AND LAISTERDYKE WEST

Hammerton Street Junction former Up Goods Starting signal with Laisterdyke West former Up Goods Distant signal beneath have been abolished.

Hammerton Street Junction Up Main to former Up Goods Second Home signal has been fitted with a (13)miniature arm and applies Up Main to Up Siding.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

* HALIFAX NORTH BRIDGE GOODS YARD

Three of the remaining sidings and the shunt neck has been secured out of use, pending removal

HALIFAN SHAW SYKE GOODS YARD

All sidings at the Holdsworth Bridge end of Shaw Syke Goods Yard, with the exception of one warehouse road, have been secured out of use, pending removal.

* BRADFORD EXCHANGE

The subsidiary signal positioned on the wall South of the worked catch points in the Up East line at a height of 10 feet above rail level, applying to set back movements along the Up East line, has been renewed as a ground level Disc signal at the same distance from the signal box.

HILLHOUSE GOODS YARD

No. 10 Through siding has been severed to form two dead end sidings 238 and 220 yards in length from Hillhouse No. 1 and No. 2 ends respectively. Buffer stops have been erected. (12) Nos. 11 to 16 have been taken out of use pending removal.

KEIGHLEY GOODS YARD

The points and connections leading into sidings No.8 to 11, old No.7, new No.7, Powder Road and (13)Scotch Road have been secured out of use pending removal.

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dri unt im K Denotes new or amended item.

MISCELLANEOUS NOTICES

RULE 218

The alterations to Rule 218 Clause (e) and (g) together with new Clause (h) printed in General Instructions and Notices Booklet NE/S No.11D, will not take effect until a further operative date is published.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

** DENBY DALE

The Down Platform has been shortened at the Penistone end by 30 yards.

ALTERATIONS TO NE. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

LOCAL INSTRUCTIONS

Page 301 (Page 109 Supp. No.3 Page 204 Supp. Oper. Insts.). FERRYBRIDGE

ADD:- FERRYBRIDGE CEGB LEVEL CROSSING. - is an open crossing without gates or barries no attendance being given. Road traffic is controlled by twin red flashing road signals positioned on each side of the railway. The aspects of these road signals are actuated by track circuits which are situated on each side of the crossing. Whistle boards are provided on each side of the crossing.

A white indicator lamp is provided, focussed to shine along the railway in each direction. The following indications will normally be given.

WHITE FLASHING LIGHT - MAIN SUPPLY ON - RED ROAD LIGHT FLASHING.

If there is no light in the white indicator lamp a condition of failure will exist at the crossing and drivers must bring their trains to a stand short of the crossing and must not proceed over the crossing until satisfied that the crossing is clear and that it is safe to do so. The circumstances must be reported immediately to Ferrybridge Signal Box.

(12)

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1



NE/S

EASTERN (NE) REGION

No.13

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 30 MARCH TO FRIDAY 5 APRIL 1968

INCLUSIVE

Enginemen and guards must pay particular attention to works contained in this notice and keep

Remarks

side tracks.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

	121	2.5	The Fanders	
_		_	and in concession where the second	

HULL (WEST PARADE) TO SEAMER WEST

DAILY UNTIL FURTHER NOTICE Beverley Parks and **Beverley Station** Bridlington

SUNDAY 31 MARCH

At an hotwoon

Down and Up Main Nos. 2,4 and 5 platforms

Lines affected

Down and Up Main

Down Main (BLOCKED)

All

Cottingham North

Driffield

Cottingham

E

Beverley Parks and Station

Down and Up Main (BLOCKED)

HULL (BOTANIC GARDENS) TO HEDON

DAILY UNTIL FURTHER NOTICE

Down and Up Main Wilmington and Southcoates

07 30 to 17 30 each day, contractors repairing buildings between 3 and 31/4m.p. Ladders and trestles in use.

08 00 to 17 00. Contractors thrust boring along

07 00 to 17 00, removing water columns. (8/68)

07 00 to 17 00. Repairs to Thwaites level crossin

at 3m. 62chs. Thwaites gate box manned.

00 01 to 18 00. Relaying through Flemingate

level crossing at 8m. 1ch. Crane in use.

07 30 to 17 00. Testing cables and signal

controls. Signal box open.

07 00 to 17 00, removing water columns.

HULL YARDS

DAILY UNTIL FURTHER NOTICE Sculcoates

Sculcoates and Springbank North

Alexandra Dock and Hessle Road

Dairycoates M.P.D.

SUNDAY 31 MARCH Inward East Yard

Dairycoates West and Loaded Mineral

Sidings (BLOCKED BY LOCAL ARRANGEMENT)

Down and Up Main

All

Down and Up Good and Sidings

Sidings (BLOCKED) (by local arrangement) Sidings (BLOCKED) (by local arrangement)

07 00 to 17	00. Contractors remodelling	sidings
Crane and	mechanical plant in use.	(8/68)

ge at 31/2m.p.

- bles and preparing for
- ors demolishing air raid
- crossing and rails.

07 00 to 17 00. Lifting and tamping track. Tamper In use.

SECTION

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STAIRFO DAILY U Stairfoot and Cuo

(8/68)

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DAILY UN Thorne Mo Dutch Ri Dutch Riv Potters

SUNDAY : Saltmarsh Boothferr

> WAKEFIEL DAILY UN Wakefield

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Pontefrac Knotting

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Knotting East Ju

Knottingle and Sudi

Sudforth Whitley SUNDAY Knottingle

HULL DOCKS

DAILY UNTIL FURTHER NOTICE Graving Dock and Down and Up Main Holderness Drain South

08 00 to 17 00, contractors laying cables along side tracks. Mechanical plant in use. (29/67)

CROFTON DAILY UN Goldthorpe

Contractors painting brid
07 30 to 16 30, laying cal alterations to signalling 07 00 to 17 00. Contracto
shelters. 07 30 to 17 30. Changing

NES - 25

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT

* THIRSK

The unworked (loose) trailing end of the Up Slow to Up Fast facing connection at 21m. 47chs. fitted with a spring lever switch. The trailing points lie for movements along the Up Fast line. (2)

** BETWEEN SOUTH KIRKBY AND MOORTHORPE

Moorthorpe Station Up Branch Home signal, with Moorthorpe South Up Branch Outer Distant beneath, replaced by a three aspect colour light signal (No.9) 250 yards further from the signal box; this signal controlled also by South Kirkby.

South Kirkby Up Branch Starting signal with Moorthorpe Station Up Branch Distant beneath abolished and replaced by a two aspect (yellow or green) colour light signal (No.R.9) situated 560 yards in rear of No.9 signal. This signal now acts as Distant signal for No.9 signal.

HEMSWORTH

Signal dispensed with Shunting Up Main to Down Main.

HEMSWORTH STATION.

The trailing crossover between the Down and Up Main lines, together with the shunting signal applying Down Main to Up Main abolished. (3)

LEEDS

The Neck at the Leeds City West Junction end of the Motive Power Area sidings renamed Sour. The route indicator associated with No.117 position light subsidiary signal which applies to movements from the Motive Power Area to the Spur or to D Road altered to exhibit the following indications:-

S - to Spur. D-to D Road.

** NEVILLE HILL WEST

The points from the Sidings line leading to the Loco. line, Diesel line and No.2 Down Reception line secured out of use, in the reverse position, for movements from the Sidings line to the Loco. line and Diesel line only.

No. 2 Down Reception line, together with the signal reading Sidings line to No. 2 Down Reception line and shunt signal No. 2 Down Reception line to Sidings line, abolished. (2)

BETWEEN KILLINGBECK AND CROSS GATES

The Down Fast line between Killingbeck Down Fast Starting signal and Cross Gates taken out of use, pending removal. The Down Slow line between Killingbeck and Cross Gates renamed Down Main line.

CROSS GATES

The facing connection from Down Slow to Down Main replaced by plain line for running from the new Down Main Line from Killingbeck to Cross Gates to the existing Down Main Line from Cross Gates towards Selby.

The Down Fast Distant signal and Down Fast to Down Main Home signal (No. 16) abolished. No.15 Down Slow to Down Main Home signal renamed Down Main Home.

(3)

(4)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 31 MARCH - HILLHOUSE NO. 1, HILLHOUSE NO. 2 AND RED DOLES JUNCTION

The Down Through Siding No. 1 and Up Through Siding No. 1 between Hillhouse No. 1 and No. 2 signal boxes will be dispensed with.

The Down Through Siding No. 2 between Hillhouse No. 1 and No. 2 will be severed approximately 60 yards on the Huddersfield side of Hillhouse No. 2 Home signals (formerly applying from Down Through Siding No. 2 to Down Slow and Down Fast) and will, in future be connected to No. 8 Siding, by means of hand points.

Up Through Siding No. 2 will be renamed Up Through Siding and trap points will be installed approximately 127 yards from Hillhouse No. 2 signal box.

The following connections at Hillhouse No. 2 will be secured permanently out of use, pending removal:-

The connections leading to and from No. 1 Down Through Siding.

The connections leading to and from No. 1 Up Through Siding.

The connections leading to and from the Motive Power Depot.

The following signals at Hillhouse No. 2 will be abolished:-

Shunting No. 2 Up Through Siding to Down Slow or Down Fast line (lower disc of double disc assembly).

Shunting No. 2 Up Through Siding to Shunt Neck (top disc of double disc assembly). No. 2 Down Through Siding to Down Slow and Red Doles Distant signal (carried on the same post, left hand bracket).

No. 2 Down Through Siding to Down Fast line (right hand bracket).

Disc signal, shunting No. 2 Down Through Siding to Shunt Neck.

No. 1 Down Through Siding to Down Slow and Red Doles Distant signal (carried on the same post, left hand bracket).

No. 1 Down Through Siding to Down Fast (right hand bracket).

Disc signal, No. 1 Down Through Siding to Shunt Neck.

The three miniature arm signals (carried on the same post) applying from the Motive Power Depot to Shunt Neck, Down Slow and Down Fast line.

Disc signal Motive Power Depot to Shunt Spur.

Shunting No. 8 Siding to Shunt Neck (top disc of double disc assembly)

Shunting No. 8 Siding to Down Slow or Down Fast (lower disc of double disc assembly). Shunting No. 10 Siding to Shunt Neck (yellow faced, top disc of double disc assembly). Shunting No. 10 Siding to Down Slow or Down Fast (yellow faced, lower disc of double disc assembly).

Disc signal, shunting Neck to Nos. 1 or 2 Up Through Siding.

Miniature arm No. 1 Up Through Siding to Motive Power Depot.

Miniature arm applying to shunting movements along No. 1 Up Through Siding.

The two miniature arm signals on the gantry 103 yards on the Red Doles Junction side of Hillhouse No. 2 signal box, applying from the Up Slow and Up Fast lines to No. 1 Up Through Siding.

(17)

12-1

MONDAY 1 APRIL - HESSLE STATION

The "limit of Shunt" indicator on the Up Slow line will be abolished.

(17)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT

SELBY NEW YARD

The hand worked connections to sidings Nos. 6, 7, 8 and 9 have been secured out of use, pending removal.

SFIBY OLD STATION SIDINGS

The hand worked connections to sidings Nos. 2 and 3 have been secured out of use, pending removal. The rear goods shed siding (Old Yard) has been shortened by approximately 140 yards.

(14)

SELBY, STAGG'S SIDINGS

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of

The hand worked connection from Stagg's Sidings to the Gas Works and Yorkshire Dyeware Co's sidings shunt neck has been secured out of use, pending removal. (14)

YORK WAGON WORKS

Certain hand worked connections to sidings have been spiked out of use pending removal. The refuse siding and adjacent siding have been made redundant. (14)

SOUTH KIRKBY JUNCTION

In connection with the installation of Rapid Loading Facilities at South Kirkby Colliery certain colliery sidings have been remodelled.

The siding nearest to the Down Main line has been renamed Bunker Arrival and Departure Line and the adjacent siding has become the Run Round Line.

The new Run Round Line will be used only for movements towards South Kirkby Junction signal box. The existing Empties Inward Line is to be used only for movements towards the Colliery.

The hand points at the entrance to the Colliery Sidings will in future be operated from the signal box.

Signalling Alterations

The miniature arm signals applying from the Colliery Sidings to Up Main, Up Branch or Marshalling Loop have been abolished.

A new position light subsidiary signal No.2 has been provided to the left of the Bunker Arrival and Departure Line and applies Bunker Arrival and Departure Line to Up Main, Up Branch or Marshalling Loop.

A new position light subsidiary signal (No.3) has been provided to the left of hand point connection from the Full Lines to the Empties Inward Line and applies Full Lines to Up Main, Up Branch or Marshalling Loop.

A telephone, communciating with the signal box has been provided at Nos. 2 and 3 signals.

The shunt signal, formerly applying Marshalling Loop to Colliery Sidings (top disc of a double disc assembly) now applies Marshalling Loop to Empties Inward Line or Bunker Arrival and Departure Line.

The shunt signal at present applying Up Main to Colliery or Down Main or Up Sidings now applies Up Main to Empties Inwards Line, Bunker Arrival and Departure Line, Down Main or Up Sidings. (14)

SCARBOROUGH - GALLOWS CLOSE

The hand worked facing connections to the Down and Up Whitby lines at Wykeham Street Bridge have been secured out of use, pending removal.

The facing and trailing connections to the siding adjacent to the former Whitby line at Hibernia Street (15/16)Bridge have been secured out of use, pending removal.

** PANNAL STATION SIGNAL BOX

The signal box, together with all signals worked therefrom, have been abolished. All points have been secured in the normal position pending removal.

NES - 26

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

NEVILLE HILL EAST

The facing connection, Down Goods to Down Main line, nearest to the signal box has been repositioned

24 yards further West. The following associated signals will be repositioned 40 yards further from the signal box:-

The Down Main Second Home signal has been erected on a straight post on the existing gantry which carries the Up Main Home signals; the miniature arm signal applying Down Main to Down Shunt Neck has been erected on the same gantry 3 feet to the left of the Down Main Home signal.

The Down Goods to Down Main Second Home signal, together with the miniature arm signal applying Down Goods to Down Shunt Neck, has been fitted to a straight post, on the left hand side of the Down (14)Goods line.

MORLEY LOW

The Up Sidings have been dispensed with. The trailing connection from the Up Main line to Up Sidings and the connection leading therefrom have been secured permanently out of use, in the normal position, pending removal.

The following Shunting signals have been abolished :-

Lower	Disc of	double assembly applying Up Main line to Up Sidings	Š.
IValla	w faced)	Disc applying Up Sidings to Up Main line.	

** MOORTHORPE

The facing connection Up Main to Up Reception has been abandoned.

**BETWEEN FRICKLEY COLLIERY AND MOORTHORPE SOUTH

The No.2 Down Reception line and the 'Running' line between Frickley Colliery and Moorthorpe South has been renamed 'Running' line and No.2 Down Reception line respectively.

Frickley Colliery

The crossover road between the Running line and No.2 Down Reception line, situated on the Moorthorpe side of Frickley Colliery signal box, has been secured out of use, in the normal position, pending removal.

The following subsidiary signals have been abolished:-

Colliery line (via the above mentioned crossover) to Down Reception lines.

No.1 Down Reception line (Via the above mentioned crossover) to Colliery line.

(Former) No.2 Down Reception line (Via the above mentioned crossover) to Colliery line.

The lower arm of the subsidiary signal situated on the Moorthorpe side of Frickley Colliery signal box, applying along the new Running line is henceforth also controlled by Moorthorpe South signal box.

Moorthorpe South

The facing connection Down Main to Down Goods has been brought back into use. The slip connection leading from the trailing crossover (Down Main to Up Main line) to the Down Reception lines, Running line or Siding has been abolished.

The connection from the Shunt Neck to the Up Reception line has been abolished.

The following miniature arm subsidiary signals have been abolished:-Nos. 1 or 2 Down Reception, Running line or Siding to Down Goods. Nos. 1 or 2 Down Reception, Running line or Siding to Down Main. Nos. 1 or 2 Down Reception, Running line or Siding to Shunt Spur.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

BETWEEN FRICKLEY COLLIERY AND MOORTHORPE SOUTH-continued

Moorthorpe South - continued

The following new connections have been brought into use:-

Facing lead, Up Main line to Siding, No.2 Down Reception, Running line or No.1 Down Reception

line.

Facing slip connection, leading from the above mentioned facing lead, to the Up Reception line. Spring Catch Points, situated in the Up Reception line, 120 yards from Moorthorpe South signal box.

The shunting signals applying from Nos.1 and 2 Down Reception lines, Running line and Siding to Down Goods line, Down Main line or Shunt Spur have been provided with stencil type route indicators with the following indications:-

- G to Down Goods line.
- M to Down Main line.
- S to Shunt Spur.

The trailing crossover, between the Down and Up Main lines, has been renewed adjacent to the signal box. the associated shunting signal controlling movements from the Down Main to Up Main etc. has been renewed 67 yards from Moorthorpe South signal box, on the Moorthorpe Station side of the signal box and now applies Down Main to Up Main, Up Reception, Siding, No.2 Down Reception, Running line or No.1 Down Reception.

The miniature arm subsidiary signal applying from the Down Goods line, has been renewed as a ground level disc signal, approximately 75 yards from the signal box, situated between the Down Main and Down Goods lines. This shunting signal now applies from Down Goods to Up Reception line, Siding No. 2 Down Reception line, Running line, No. 1 Down Reception or Up Main.

The left hand bracket subsidiary signals, (carried on the same posts as the Up Main and Up Goods Home signals) have been fitted with stencil type route indicators, with the following indications:-

U - to Up Reception line.

R - to Running line.

The miniature arm subsidiary signal applying along Nos.1 or 2 Down Reception lines, or Running line, or Siding (towards Frickley) has been renewed as a ground level disc signal approximately 55 yards from the signal box (approximately 45 yards nearer) and now applies from the Shunt Spur to Nos. 1 or 2 Down Reception lines or Running line or Siding.

FERRYBRIDGE C.E.G.B. LEVEL CROSSING

The level crossing barriers have been abolished and the crossing has become OPEN to road traffic with twin flashing red traffic lights, worked automatically by trains, to warn road traffic of the approach of trains.

Whistle boards have been provided approximately 55 yards on the approach side of the level crossing and are applicable to all movements which require to pass over the level crossing.

A flashing white light has been exhibited from the crossing, towards train drivers, which indicates that the road lights are flashing.

Telephones communicating with Ferrybridge signal box have been provided at the level crossing.

(15/16)

SPRINGBANK NORTH AND SPRINGBANK SOUTH

Springbank North Up Main Starting signal has been abolished. Springbank South Up Main Distant sighal has been reduced in height on a straight post at the same distance from the signal box. (14)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

* SHARLSTON

The Down Siding has been dispensed with and the trailing connection in the Down Main Line leading to the Down Siding has been secured permanently out of use, in the normal position, pending removal, The connection in the Down Siding leading to the colliery has been secured out of use, set for movements towards the Colliery, pending remodelling.

The following shunting signals have been abolished:-Shunting along Down Siding or to Up Main (Yellow faced). Down Main to Down Siding (top disc of double disc assembly). Down Siding to Down Main.

(13)

SHARLSTON

The Colliery end of the slip connection from Up Main to Former Down Siding has been remodelled to form trap points in the Colliery West Loop. The disc signal applying Down Main to Up Main has been abolished.

The existing Colliery East Loop trap points and associated trailing connection in the Down Main line moved 36 yards further from the signal box. The existing miniature arm signal applicable to movements from Colliery East Loop to Down Main has been replaced by a ground disc signal situated 3 feet in rear of the repositioned trap points.

The disc signal applying Down Main to Colliery East Loop has been moved 36 yards further from the signal box.

** HAMMERTON STREET JUNCTION AND LAISTERDYKE WEST

Hammerton Street Junction former Up Goods Starting signal with Laisterdyke West former Up Goods Distant signal beneath have been abolished.

Hammerton Street Junction Up Main to former Up Goods Second Home signal has been fitted with a (13)miniature arm and applies Up Main to Up Siding.

HILLHOUSE GOODS YARD

No.2 Down Through Siding has been slued into No.8 Siding at a distance 56 yards south of No.2 (15/16) Down Through Home Signal and hand points have been fixed in No.8 Siding.

APPERLEY JUNCTION

The Branch Sidings have been dispensed with and the trailing connection from the Up Branch line to Branch Sidings have been secured permanently out of use, in the normal position, pending removal. (15/16) The shunting signal applying Branch Sidings to Up Branch line has been abolished.

KEIGHLEY GOODS YARD

The points and connections leading into sidings No.8 to 11, old No.7, new No.7, Powder Road and Scotch Road have been secured out of use pending removal.

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Page 3 FERRYB ADD:ance be the rail side of A wh The f W If the drivers m until sati immediat

Rosta FOR THE INFORMATION OF RAILWAY STAFF ONLY

Dode

B.R. 31262/1

WOOLSTENHOLMES



NE/S

No.14 EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS **APPENDIX INSTRUCTIONS ETC.**

SATURDAY 6 APRIL

TO

FRIDAY 12 APRIL 1968

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 APRIL-BROUGH WEST AND BROUGH EAST

BROUGH WEST

The Saw Mill two lever ground frame will be abolished. The connection leading from the Up Slow line to the Saw Mill siding will be secured permanently out of use pending removal.

The following signals will be abolished:-Down Fast Distant Down Fast Home Down Fast to Down Slow Home Miniature arm on centre doll, applying Down Fast to Down Sidings Miniature arm on left hand bracket, applying Down Slow to Down Sidings Down Slow Distant Down Slow First Home Down Slow Second Home

BROUGH EAST

The following signals will be abolished:-Down Fast Distant Down Fast to Slow Distant Down Slow Distant

BROUGH WEST AND BROUGH EAST

The following new three aspect colour light signals will be brought into use:-

Brough West Down Fast Home, on a right hand bracket, situated 519 yards in rear of the signal box, with left hand junction indicator applying Down Fast to Down Slow line. This signal will incorporate Brough East Down Fast and Down Fast to Down Slow Inner Distant signals. The distance between this signal and Brough East Down Fast and Down Slow Home signals will be 804 yards and 760 yards respectively. This signal will display a Red, Yellow or Green aspect. A telephone, will be provided.

Brough West Down Fast Distant, on a right hand bracket, situated 1,520 yards in rear of the above mentioned new Home signal, incorporating Brough East Down Fast Outer Distant signal. This signal will display a Yellow, Double Yellow, or Green aspect.

Brough West Down Slow Home on a straight post situated 519 yards in rear of the signal box incorporating Brough East Down Slow Distant signal. The distance between this signal and Brough East Down Slow Home signal will be 760 yards. This signal will display a Red, Yellow or Green aspect. A telephone will be provided.

Brough West Down Slow Distant on a straight post situated 1,520 yards in rear of the above mentioned new Home signal, incorporating Brough East Down Slow Outer Distant signal. This signal will display a Yellow, Double Yellow or Green Aspect. (18)

SUNDAY 7 APRIL-HILLHOUSE NO.1

The Down Slow Shunt Spur together with all connections to and from the Motive Power Depot, and No.5 Siding will be secured permanently out of use, pending removal

Nos. 6 and 7 Sidings will be shortened and temporary buffer stops will be erected 50 yards on the Hillhouse No.2 side of the hand points connecting these two sidings.

All associated signals will be abolished.

MONDAY 8 APRIL-SPRINGBANK SOUTH

The Limit of Shunt indicator on the Down Springbank South Branch will be moved 650 yards in rear of the existing indicator. (18)

THURSDAY 11 APRIL-HAIGH

The shunting signals applying Up Main to Up Siding and Up Siding to Up Main will be abolished. The connection from Up Main to Up Siding was secured out of use 10.2.68.

(18)

(18)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT

SELBY NEW YARD

The hand worked connections to sidings Nos. 6, 7, 8 and 9 have been secured out of use, pending removal. (14)

** SELBY OLD STATION SIDINGS

The hand worked connections to sidings Nos. 2 and 3 have been secured out of use, pending removal. The rear goods shed siding (Old Yard) has been shortened by approximately 140 yards. (14)

* SELBY, STAGG'S SIDINGS

The hand worked connection from Stagg's Sidings to the Gas Works and Yorkshire Dyeware Co's sidings shunt neck has been secured out of use, pending removal. (14)

YORK WAGON WORKS

Certain hand worked connections to sidings have been spiked out of use pending removal. The refuse siding and adjacent siding have been made redundant.

SOUTH KIRKBY JUNCTION

In connection with the installation of Rapid Loading Facilities at South Kirkby Colliery certain colliery sidings have been remodelled.

The siding nearest to the Down Main line has been renamed Bunker Arrival and Departure Line and the adjacent siding has become the Run Round Line.

The new Run Round Line will be used only for movements towards South Kirkby Junction signal box. The existing Empties Inward Line is to be used only for movements towards the Colliery.

The hand points at the entrance to the Colliery Sidings will in future be operated from the signal box. **Signalling Alterations**

The miniature arm signals applying from the Colliery Sidings to Up Main, Up Branch or Marshalling Loop have been abolished.

A new position light subsidiary signal No.2 has been provided to the left of the Bunker Arrival and Departure Line and applies Bunker Arrival and Departure Line to Up Main, Up Branch or Marshalling Loop.

A new position light subsidiary signal (No.3) has been provided to the left of hand point connection from the Full Lines to the Empties Inward Line and applies Full Lines to Up Main, Up Branch or Marshalling Loop.

A telephone, communicating with the signal box has been provided at Nos. 2 and 3 signals.

The shunt signal, formerly applying Marshalling Loop to Colliery Sidings (top disc of a double disc assembly) now applies Marshalling Loop to Empties Inward Line or Bunker Arrival and Departure Line.

The shunt signal at present applying Up Main to Colliery or Down Main or Up Sidings now applies Up Main to Empties Inwards Line, Bunker Arrival and Departure Line, Down Main or Up Sidings. (14)

SCARBOROUGH - GALLOWS CLOSE

The hand worked facing connections to the Down and Up Whitby lines at Wykeham Street Bridge have been secured out of use, pending removal.

The facing and trailing connections to the siding adjacent to the former Whitby line at Hibernia Street Bridge have been secured out of use, pending removal. (15/16)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

** NEVILLE HILL EAST

The facing connection, Down Goods to Down Main line, nearest to the signal box has been repositioned 24 yards further West.

The following associated signals will be repositioned 40 yards further from the signal box:-The Down Main Second Home signal has been erected on a straight post on the existing gantry which carries the Up Main Home signals; the miniature arm signal applying Down Main to Down Shunt Neck has been erected on the same gantry 3 feet to the left of the Down Main Home signal.

The Down Goods to Down Main Second Home signal, together with the miniature arm signal applying Down Goods to Down Shunt Neck, has been fitted to a straight post, on the left hand side of the Down Goods line. (14)

MORLEY LOW

The Up Sidings have been dispensed with. The trailing connection from the Up Main line to Up Sidings and the connection leading therefrom have been secured permanently out of use, in the normal position, pending removal.

The following Shunting signals have been abolished :-

Lower Disc of double assembly applying Up Main line to Up Sidings. (Yellow faced) Disc applying Up Sidings to Up Main line.

(15/16)

FERRYBRIDGE C.E.G.B. LEVEL CROSSING

The level crossing barriers have been abolished and the crossing has become OPEN to road traffic with twin flashing red traffic lights, worked automatically by trains, to warn road traffic of the approach of trains.

Whistle boards have been provided approximately 55 yards on the approach side of the level crossing and are applicable to all movements which require to pass over the level crossing.

A flashing white light has been exhibited from the crossing, towards train drivers, which indicates that the road lights are flashing.

Telephones communicating with Ferrybridge signal box have been provided at the level crossing.

(15/16)

HESSLE STATION

The "limit of Shunt" indicator on the Up Slow line has been abolished.

(17)

* SPRINGBANK NORTH AND SPRINGBANK SOUTH

Springbank North Up Main Starting signal has been abolished. Springbank South Up Main Distant signal has been reduced in height on a straight post at the same distance from the signal box. (14)

SHARLSTON

The Colliery end of the slip connection from Up Main to Former Down Siding has been remodelled to form trap points in the Colliery West Loop. The disc signal applying Down Main to Up Main has been abolished.

The existing Colliery East Loop trap points and associated trailing connection in the Down Main line moved 36 yards further from the signal box. The existing miniature arm signal applicable to movements from Colliery East Loop to Down Main has been replaced by a ground disc signal situated 3 feet in rear of the repositioned trap points.

The disc signal applying Down Main to Colliery East Loop has been moved 36 yards further from the signal box. (15/16)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

HILLHOUSE GOODS YARD

No.2 Down Through Siding has been slued into No.8 Siding at a distance 56 yards south of No.2 Down Through Home Signal and hand points have been fixed in No.8 Siding. (15/16)

HILLHOUSE NO.1, HILLHOUSE NO.2 AND RED DOLES JUNCTION

The Down Through Siding No.1 and Up Through Siding No.1 between Hillhouse No.1 and No.2 signal boxes have been dispensed with.

The Down Through Siding No.2 between Hillhouse No.1 and No.2 has been severed approximately 60 yards on the Huddersfield side of Hillhouse No.2 Home signals (formerly applying from Down Through Siding No.2 to Down Slow and Down Fast) and is connected to No.8 Siding, by means of hand points.

Up Through Siding No.2 has been renamed Up Through Siding and trap points have been installed approximately 127 yards from Hillhouse No.2 signal box.

The following connections at Hillhouse No.2 have been secured permanently out of use, pending removal:-

The connections leading to and from No. 1 Down Through Siding. The connections leading to and from No. 1 Up Through Siding.

The connections leading to and from the Motive Power Depot.

The following signals at Hillhouse No.2 have been abolished:-

Shunting No. 2 Up Through Siding to Down Slow or Down Fast line (lower disc of double disc assembly).

Shunting No. 2 Up Through Siding to Shunt Neck (top disc of double disc assembly). No. 2 Down Through Siding to Down Slow and Red Doles Distant signal (carried on the same post, left hand bracket).

No. 2 Down Through Siding to Down Fast line (right hand bracket).

Disc signal, shunting No. 2 Down Through Siding to Shunt Neck.

No. 1 Down Through Siding to Down Slow and Red Doles Distant signal (carried on the same post, left hand bracket). No. 1 Down Through Siding to Down Fast (right hand bracket).

Disc signal, No. 1 Down Through Siding to Shunt Neck.

The three miniature arm signals (carried on the same post) applying from the Motive Power Depot to Shunt Neck, Down Slow and Down Fast line.

Disc signal Motive Power Depot to Shunt Spur.

Shunting No. 8 Siding to Shunt Neck (top disc of double disc assembly)

Shunting No. 8 Siding to Down Slow or Down Fast (lower disc of double disc assembly). Shunting No. 10 Siding to Shunt Neck (yellow faced, top disc of double disc assembly). Shunting No. 10 Siding to Down Slow or Down Fast (yellow faced, lower disc of double disc assembly).

Disc signal, shunting Neck to Nos. 1 or 2 Up Through Siding.

Miniature arm No. 1 Up Through Siding to Motive Power Depot.

Miniature arm applying to shunting movements along No. 1 Up Through Siding. The two miniature arm signals on the gantry 103 yards on the Red Doles Junction side of Hillhouse No. 2 signal box, applying from the Up Slow and Up Fast lines to No. 1 Up Through Siding.

(17)

APPERLEY JUNCTION

The Branch Sidings have been dispensed with and the trailing connection from the Up Branch line to Branch Sidings have been secured permanently out of use, in the normal position, pending removal. The shunting signal applying Branch Sidings to Up Branch line has been abolished. (15/16)

SECTION D

NES-29

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

Denotes new or amended item.

MISCELLANEOUS NOTICES

RULE 218

The alterations to Rule 218 Clause (e) and (g) together with new Clause (h) printed in General Instructions and Notices Booklet NE/S No.11D, will not take effect until a further operative date is published.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

* BETWEEN GASGOIGNE WOOD AND MICKLEFIELD JN.

Commencing Monday 8 April, the occupation level crossing situated at 6m. 44chs. will be heavily used by vehicles.

Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the three sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost 'Toton' Signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the 'Toton' type signal will be received and the driver must engage the slow speed control to maintain a speed of ½m.p.h. during the loading operation.

SECTION D

MISCELLANEOUS NOTICES-continued

SOUTH KIRKBY COLLIERY SIDINGS-continued

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the 'Toton' signal by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train stop the train before the locomotive enters the burker. The Suard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to

recommence loading until he is satisfied it is safe to do so. After loading and gross weighing has been completed and the locomotive is clear of the weighbridge After loading and gloss weighing has been completed on and proceed towards South Kirkby until the train is clear the Driver must disengage a low spped control and proceed towards South Kirkby until the train is clear

the Driver must disengage a low spect control and product control bout in the bout in the product of the colliery the locomotive must run-round via of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via of the rever crossing. If the train is ready to leave the Guard must ascertain, by telephone at signal the run-round time, when the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 the route the train is to take and inform the Driver accordingly.

SK2 until this information is received. Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge. The run-round road must only be used for movements in the direction of South Kirkby Signal Box.

ALTERATIONS TO NE. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

LOCAL INSTRUCTIONS

Page 301 (Page 109 Supp. No.3 Page 204 Supp. Oper. Insts.). FERRYBRIDGE

FERRYBRIDGE CEGB LEVEL CROSSING. - is an open crossing without gates or barriers no attend-ADD:ance being given. Road traffic is controlled by twin red flashing road signals positioned on each side of the railway. The aspects of these road signals are actuated by track circuits which are situated on each side of the crossing. Whistle boards are provided on each side of the crossing.

A white indicator lamp is provided, focussed to shine along the railway in each direction. The following indications will normally be given :-

WHITE FLASHING LIGHT - MAIN SUPPLY ON - RED ROAD LIGHT FLASHING.

If a set back movement is made from the outgoing line under the authority of No. 43 signal and the Driver is unable to see the white indicator light the Guard or Shunter must before handsignalling the Driver to set back, ensure that the white light at the crossing is flashing.

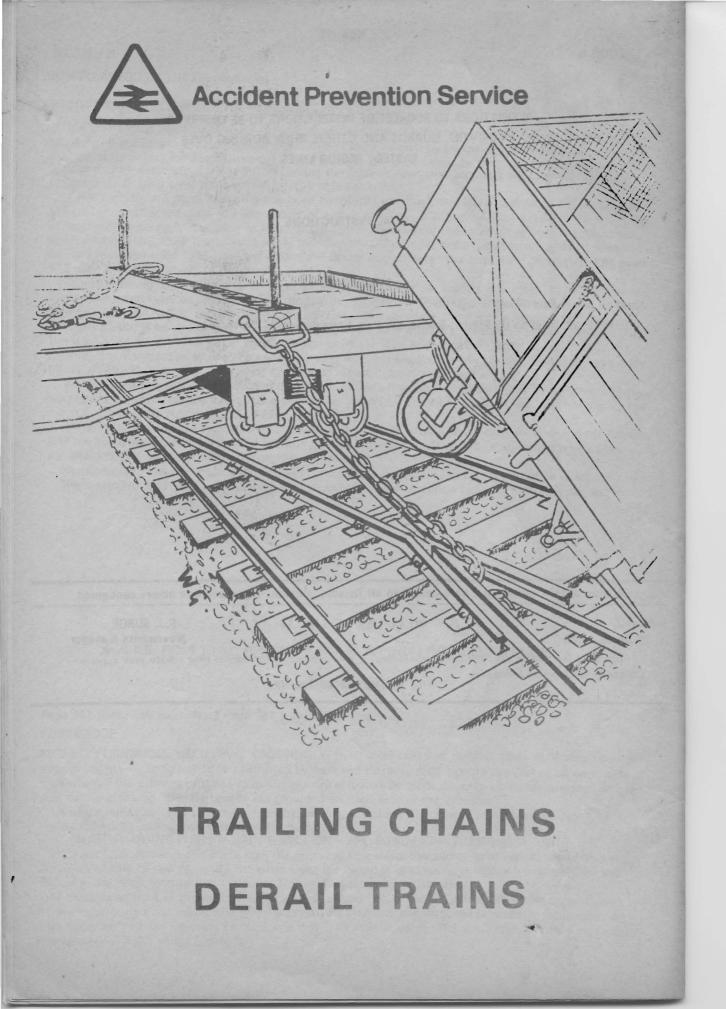
If there is no light in the white indicator lamp a condition of failure will exist at the crossing and drivers must bring their trains to a stand short of the crossing and must not proceed over the crossing until satisfied that the crossing is clear and that it is safe to do so. The circumstances must be reported immediately to Ferrybridge Signal Box.

Page 163

Junction Bo DELETE

A copy

York 29 March, Receipt Officer by



FOR THE INFORMATION OF RAILWAY STAFF ONLY



NE/S

EASTERN (NE) REGION

No. 15/16

SOUTHERN SECTION

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS ENDING FRIDAY 26 APRIL

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 13 APRIL

TO

FRIDAY 26 APRIL 1968

INCLUSIVE

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

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between

Lines affected

HULL (WEST PARADE) TO SEAMER WEST

DAILY UNTIL FURTHER NOTICE **Reverley Parks and** Down and Up **Beverley Station** Bridlington

Main Nos. 2,4 and 5 platforms

Down and Up Main

Down and Up Main

WEDNESDAY 24 APRIL Gristhorpe and Seamer West

Driffield

THURSDAY 25 APRIL Hessle Road (Anlaby Road Junction) and Springbank North

FRIDAY 26 APRIL Springbank North and Hessle Road (Anlaby Road Junction) Down Main

(BLOCKED)

Up Main (BLOCKED) 08 00 to 17 00. Contractors thrust boring alongside tracks. (10/68) 07 00 to 17 00, removing water columns.

Remarks

(8/68)

07 00 to 17 00, removing water columns. (8/68)

09 00 to 13 00. Contractors erecting cables over tracks at 49m. 8chs.

00 01 to 05 00. Tamping machine in use.

00 01 to 05 00. Tamping machine in use.

HULL (BOTANIC GARDENS) TO HEDON

DAILY UNTIL FURTHER NOTICE Wilmington and Down and Up Main Southcoates

SUNDAY 21 APRIL Stepney

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DAILY UNTIL FURTHER NOTICE Sculcoates

Sculcoates and Springbank North

Alexandra Dock and Hessle Road Dairycoates M.P,D.

SUNDAY 21 APRIL Hessle Road and Sculcoates

Sculcoates and Alexandra Dock Sidings (BLOCKED BY LOCAL ARRANGEMENT)

Down and Up Main

Down and Up Main

All

Down and Up Goods and Sidings

Down Main (BLOCKED)

Down and Up Main (BLOCKED)

07 30 to 15 30. Cleaning out gate ducts. Signal box open.

07 30 to 17 30 each day, contractors repairing

buildings between 3 and 31/4m.p. Ladders and

08 00 to 16 30. Repairs to level crossing. Stepney signal box open.

trestles in use.

07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use.

Contractors painting bridge at 31/2m.p.

(8/68)

(31/67)

(24)

07 30 to 16 30, laying cables and preparing for alterations to signalling.

07 00 to 17 00. Contractors demolishing air raid shelters.

07 00 to 17 00. Tamping machine in use between 4¼ and 3¾ m.p.

06 00 to 18 00. Laying in a crossover between 2m. 22chs. and 2m. 32chs. Crane in use.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 14 APRIL - NOSTELL

A trailing crossover between the Down and Up Main lines on the Fitzwilliam side of the signal box and the trailing connection from the Down Main line to the Down Siding will be secured permanently out of use, pending removal.

The following associated shunting signals will be abolished:-

Down Main to Up Main Up Main to Down Main

Down Siding to Down Main

(19)

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MONDAY 15 APRIL - SOUTH KIRKBY JUNCTION : PROVISION OF RAPID LOADING FACILITIES

The Empty Inwards line will, in future, be known as the Empties line and will be used for movements in both directions.

The new position light subsidiary signal (SK.3) which was brought into use on 17th March will now apply from Empties line or Loaded Sidings to Up Main, Up Branch or Marshalling Loop.

The following signalling alterations have been carried out:-

The Single Aspect signal at the West end of the Empties line, controlling propelling movements towards the level crossing, has been replaced by a loud sounding bell in the same position, controlled from the level crossing, authorising propelling movements towards the level crossing.

The existing Lifting Barriers are retained with Notice Boards as follows:-

Beside the Empties line, West of the level crossing reading STOP, AWAIT INSTRUCTIONS. Beside the Arrival and Departure line, West of the level crossing reading PROCEED WHEN AUTHORISED.

A telephone is provided in the Crossing Box, communicating with the Weigh Office, Bunker Control and South Kirkby Junction signal box.

The following revised signalling will be brought into use, shown in the order encountered by a Bunker Loading train (reference should be made to the diagram which is shown on the next page of this notice):-

Entry to Bunker:-

SK 8 Power points, Arrival and Departure line to Empties line.

Spring points, Arrival and Departure line to Run Round line (normally set for Arrival and Departure line).

Spring points, Arrival and Departure line to Tippler line (normally set for Arrival and Departure line).

Notice Board beside Arrival and Departure line, West of Level Crossing reading PROCEED WHEN AUTHORISED.

Spring points, Arrival and Departure line to Empties line (normally set for Arrival and Departure line)

No.1 Ground Position Light signal, 5 yards West of Weighbridge, controlling entry to Bunker, controlled by Bunker Operator.

Control during Loading:-

Loading control signals (see below for aspects to be displayed):-

C - 385 yards East of Bunker

B - 220 yards East of Bunker

A - 55 yards East of Bunker

These signals are controlled by the Bunker Operator. An Emergency Plunger is provided at the lineside, adjacent to the Bunker, for the Guard to stop the train, if necessary, during loading.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued.

MONDAY 15 APRIL-SOUTH KIRKBY JUNCTION : PROVISION OF RAPID LOADING FACILITIES-continued.

Spring points, Arrival and Departure line to Empties line (normally set for Arrival and Departure line). Hand points, Empties line to Run Round line. Spring points, Run Round line to Arrival and Departure line (normally set for Arrival and Departure

To leave Colliery:-

SK.2 Ground Position Light signal, West end of the Arrival and Departure line reading From Arrival and Departure line to Up Main, Up Branch or Marshalling Loop.

Other Facilities:-

SK.3 Ground Position Light signal at West End of Empties line reading From Empties line or Loaded Sidings to Up Main, Up Branch or Marshalling Loop.

The existing Notice Board at outlet from Loaded Sidings reading STOP, TELEPHONE FOR INSTRUCT-IONS with adjacent telephone will be retained.

(SEE SECTION 'D')

(19)

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS LOADING CONTROL SIGNALS A.B. AND C.



STOP IMMEDIATELY



PREPARE TO STOP

OW WO OW

MOVE AT LOW SPEED IN DIRECTION FOR LOADING



MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS

INDICATIONS APPLICABLE WHEN LOADING ONLY W = WHITE R = RED

(DIAGRAM ON NEXT PAGE)

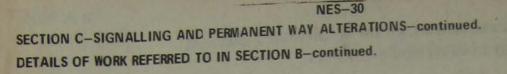
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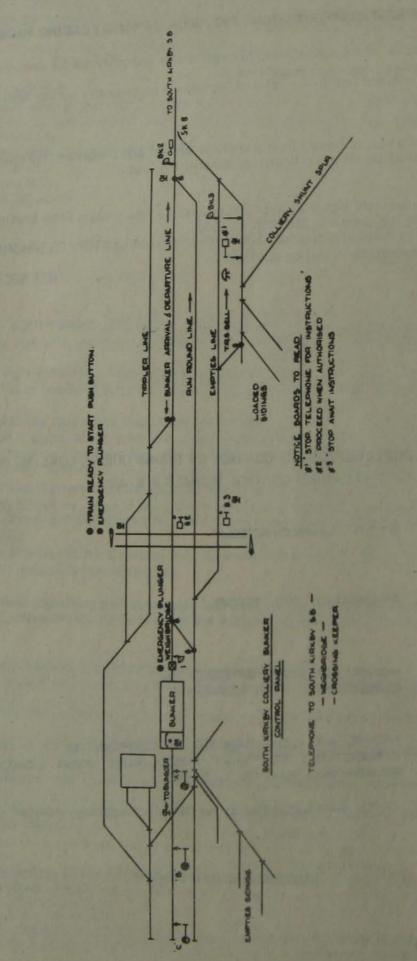
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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued

SUNDAY 21 APRIL : STEETON & SILSDEN

The trailing connection from the Down Main Line to the Down Sidings will be secured permanently out of use in the normal position pending removal. Subsequently the Down Sidings will be removed. Signals Abolished

The disc signal applying from Down Sidings to Down Main Line will be abolished. Signal Alterations

The disc signal applying Down Main to Up Main or Down Sidings will be repositioned approximately 28 yards further from the signal box and will in future apply Down Main to Up Main Line only. (19)

DETAILS OF WORK ALREADY CARRIED OUT

* SCARBOROUGH - GALLOWS CLOSE

The hand worked facing connections to the Down and Up Whitby lines at Wykeham Street Bridge have been secured out of use, pending removal.

The facing and trailing connections to the siding adjacent to the former Whitby line at Hibernia Street Bridge have been secured out of use, pending removal. (15/16)

BROUGH WEST AND BROUGH EAST

BROUGH WEST

The Saw Mill two lever ground frame has been abolished. The connection leading from the Up Slow line to the Saw Mill siding has been secured permanently out of use pending removal.

The following signals have been abolished:-

Down Fast Distant Down Fast Home Down Fast to Down Slow Home Miniature arm on centre doll, applying Down Fast to Down Sidings Miniature arm on left hand bracket, applying Down Slow to Down Sidings Down Slow Distant Down Slow First Home Down Slow Second Home

BROUGH EAST

The following signals have been abolished:-Down Fast Distant Down Fast to Slow Distant Down Slow Distant

BROUGH WEST AND BROUGH EAST

The following new three aspect colour ligh signals have been brought into use:-

Brough West Down Fast Home, on a right hand bracket, situated 519 yards in rear of the signal box, with left hand junction indicator applying Down Fast to Down Slow line. This signal incorporates Brough East Down Fast and Down Fast to Down Slow Inner Distant signals. The distance between this signal and Brough East Down Fast and Down Slow Home signals has become 804 yards and 760 yards respectively. This signal displays a Red, Yellow or Green aspect. A telephone has been provided.

Brough West Down Fast Distant, on a right hand bracket, situated 1,520 yards in rear of the above mentioned new Home signal, incorporating Brough East Down Fast Outer Distant signal. This signal displays a Yellow, Double Yellow, or Green aspect.

Brough West Down Slow Home situated 519 yards in rear of the signal b. x incorporating Brough East Down Slow Distant signal. The distance between this signal and Brough East Down Slow Home signal is 760 yards. This signal displays a Red, Yellow or Green aspect. A telephone has been provided.

Brough West Down Slow Distant situated 1,520 yards in rear of the above mentioned new Home signal, incorporating Brough East Down Slow Outer Distant signal. This signal displays a Yellow, Double Yellow (Amended) (18) or Green Aspect.

FOR THE INFORMATION OF RAILWAY STAFF ONLY

No.17



NE/S

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 27 APRIL

TO

FRIDAY 3 MAY 1968

INCLUSIVE

Enginemen and guards must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress, of SECTION B-TEMPORARY ENGINEERING WORKS-continued

At or between

YORK YARDS

Lines affected

Remarks

SHAFTHOLME JUNCTION TO NORTHALLERTON (LONGLAND JUNCTION)-continued

FRIDAY 3 MAY-continued Pilmoor and Tollerton

Up Fast (BLOCKED) 03 30 to 08 15. Tamping machines in use between 13 and 9% m.p. All Up traffic to travel over the Up Slow.

in the second

DAILY UNTIL FURTHER NOTICE York Yard All North

SATURDAY and SUNDAY 27 and 28 APRIL York Yard North All 07 30 to 17 00 (except Saturdays). Preparing for alterations to signalling and interlocking.

07 30 (Sat) to 20 00 (Sun). Alterations to signalling and interlocking. (See Section 'C'). Signal box open.

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CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION)

DAILY UNTIL FURTHER NOTICE

Bentley Crossing and Gelderd Road Junction	All	06 00 to 18 00. Contractors repairing bridges between 158 and 184 m.p. Scaffolding in use. (47/67)
Carcroft Station	Down and Up Main	08 00 to 16 00. Demolition of station buildings and platforms. (13/68)
South Kirkby Colliery	Nos. 7,8 and 9 Loaded Sidings, Empty Sidings and Loop (BLOCKED by local arrangements)	Reconstruction of Colliery sidings for installation of rapid loading bunker.
South Kirkby	All	Contractors installing loading plant. Mechanical plant in use.
Hemsworth Station	All	08 00 to 17 00. Demolition of station buildings and platforms at 167m. 70chs. Mechanical excavator in use. (14/68)
Fitzwilliam Station	Down and Up Main	08 00 to 16 00. Demolition of station buildings and platforms at 169½ m.p. Plant in use. (10/68)
Nostell and Hare Park	Down and Up Main	07 00 to 19 00. Contractors demolishing bridge No.48 at 171 m. 48 chs. Cranes and plant in use.
Lofthouse North and Ardsley SATURDAY and SUNDAY Castle Hills and	All 27 and 28 APRIL	(5/68) 07 30 to 16 30, mechanical plant working alongside tracks between 179 and 180¼ m.p.
Carcroft Station	Up Main (BLOCKED)	23 00 (Sat) to 11 00 (Sun). Demolition of station platforms at 160m. 6chs. Mechanical plant in use. All Up traffic diverted. See Separate Advice for altered train arrangements. Castle Hills, Carcroft and Fitzwilliam signal boxes open.

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SECTION B - TEMPORAL	RY ENGINEERING WORKS- co	Remarks	Ā
At or between	Lines affected	· A REPERCIPACING MORE CONTRACTOR	-
HULL YARDS-continued	d	the standing	G
WEDNESDAY 1 MAY Hull Bridge	Down and Up Goods	06 00 to 17 00. Alterations to signalling. (See Section 'C').	F
Alexandra Dock	Up Main	(See Section 'C'). (See Section 'C').	
Springbank South,	All	(See Section 'C'). (See Section 'C').	
Springbank North and Sculcoates		06 00 to 17 00. Alterations to signalling.	
Hessle Road	Down and Up Springbank	(See Section 'C').	
	South Branch		
ULL DOCKS		A LOS TRANSPORT TO REAL TRANSPORT	
DAILY UNTIL FURTHER Graving Dock and Holderness Drain South	Down and Op Man	08 00 to 17 00, contractors laying cables along- side tracks. Mechanical plant in use. (29/67)	
	AND CUDWORTH STATION		
DAILY UNTIL FURTHER Stairfoot Junction and Cudworth Station	Down and Up Main	Contractors repairing steel work to Bridge No.12 Dearne Viaduct at 174 m.p. Crane and mechan-	
		ical plant in use. (43/67)	
THORNE JUNCTION TO	STADDLETHORPE		
DAILY UNTIL FURTHER	NOTICE		
Dutch River and Thorne Colliery	Down and Up Main	07 00 to 18 00. Contractors erecting scaffold and cables at 8m. 25chs. (15/16/68)	
Dutch River and Potters Grange	All	07 00 to 17 00, removal of water columns. (8/68)	
SUNDAY 28 APRIL	Lin Main	The second se	
Dutch River and Thorne Moor	Up Main	07 00 to 16 00. Tipping spoil between 7m. 70chs. and 8m. 10chs. Dutch River signal box open.	
Dutch River and Thorne Colliery	Down and Up Main	07 00 to 17 00. Contractors erecting safety net at 8m. 25chs.	
Goole Station	Down and Up Main (BLOCKED except as shown in remarks)	04 45 to 17 00. Relaying. Twin jib tracklayer, crane and traxcavator in use. Arrangements made to pass 2N62 05 50 Don- caster to Hull over the D	
		traffic diverted. See separate advice for	
Potters Grange and Dutch River	Up Main	anangements	
100 - 100 - 100	(BLOCKED)	07 00 to 17 00. Tamping machine in use between 7m.p. and 7m. 50chs. All traffic diverted. See separate advice for altered train arrangements	
Saltmarshe and Goote Bridge	Down and Up Main	altered train arrangements. 09 00 to 18 00. Maintenan	1
boord bridge	and the second se	00 10 18 00 Mainte	

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-100 . 09 00 to 18 00. Maintenance of overhead cables at 33/m.p.

NES - 17 SECTION B - TEMPORARY ENGINEERING WORKS - continued.			
At or between	Lines affected	Remarks	
GOOLE, RAWCLIFFE BRIDG	E TO BOOTHFERRY ROAD	Construction of the state of the other of the state of th	
DAILY UNTIL FURTHER NC Rawcliffe Bridge and Boothferry Road		07 00 to 18 00. Contractors erecting scaffolding and cables at 0m. 69chs. (15/16/68	
WAKEFIELD (KIRKGATE) EA	AST TO GOOLE (GOODS JU	INCTION)	
DAILY UNTIL FURTHER NO			
Wakefield East	All	07 30 to 17 00. Preparing for signalling alterati (12/6	
Sharlston Station	Down Main	07 30 to 17 00. Contractors removing station platforms at 51m. 70chs. Mechanical plant in use. (10/	
Sharlston	All	Contractors installing loading plant. Mechani plant in use. (6/	
Pontefract East and Knottingley West Jn.	Down and Up Main	07 00 to 17 00 each day. Contractors erecting scaffolding and excavating alongside tracks 58 ³ / ₄ m.p. (9/68)	
Knottingley	Down and Up Main	08 00 to 16 00 (Mon. to Fri.). Lifting station platforms. (10/68	
Knottingley West Junction and East Junction	Down and Up Main	08 00 to 18 00. Contractors laying main betwe 57¾ and 58m.p.	
Knottingley East Junction and Sudforth Lane	Down and Up Main	07 00 to17 00 contractors erecting scaffolding and safety net at 60m. 42chs.	
Sudforth Lane and Whitley Bridge	Down and Up Main	07 00 to 17 00, contractors erecting scaffoldin at 61m. 25chs. (45/	
lawcliffe Bridge Junction and Engine Shed	Down and Up Main and Sidings	07 00 to 18 00. Contractors erecting scaffold at 73m. 11chs. Commencing Monday 29 April.	
UNDAY 28 APRIL		(17/6	
Sharlston and Streethouse West	All (BLOCKED) (except as shown in remarks)	07 00 to 17 00. Alterations to layout between 51m. 75chs. and 52m. 10chs. Crane in use. (See Section 'C'). Arrangements made to pass 1N60, 09 53 Doncaster to Leeds over the Up Main. Crofton East, Sharlston and Streethouse West	
Snydale East and Featherstone Station	All	signal boxes open. 07 30 to 17 00. Repairs to Featherstone Station	
Knottingley West Junction and Whitley Bridge	Down and Up Main (BLOCKED)	Level Crossing timbers at 53m. 70chs. 06 00 to 18 00. Tamping machine in use betwee 58m. 30chs. and 63m. 2chs.	

CROFTON WEST TO GRIMETHORPE (DENABY SIDINGS)

DAILY UNTIL FURTHER NOTICE Goldthorpe All

Contractors installing loading plant. Mechanical plant in use.

DIGGLE TO MIRFIELD (HEATO	nes affected	Remarks	At
DAILY UNTIL FURTHER NOTIC	ON LODGE JUNCTION)		
DAILY UNTIL FURTHER NOTIC			TH
Diggle and D	E.	08 00 to 17 00 (except Sat. and Sun.). Repairing	DA
Marsden	own and Up Main	tunnel between 15 and 18¼m.p. Enginemen to control the emission of smoke and steam and sound horns or whistles in tunnel.	C
Huddersfield A	11	07 00 to 17 00. Renewing point machines and testing cables. (9/68)	CI
Hillhouse No.1 A and No.2	41	08 00 to 18 00. Contractor demolishing former M.P.D. buildings at 26m. 49chs.	Cla a W
	dl.	Contractors installing sewer under tracks at 28m. 6chs. (6/68)	Lov
Marsden	2 30 to 10 00 Down and Up (BLOCKED) 10 00 to 23 59 Down (BLOCKED)	02 30 to 23 59. Reballasting relaying and draining between 14¾ and 15 m.p. Traxcavators in use. 02 30 to 10 00. See Special Traffic Notice for train alterations. 10 00 to 23 59. Single line working over Up.	SU CI L
Marsuell and	own and Up Slow (BLOCKED)	07 00 to 17 00. Riddling ballast between 19½ and 24½ m.p. and loading drainage refuse in Hudder- sfield Tunnel, between 25¼ and 25¾ m.p. Ballast cleaning machine in use. All traffic to travel over Fast Lines. Slaithwaite signal box open.	BA DA Cri H SU Ha
Longwood A	All a state	07 00 to 17 00. Testing signal controls.	C

PENISTONE HUDDERSFIELD JUNCTION (EXCLUSIVE) TO HUDDERSFIELD (SPRINGWOOD JUNCTION)

DAILY UNTIL FURTHER NOTICE Penistone (Huddersfield All

Heaton Lodge Jn.

Junction) to Huddersfield Springwood Junction 07 00 to 19 00. Contractors painting Bridges between 12 and 0 m.p. Also repairs to Bridge 50 between 10 and 101/4 m.p. Trestles, Ladders and Scaffolding in use. (13/68)

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CLAYTON WEST BRANCH

DAILY UNTIL FURTHER NOTICE Clayton West Single and

Clayton West Junction and Clayton West Station

SUNDAY 28 APRIL Clayton West Station Station Sidings

Clayton West

All

07 00 to 19 00. Contractors painting Bridges between 7½m.p. and 11m. 25chs. Trestles, Ladders and Scaffolding in use. (13/68)

07 00 to 17 00. Alterations to signalling and interlocking. (See Section 'C'). Signal box open.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 27 and SUNDAY 28 APRIL - YORK YARD NORTH

The following signals will be abolished :-

Up Main Goods Home 2 Down Main Goods Starting Down Goods to Down Departure Line Down Departure line to Down Departure line 1 Down Departure line to Down Departure lines 2 – 8 Down Departure line to Down Sidings Up Arrival line 4 to Up Arrival line 1 Up Arrival line 3 to Up Arrival line 1 Up Arrival line 2 to Up Arrival line 1 Along Up Arrival line 1 Up Main Goods to Up Warehouse line Up Main Goods to Up Goods

Altered Signals

Up Main Goods Home has been renewed on same site as a 3 aspect Colour Light (No.150) with subsidiary signal and stencil type route indicator displaying the following indications.

M - to Up Main Goods

G - to Up Goods

W - to Up Warehouse

A telephone will be provided at this signal.

Down Main Goods to Down Departure lines 1 - 8 signal has been renewed as miniature arm on left of Down Main Goods Home 133 yards further from signal box.

The miniature arm signals applying Down Siding No.3 to Down Departure lines 1 – 8 or Down Main Goods have been renewed as a ground level disc signal situated to the left of Down Siding No.3 same distance from signal box.

The miniature arm signal applying Up Main Goods to Down Departure lines 1 - 8 has been renewed as ground level disc signal situated between Down Main and Up Main Goods, 4 yards from the signal box.

The miniature arm signals applying Up Arrival and Shunting lines to Up Main Goods or Up Goods or Up Warehouse have been renewed as a ground level disc signal situated to the left of the Up Arrival line 3 yards in rear of hand points on Up Arrival line.

This signal now applies only to movements from the Up Arrival lines.

The miniature arm signal applying Down Departure lines to Down Sidings has been renewed as a ground level disc signal situated between Down Departure line 1 and 2, 37 yards further from signal box. This shunting signal now applies from Down Departure lines 2 - 8 to Up Warehouse or Down Main Goods or Exchange Sidings or Down Sidings.

The miniature arm signal applying Down Departure lines to Up or Down Main Goods has been renewed as a ground level disc signal situated to the left of Down Departure line 1, 37 yards further from the signal box. This shunting signal now applies from Down Departure line 1 to Up Warehouse or Down Main Goods and Exchange Sidings or Down Sidings.

Altered Application of Signals

The ground level disc signal at the exit from Exchange Sidings now applies from Exchange Sidings to Down Main Goods or Down Departure lines 1 - 8.

The miniature arm signal on the extreme left of Down Main Goods Home bracket now applies from Down Goods to Down Main Goods or Down Departure lines 1 - 8.

The Down Warehouse Home No.2 now applies to Down Main Goods or Down Departure lines 1 - 8. The Miniature arm signal Up Shunting line (Up Direction) now applies from Up Shunting line to Up Main Goods or Up Goods or Up Warehouse.

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SECTION D

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

* Denotes new or amended item.

MISCELLANEOUS NOTICES

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL). Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

MALTON

COMMENCING WEDNESDAY 17 JANUARY, the siding alongside the old warehouse wall on the west side shortened by 50 yards. (5)

NEVILLE HILL EAST AND CROSS GATES

Catchpoints installed in the Down Fast line at 17m. 57chs. and 16m. 53chs. and clipped, spiked and padlocked out of use until further notice.

NEVILLE HILL MOTIVE POWER DEPOT

The Double Slip connecting Nos. 1, 2 and 3 Sidings at the East end of the Repair Shed replaced by a Single Lead.

HESSLE STATION

The facing and trailing connections to the goods yard at Hessle Station in the Up Slow line clipped. spiked and padlocked normal, out of use, pending removal.

* ALTOFTS AND WHITWOOD

The Up Platform shortened by approximately 25 yards at the Leeds end.

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* BETWEEN SEAMER EAST AND WASHBECK

The hand worked facing and trailing connections into the former Loco. Shed sidings between 41 m. 17 chs. and 41¼ m.p. spiked out of use pending removal. (2)

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines and is used by contractors vehicles engaged on the construction of the freight liner depot.

Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

REPAIRS AT MOTIVE POWER DEPOTS

Location	Work	Duration	Commencing
Bradford Hammerton Street Dies I Depot	Repairs to Carriage Washing Plant	07 30 to 16 30 each day. Saturday and Sunday 13 and 14 January	Ladders in use. Materials lying about.
Heale, Wills M.P.D.	Welding Rail Joints All (BLOCKED as required by local arrangement)	08 00 to 16 00 daily	
WATER WILL NOT BE	AVAILABLE AS FOLLOWS :-		
Location		Duration	
		a transmonthy Aba	ndoned. (3)

Neville Hill Up Yard All Columns

Columns permanently

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued

SUNDAY 28 APRIL - LIGHTCLIFFE

The trailing connection in the Down Main line leading to the Down Sidings will be secured permanently out of use, in the normal position, pending removal.

The following signals will be abolished:-Shunting Down Sidings to Down Main.

Shunting along Down Main (towards signal box) Shunting Down Main to Down Sidings

SUNDAY 28 APRIL - CLAYTON WEST STATION

The sand drag together with the loop leading from the single line will be apolished and replaced with plain line.

A new sand drag will be provided in the Goods Yard on the site of the former Repair line.

The ground level disc signal applying from the Colliery Sidings or Goods Yard to the single line will be replaced by two ground level disc signals one applying from each line 20yards in rear of the existing signal.

The connection from the single line to the Colliery Sidings or Goods Yard will in future be set normally from the single line to the Goods Yard.

The hand points in the neck of the Goods Yard will be normally set towards the new sand drag.

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(20)

WEDNESDAY 1 MAY - BETWEEN HESSLE ROAD AND ALEXANDRA DOCK

Revised signalling will be brought into use between Hessle Road and Alexandra Dock, Full details are published in Supplementary Notice No.17A and all staff concerned must ensure that they receive a copy of this notice.

Cannon Street Branch

The Cannon Street branch will be retained, temporarily, and all movements to and from the branch (20)will be under the supervision of a Traffic Inspector.

WEDNESDAY 1 MAY - HUNSLET STATION JUNCTION

Ground Frames A and B will be abolished and the points worked therefrom will be secured permanently out of use, in the normal position, pending removal. (20)

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH KIRKBY JUNCTION : PROVISION OF RAPID LOADING FACILITIES

The Empty Inwards line is now known as the Empties line and is being used for movements in both directions.

The new position light subsidiary signal (SK.3) which was brought into use on 17th March now applies from Empties line or Loaded Sidings to Up Main, Up Branch or Marshalling Loop.

The following signalling alterations have been carried out:-

The Single Aspect signal at the West end of the Empties line, controlling propelling movements towards the level crossing, has been replaced by a loud sounding bell in the same position, controlled from the level crossing, authorising propelling movements towards the level crossing.

The existing Lifting Barriers are retained with Notice Boards as follows:-

Beside the Empties line, West of the level crossing reading STOP, AWAIT INSTRUCTIONS. Beside the Arrival and Departure line, West of the level crossing reading PROCEED WHEN AUTHORISED.

A telephone is provided in the NCB Crossing Box, communicating with the Weigh Office, Bunker Control and South Kirkby Junction signal box.

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

SOUTH KIRKBY JUNCTION : PROVISION OF RAPID LOADING FACILITIES - continued The following revised signalling has been brought into use, shown in the order encountered by a Bunker Loading train (reference should be made to the diagram which is shown on the next page of this

notice):-

Entry to Bunker:-

SK 8 Power points, Arrival and Departure line to Empties line. Spring points, Arrival and Departure line to Run Round line (normally set for Arrival and Depart-

Spring points, Arrival and Departure line to Tippler line (normally set for Arrival and Departure ure line).

line).

Notice Board beside Arrival and Departure line, West of Level Crossing reading PROCEED WHEN AUTHORISED.

Spring points, Arrival and Departure line to Empties line (normally set for Arrival and Departure

No.1 Ground Position Light signal, 5 yards West of Weighbridge, controlling entry to Bunker, line). controlled by Bunker Operator.

Control during Loading:-

Loading control signals (see below for aspects to be displayed):-

C - 385 yards East of Bunker

B - 220 yards East of Bunker

A - 55 yards East of Bunker

These signals are controlled by the Bunker Operator. An Emergency Plunger is provided in the Bunker installation on the central main support column, on the north side of the track, for the Guard to stop the train, if necessary, during loading.

To Run Round train:-

Spring points, Arrival and Departure line to Empties line (normally set for Arrival and Departure line).

Hand points, Empties line to Run Round line.

Spring points, Run Round line to Arrival and Departure line (normally set for Arrival and Departure line).

To leave Colliery:-

SK.2 Ground Position Light signal, West end of the Arrival and Departure line reading From Arrival and Departure line to Up Main, Up Branch or Marshalling Loop.

Other Facilities:-

SK.3 Ground Position Light signal at West End of Empties line reading From Empties line or Loaded Sidings to Up Main, Up Branch or Marshalling Loop.

The existing Notice Board at outlet from Loaded Sidings reading STOP, TELEPHONE FOR INSTRUCT-IONS with adjacent telephone has been retained.

(SEE SECTION 'D')

SECTION DETAILS

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A.B. AND C.



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STOP IMMEDIATELY



PREPARE TO STOP



MOVE AT LOW SPEED IN DIRECTION FOR LOADING



MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS.

INDICATIONS APPLICABLE WHEN LOADING ONLY

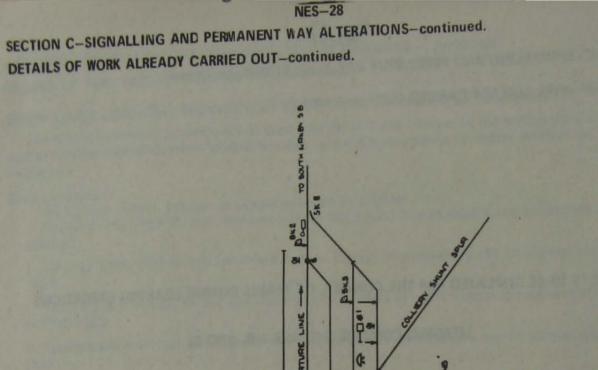
R = RED

W = WHITE

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(DIAGRAM ON NEXT PAGE)

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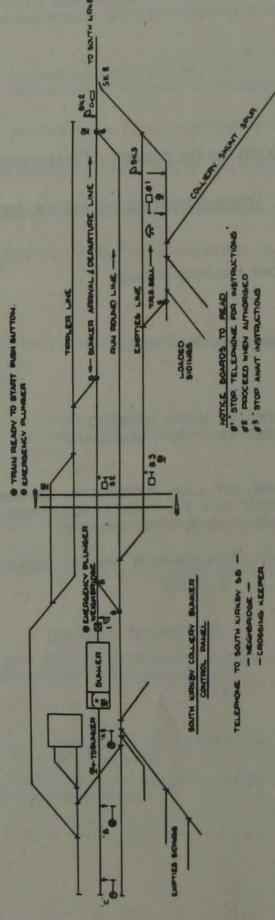
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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

NOSTELL

A trailing crossover between the Down and Up Main lines on the Fitzwilliam side of the signal box and the trailing connection from the Down Main line to the Down Siding has been secured permanently out of use, pending removal.

The following associated shunting signals have been abolished:-

Down Main to Up Main Up Main to Down Main Down Siding to Down Main

(19)

BROUGH WEST AND BROUGH EAST

BROUGH WEST

The Saw Mill two lever ground frame has been abolished. The connection leading from the Up Slow line to the Saw Mill siding has been secured permanently out of use pending removal.

The following signals have been abolished:-Down Fast Distant **Down Fast Home** Down Fast to Down Slow Home Miniature arm on centre doll, applying Down Fast to Down Sidings Miniature arm on left hand bracket, applying Down Slow to Down Sidings **Down Slow Distant Down Slow First Home** Down Slow Second Home

BROUGH EAST

The following signals have been abolished:-Down Fast Distant Down Fast to Slow Distant Down Slow Distant

BROUGH WEST AND BROUGH EAST

The following new three aspect colour ligh signals have been brought into use:-

Brough West Down Fast Home, on a right hand bracket, situated 519 yards in rear of the signal box, with left hand junction indicator applying Down Fast to Down Slow line. This signal incorporates Brough East Down Fast and Down Fast to Down Slow Inner Distant signals. The distance between this signal and Brough East Down Fast and Down Slow Home signals has become 804 yards and 760 yards respectively. This signal displays a Red, Yellow or Green aspect. A telephone has been provided.

Brough West Down Fast Distant, on a right hand bracket, situated 1,520 yards in rear of the above mentioned new Home signal, incorporating Brough East Down Fast Outer Distant signal. This signal

displays a Yellow, Double Yellow, or Green aspect. Brough West Down Slow Home situated 519 yards in rear of the signal box incorporating Brough East Down Slow Distant signal. The distance between this signal and Brough East Down Slow Home signal

is 760 yards. This signal displays a Red, Yellow or Green aspect. A telephone has been provided. Brough West Down Slow Distant situated 1,520 yards in rear of the above mentioned new Home signal, incorporating Brough East Down Slow Outer Distant signal. This signal displays a Yellow, Double Yellow

or Green Aspect.

* HESSLE STATION

The "limit of Shunt" indicator on the Up Slow line has been abolished.

(17)

SPRINGBANK SOUTH

The Limit of Shunt indicator on the Down Springbank South Branch has been moved 650 yards in rear of the existing indicator.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

HILLHOUSE NO.1, HILLHOUSE NO.2 AND RED DOLES JUNCTION

The Down Through Siding No.1 and Up Through Siding No.1 between Hillhouse No.1 and No.2 signal boxes have been dispensed with.

The Down Through Siding No.2 between Hillhouse No.1 and No.2 has been severed approximately 60 yards on the Huddersfield side of Hillhouse No.2 Home signals (formerly applying from Down Through Siding No.2 to Down Slow and Down Fast) and is connected to No.8 Siding, by means of hand points, Up Through Siding No.2 has been renamed Up Through Siding and trap points have been installed

approximately 127 yards from Hillhouse No.2 signal box.

The following connections at Hillhouse No.2 have been secured permanently out of use, pending removal:-

The connections leading to and from No. 1 Down Through Siding. The connections leading to and from No. 1 Up Through Siding.

The connections leading to and from the Motive Power Depot.

The following signals at Hillhouse No.2 have been abolished:-

Shunting No. 2 Up Through Siding to Down Slow or Down Fast line (lower disc of double disc assembly).

Shunting No. 2 Up Through Siding to Shunt Neck (top disc of double disc assembly). No. 2 Down Through Siding to Down Slow and Red Doles Distant signal (carried on the same post, left hand bracket).

No. 2 Down Through Siding to Down Fast line (right hand bracket).

Disc signal, shunting No. 2 Down Through Siding to Shunt Neck.

No. 1 Down Through Siding to Down Slow and Red Doles Distant signal (carried on the same post, left hand bracket). No. 1 Down Through Siding to Down Fast (right hand bracket).

Disc signal, No. 1 Down Through Siding to Shunt Neck. The three miniature arm signals (carried on the same post) applying from the Motive Power Depot to Shunt Neck, Down Slow and Down Fast line.

Disc signal Motive Power Depot to Shunt Spur.

Shunting No. 8 Siding to Shunt Neck (top disc of double disc assembly)

Shunting No. 8 Siding to Down Slow or Down Fast (lower disc of double disc assembly). Shunting No. 10 Siding to Shunt Neck (yellow faced, top disc of double disc assembly). Shunting No. 10 Siding to Down Slow or Down Fast (yellow faced, lower disc of double disc assembly).

Disc signal, shunting Neck to Nos. 1 or 2 Up Through Siding.

Miniature arm No. 1 Up Through Siding to Motive Power Depot.

Miniature arm applying to shunting movements along No. 1 Up Through Siding.

The two miniature arm signals on the gantry 103 yards on the Red Doles Junction side of Hillhouse No. 2 signal box, applying from the Up Slow and Up Fast lines to No. 1 Up Through Siding.

HILLHOUSE NO. 1

The Down Slow Shunt Spur together with all connections to and from the Motive Power Depot and No. 5 Siding has been secured permanently out of use, pending removal.

Nos. 6 and 7 Sidings have been shortened and temporary buffer stops have been erected 50 yards on the Hillhouse No. 2 side of the hand points connecting these two sidings. All associated signals have been abolished.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

HAIGH

The shunting signals applying Up Main to Up Siding and Up Siding to Up Main have been abolished. The connection from Up Main to Up Siding has been secured out of use.

(18)

(19)

STEETON & SILSDEN

The trailing connection from the Down Main Line to the Down Sidings has been secured permanently out of use in the normal position pending removal. Subsequently the Down Sidings will be removed.

Signals Abolished

The disc signal applying from Down Sidings to Down Main Line

Signal Alterations

The disc signal applying Down Main to Up Main or Down Sidings has been repositioned approximately 28 yards further from the signal box and now applies Down Main to Up Main Line only.

SECTION D

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

K Denotes new or amended item.

MISCELLANEOUS NOTICES

RULE 218

The alterations to Rule 218 Clause (e) and (g) together with new Clause (h) printed in General Instructions and Notices Booklet NE/S No. 15D, will not take effect until a further operative date is published.

YORK WAGON WORKS

The hand worked connections leading to the old No.2 repair shop and to the coal bunker siding have been secured permanently out of use pending removal.

The through weigh scale siding will be terminated at a point approximately 810 feet in advance of the weigh scale. A temporary wheel chock will be provided pending erection of buffer stops. (This supersedes previous notice dated 18.3.68) (19)

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the three sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of ½m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the low speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

SECTION D

SOUTH KIRK

Trains e Empties lin to run-rour Empty Sidi Permission sidings to travel via

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SECTION D-MISCELLANEOUS NOTICES-continued

SOUTH KIRKBY COLLIERY SIDINGS-continued.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings.Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge.

The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

MALTON GOODS YARD

The hand worked connection to No.1 Goods Warehouse Siding has been secured out of use, pending removal. (19)

MALTON UP SIDINGS

The facing and trailing hand worked connections from the Up Siding to the Horse Dock and Timber sidings have been secured out of use pending removal. (19)

BETWEEN GASGOIGNE WOOD AND MICKLEFIELD JN.

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles. Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

FERRYBRIDGE 'C' POWER STATION

Commencing Monday 29 April-The contractors sidings will be shortened to within 400 yards of No.2 signal and buffer stops erected. (21)

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

¥HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

nave of 19)

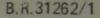
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No.18



NE/S EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 4 MAY TO FRIDAY 10 MAY 1968

INCLUSIVE

good look-out for head must pay particular attention to works contained in this

FOR THE INFORMATION OF RAILWAY STAFF ONLY

Ballbert



NE/S

EASTERN (NE) REGION

No.19

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 11 MAY

то

FRIDAY 17 MAY 1968

INCLUSIVE

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

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TEMPORARY ENGINEERING WORKS - continued SECTION P

SECTION B - TENFORA		Remarks	
At or between	Lines affected	Nemarke	HULL YAR
SWINTON (DEARNE JUN	ICTION) TO BURTON SALMO	DN-continued	DAILY UN Scul coates
DAILY UNTIL FURTHER Hickleton Main Colliery Sidings and Frickley Colliery Frickley Colliery	NOTICE - continued	07 00 to 19 00, trial boring at 12m. 51chs. and 12m. 23chs. Boring rigs erected. (2/68) Contractors installing loading plant. Mechaniaal plant in use. (8/68)	Sculcoates Springba Alexandra and Hess
Frickley Colliery and Moorthorpe South	All	07 30 to 17 00. Preparing for signalling and interlocking alterations. (4/68)	Dairycoat
SUNDAY 12 MAY Dearne Junction and Hickleton Main Colliery Sidings	Down and Up Main	07 00 to 17 00. On track tamping machine working between 16¾m.p. and 16m. 10chs. Both signal boxes open.	
Frickley Colliery and Moorthorpe South	Up Sidings (BLOCKED)	07 00 to 17 00. Alterations to Up Sidings at Moorthorpe South between 11m. 65chs. and 11m. 67chs. Crane in use. Both signal boxes open.	HULL DOO DAILY UN Graving D Holdern South
			SATURDA King Geo

MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION DAILY UNTIL FURTHER NOTICE. South Kirkby All

South Kirkby

All

SHAFTHOLME TO FERRYBRIDGE

DAILY UNTIL FURTHER NOTICE Knottingley West Jct. Down and Up and Ferrybridge Main

07 30 to 17 00. Preparing for alterations to signalling and interlocking. (36/67) Contractors installing loading plant. Mechanical plant in use. (8/68)

07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)

HULL (WEST PARADE) TO SEAMER WEST

DAILY UNTIL FURTHER NOTICE

Beverley Parks and **Beverley Station** Bridlington

Down and Up Main

Nos.2,4 and 5 platforms Down and Up Main

Driffield

outhcoates

HULL (BOTANIC GARDENS) TO HEDON

DAILY UNTIL FURTHER NOTICE Wilmington and Down and Up Main Southcoates

SUNDAY 12 MAY

All

08 00 to 17 00. Contractors thrust boring along side tracks. (10/68) 07 00 to 17 00, removing water columns. (8/68) 07 00 to 17 00, removing water columns. (8/68)

07 30 to 17 30 each day, contractors repairing buildings between 3 and 31/m.p. Ladders and trestles in use. (31/67)

07 30 to 15 30. Cleaning out of gate ducts. Signal box open.

SECTION B -

At or betwe

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CUDWORTH

DAILY UNT Hemsworth Wrangbrod

SUNDAY 1 Hemsworth

HEMSWORTH

DAILY UNT Hemsworth Junction

Hemsworth South June

DENABY 'A'

DAILY UNTI Pickburn and Wrangbrook

At or between	Lines affected	Remarks
HULL YARDS		Longe and Longe and Longe and
DAILY UNTIL FURTHER Scul coates	R NOTICE Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Contractors remodelling sidir Crane and mechanical plant in use. (8/68
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3 ¹ / ₂ m.p.
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing f alterations to signalling.
Dairycoates M.P,D.	Down and Up Goods and Sidings	07 00 to 17 00. Contractors demolishing air shelters.
South SATURDAY and SUNDAY King George Dock and Saltend	Y 11 and 12 MAY Down and Up Goods (BLOCKED)	(2) 12 00 (or after passage of last train) (Sat) u 17 00 (Sun.). Contractors laying services tracks. King George Dock signal box open
		CARD TREAM CONT ON THE OWNER OF
CUDWORTH YARD SOUT	TH TO UPTON AND NORTH EL	MSALL (WRANGBROOK)
DAILY UNTIL FURTHER Hemsworth East and Wrangbrook		08 00 to 16 00 alterations to signalling. (See Section 'C'). Commencing Monday 13 May. (19/6
SUNDAY 12 MAY Hemsworth East	All	07 00 to 17 00. Signalling alterations. (See Section 'C') Signal box open.

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ing and /67) DENABY 'A' TO UPTON AND NORTH ELMSALL (WRANGBROOK) DAILY UNTIL FURTHER NOTICE Pickburn and All Wrangbrook

DAILY UNTIL FURTHER NOTICE

Hemsworth South All

Hemsworth East and All

South Junction

Junction

08 00 to 16 00. Alterations to signalling. (See Section 'C'). Commencing Monday 13 May. (19/68;

08 00 to 16 00. Recovering abandoned material.

Commencing Monday 13 May.

Both signal boxes open.

(See Section 'C').

07 00 to 17 00 Signalling alterations.

Jos,

52)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 MAY - FRICKLEY COLLIERY : PROVISION OF RAPID LOADING FACILITIES

Two new lines have been provided named "Bunker Arrival and Departure line" and "Run Round line". Certain colliery sidings have been remodelled.

The following new points have been provided :--

Spring points, Bunker Arrival and Departure line to Run Round line situated 120 yards West of the Bunker (set normally for the Bunker Arrival and Departure line).

Motor operated points, Bunker Arrival and Departure line to Run Round line situated 430 yards East of the Bunker.

Motor operated points, Bunker Arrival and Departure line to Colliery Sidings situated 538 yards East of the Bunker.

The following Ground Position Light Signals will be brought into use :-

- Situated 5 yards West of the Bunker controlling entrance to the line beneath the Bunker. No.1 -This signal will work in conjunction with Loading Control Signals A, B, C and D, as follows :-
 - (a) When a train is under the control of signals A, B, C or D, NO ASPECT will be exhibited in No.1 Signal.
 - (b) At all other times No.1 signal will apply to all movements towards the Bunker.
- Situated 5 yards East of the Bunker controlling entrance to the line beneath the Bunker. No.2 -
- Situated to the left of the Run Round line, 380 yards East of the Bunker, applying Run Round No.3 line to Bunker Arrival and Departure line.
- Situated to the left of the Bunker Arrival and Departure line, 380 yards East of the Bunker No.5 applying along the Bunker Arrival and Departure line.
- Situated to the left of the exit from the Colliery Sidings 480 yards East of the Bunker No.6 applying Colliery Sidings to Bunker Arrival and Departure line.
- Situated to the left of the Bunker Arrival and Departure line, 541 yards East of the Bunker No.8 applying along the Bunker Arrival and Departure line or to Run Round line or to Colliery Sidings.

Telephones, communicating with the Bunker Operator will be provided at No.3 signal and midway between Nos. 6 and 8 signals.

Control during loading

Four Loading Control signals (see below for aspects to be displayed), spaced 110 yards apart will be provided adjacent to the Bunker Arrival and Departure line, positioned as follows :-

- D 385 yards West of Bunker
- C 275 yards West of Bunker
- B 165 yards West of Bunker
- A 55 yards West of Bunker

General

All points and signals are controlled by the Bunker Operator.

A lineside Plunger is provided at the Bunker to enable the Guard to stop the train, if necessary, during loading or when the last wagon is positioned under the Bunker for loading.

Reference should be made to the diagram shown on the next page of this notice.

SEE GENERAL INSTRUCTIONS AND NOTICES NO. 19D

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK REFERRED TO IN SECTION B-continued

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

NES-28

LOADING CONTROL SIGNALS A, B, C AND D.



STOP IMMEDIATELY



PREPARE TO STOP



MOVE AT LOW SPEED IN DIRECTION FOR LOADING



MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS.

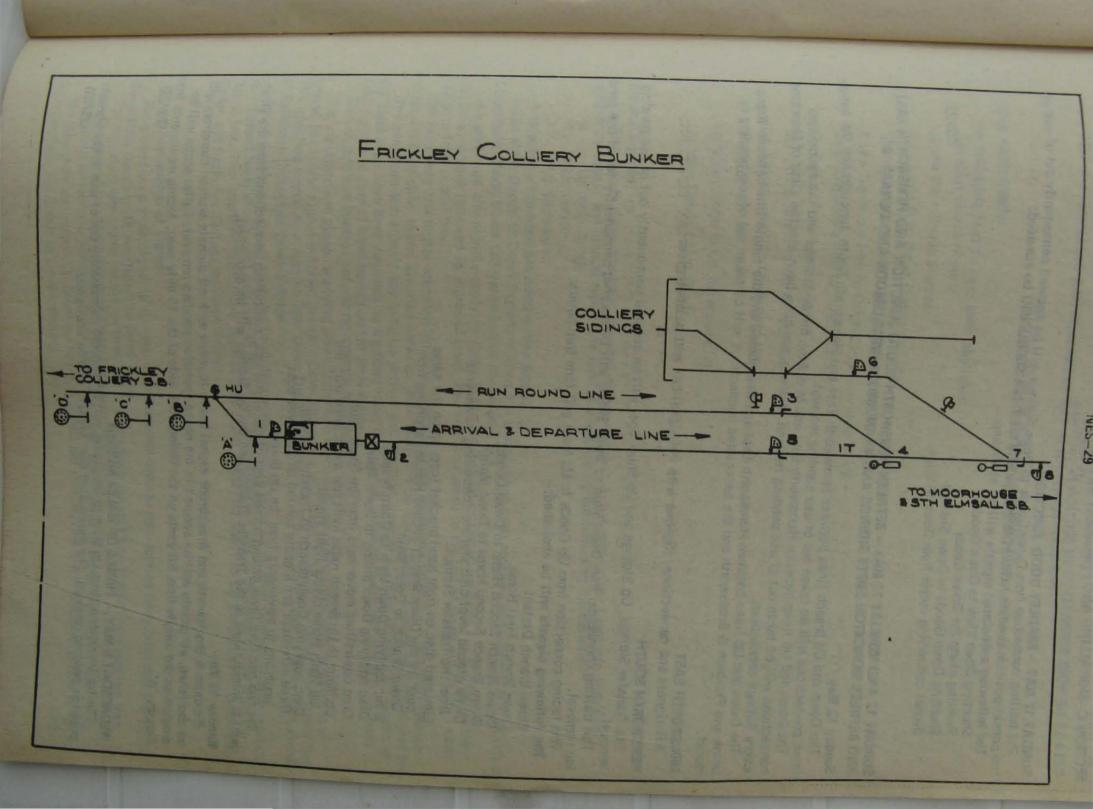
WHITE

INDICATIONS APPLICABLE WHEN LOADING ONLY

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(22/23)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK REFERRED TO IN SECTION B-continued.

SUNDAY 12 MAY - BRADLEY WOOD JUNCTION

The trailing connection from Down Goods to Down Sidings will be secured permanently out of use in the normal position pending removal. Subsequently the Down Sidings will be removed.

The following associated signals will be abolished:-

Shunting Down Slow to Down Goods

Shunting along the Down Goods

Shunting Down Goods to Down Sidings Signal controlling outlet from Down Sidings.

(22/23)

SUNDAY 12 AND MONDAY 13 MAY - BETWEEN HEMSWORTH SOUTH JUNCTION AND HEMSWORTH EAST AND BETWEEN MONCKTON EMPTY SIDINGS AND WRANGBROOK/WRANGBROOK AND DENABY 'A'.

Sunday 12 May

The Down and Up Branch lines between Hemsworth East and Hemsworth South Junction and the associated connections will be taken out of use pending removal.

The Down and Up lines between Hemsworth East and Monckton Empty Sidings and the associated connections will be taken out of use pending removal. Buffer stops have been erected clear of Monckton Empty Sidings connections.

The Down and Up lines between Hemsworth East and Wrangbrook and the single line between Wrangbrook and Pickburn & Brodsworth and the associated connections will be taken out of use pending removal.

HEMSWORTH EAST

All signals and connections, together with the signal box will be abolished.

HEMSWORTH SOUTH

The Transfer Sidings, Up Sidings and Up Shunt Spur will be secured permanently out of use pending removal.

The trailing connection from Down Main to Down Siding will be secured permanently out of use pending removal.

The facing connection from Up Goods to Up Main will form trap points.

The following signals will be abolished:-

Down Branch Distant.

D'own Branch First Home.

Down Branch Second Home to Down Goods.

- Down Branch Second Home to Down Main.
- Three ground level disc signals controlling movements from the Transfer Sidings.
- Elevated disc on right hand bracket (carried on the same post as the Down Branch Second Homes) applying from Down Branch to Down Main.
- Disc applying Down Main to Down Branch.
- Disc applying Down Siding to Down Main.

Disc controlling movements from the Shunt Spur.

- Up Main to Up Branch route indicator associated with the Up Main Home colour light signal.
- Disc applying Down Branch to Transfer Sidings.

Three min lature arm signals carried on the same post

applying to movements from the Up Branch.

The two and five lever ground frames east of the signal box, controlling connections from the Down and Up Branch lines to the Transfer Sidings and the Up Sidings will be abolished.

Monday 13 May

Pickburn & Broclsworth and Wrangbrook signal boxes together with all signals worked therefrom will be abolished, all points will be secured in the normal position pending removal. Buffer stops will be erected on the single line, 50 yards on the Wrangbrook side of the 10 mile post, facing movements from Denaby 'A'. (22/23)

WEDNESDAY 5 MAY - PRINCE OF WALES SIDINGS

The trailing connection Up Main to Up Siding will be secured permanently out of use in the normal position pending removal. The associated disc signals will be abolished. (22/23)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT

VORK YARD NORTH

The following signals have been abolished :-

Up Main Goods Home 2 Down Main Goods Starting

Down Goods to Down Departure Line

Down Departure line to Down Departure line 1

Down Departure line to Down Departure lines 2 - 8

Down Departure line to Down Sidings

Up Arrival line 4 to Up Arrival line 1

Up Arrival line 3 to Up Arrival line 1

Up Arrival line 2 to Up Arrival line 1

Along Up Arrival line 1

Up Main Goods to Up Warehouse line

Up Main Goods to Up Goods

Altered Signals

Up Main Goods Home has been renewed on same site as a 3 aspect Colour Light (No.150) with subsidiary signal and stencil type route indicator displaying the following indications.

M - to Up Main Goods

G - to Up Goods

W - to Up Warehouse

A telephone has been provided at this signal.

Down Main Goods to Down Departure lines 1 - 8 signal has been renewed as miniature arm on left of Down Main Goods Home 133 yards further from signal box.

The miniature arm signals applying Down Siding No.3 to Down Departure lines 1 - 8 or Down Main Goods have been renewed as a ground level disc signal situated to the left of Down Siding No.3 same distance from signal box.

The miniature arm signal applying Up Main Goods to Down Departure lines 1 - 8 has been renewed as ground level disc signal situated between Down Main and Up Main Goods, 4 yards from the signal box.

The miniature arm signals applying Up Arrival and Shunting lines to Up Main Goods or Up Goods or Up Warehouse have been renewed as a ground level disc signal situated to the left of the Up Arrival line 3 yards in rear of hand points on Up Arrival line.

This signal now applies only to movements from the Up Arrival lines.

The miniature arm signal applying Down Departure lines to Down Sidings has been renewed as a ground level disc signal situated between Down Departure line 1 and 2, 37 yards further from signal box. This shunting signal now applies from Down Departure lines 2 – 8 to Up Warehouse or Down Main Goods or Exchange Sidings or Down Sidings.

The miniature arm signal applying Down Departure lines to Up or Down Main Goods has been renewed as a ground level disc signal situated to the left of Down Departure line 1, 37 yards further from the signal box. This shunting signal now applies from Down Departure line 1 to Up Warehouse or Down Main Goods and Exchange Sidings or Down Sidings.

Altered Application of Signals

The ground level disc signal at the exit from Exchange Sidings now applies from Exchange Sidings to

Down Main Goods or Down Departure lines 1-8. The miniature arm signal on the extreme left of Down Main Goods Home bracket now applies from The miniature arm signal on the extreme Departure lines 1-8. Down Goods to Down Main Goods or Down Departure lines 1 - 8.

The Down Warehouse Home No.2 now applies to Down Main Goods or Down Departure lines 1 - 8. The Miniature arm signal Up Shunting line (Up Direction) now applies from Up Shunting line to Up Main Goods or Up Goods or Up Warehouse.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued

* SOUTH KIRKBY JUNCTION : PROVISION OF RAPID LOADING FACILITIES

The Empty Inwards line is now known as the Empties line and is being used for movements in both

The new position light subsidiary signal (SK.3) which was brought into use on 17th March now applies directions. from Empties line or Loaded Sidings to Up Main, Up Branch or Marshalling Loop.

The following signalling alterations have been carried out:-The Single Aspect signal at the West end of the Empties line, controlling propelling movements towards the level crossing, has been replaced by a loud sounding bell in the same position, controlled from the level crossing, authorising propelling movements towards the level crossing.

The existing Lifting Barriers are retained with Notice Boards as follows:-

Beside the Empties line, West of the level crossing reading STOP, AWAIT INSTRUCTIONS. Beside the Arrival and Departure line, West of the level crossing reading PROCEED WHEN

A telephone is provided in the NCB Crossing Box, communicating with the Weigh Office, Bunker Control and South Kirkby Junction signal box.

The following revised signalling has been brought into use, shown in the order encountered by a Bunker Loading train (reference should be made to the diagram which is shown on the next page of this notice):-

Entry to Bunker:-

SK 8 Power points, Arrival and Departure line to Empties line.

Spring points, Arrival and Departure line to Run Round line (normally set for Arrival and Departure line).

Spring points, Arrival and Departure line to Tippler line (normally set for Arrival and Departure line).

Notice Board beside Arrival and Departure line, West of Level Crossing reading PROCEED WHEN AUTHORISED.

Spring points, Arrival and Departure line to Empties line (normally set for Arrival and Departure line).

No.1 Ground Position Light signal, 5 yards West of Weighbridge, controlling entry to Bunker, controlled by Bunker Operator.

Control during Loading:-

Loading control signals (see below for aspects to be displayed):-

- C 385 yards East of Bunker
- B 220 yards East of Bunker

A - 55 yards East of Bunker

These signals are controlled by the Bunker Operator. An Emergency Plunger is provided in the Bunker installation on the central main support column, on the north side of the track, for the Guard to stop the train, if necessary, during loading, I

To Run Round train:-

Spring points, Arrival and Departure line to Empties line (normally set for Arrival and Departure line). Hand points, Empties line to Run Round line.

Spring points, Run Round line to Arrival and Departure line (normally set for Arrival and Departure line).

To leave Colliery:-

SK.2 Ground Position Light signal, West end of the Arrival and Departure line reading From Arrival and Departure line to Up Main, Up Branch or Marshalling Loop.

Other Facilities:-

SK.3 Ground Position Light signal at West End of Empties line reading From Empties line or Loaded Sidings to Up Main, Up Branch or Marshalling Loop.

The existing Notice Board at outlet from Loaded Sidings reading STOP, TELEPHONE FOR INSTRUCT-IONS with adjacent telephone has been retained.

NES - 10 SECTION B - TEMPORARY ENGINEERING WORKS - continued			SE
At or between	Lines affected	Remarks	At
YORK (SKELTON) TO HAP	REOGATE (DRAGON)	A REAL PROPERTY OF TAXABLE PROPERTY PARTIES.	 L
DAILY UNTIL FURTHER I Cattal and Goldsborough		07 00 to 17 00, demolishing the Up platform at former Hopperton Station at 12m. 16chs. (5/68)	C
Knaresborough and Starbeck South	Down and Up Main	08 00 to 17 00, felling lineside trees between 17 and 17¼ m.p. (46/67)	
WEDNESDAY and THURSI Skelton Junction and Dragon Junction	DAY 7 and 8 FEBRUARY Down (BLOCKED)	22 00 (Wed.) to 06 00 (Thurs.). Tamping machines in use between 6 and 17½ m.p. and 0 to ¼ m.p. All signal boxes open and gate boxes manned.	
THURSDAY and FRIDAY Dragon Junction and Skelton Junction	8 and 9 FEBRUARY Up Main (BLOCKED)	22 00 (Thurs.) to 06 00 (Fri.). Tamping machines in use between 1 and 0 m.p. and 18½ and 2¾ m.p. All signal boxes open and gate boxes manned.	
			ŀ
THORNHILL (L.N.W. JUN	ICTION) TO LEEDS CITY (H	OLBECK EAST JUNCTION)	
DAILY UNTIL FURTHER N L.N.W. Junction and Batley	NOTICE Down and Up Main	Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (49/67)	F
Farnley Branch Jn. and Holbeck East Jn.	Down and Up Huddersfield	07 00 to 17 00. Mechanical excavator working adjacent to tracks between 41 and 42m.p. (39/67)	S
TUESDAY 6 FEBRUARY			
Holbeck East Junction and Batley	Up Main (BLOCKED)	00 15 to 06 00. On track tamping machines working between 42 and 37½m.p. All Up traffic diverted. See separate advice for altered train arrangements.	K
WEDNESDAY 7 FEBRUAR' Morley Low and			
L.N.W. Junction	Up Main (BLOCKED)	00 30 to 06 00. On track tamping machines working between 37½ and 33m.p. All Up traffic diverted. See separate advice for altered train arrangements.	SL
			L
LEEDS CITY TO HULL (P	PARAGON)		Pi
DAILY UNTIL FURTHER			C
Leeds City	Motive Power Sidings (BLOCKED as required by local arrangement)	07 00 to 17 00. Contractors building water treatment plant. Scaffolding in use. (44/67)	M
Leeds City and Marsh Lane Junction	Down and Up Main	07 00 to 17 00 reconstructing Bridge No.40 between 19¾ and 19½m.p. (43/67)	l
Neville Hill West and East	All	Contractors constructing new Carriage Depot on Down Side. Cranes and plant in use. (44/67)	FR Bro F
Neville Hill West and Cross Gates	All	07 30 to 17 00, preparing for resignalling.	1000
Killingbeck and	A11	(36/67)	

Killingbeck and All Cross Gates

(36/67) 08 00 to 18 00. Contractor laying sewer through Bridge No.25 at 16 m. 73 chs.

NES-33 SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A.B. AND C.



STOP IMMEDIATELY



PREPARE TO STOP



MOVE AT LOW SPEED IN DIRECTION FOR LOADING

Ow Ow MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS.

(19)

INDIGATIONS APPLICABLE WHEN LOADING ONLY

R = RED

W = WHITE

(DIAGRAM ON NEXT PAGE)

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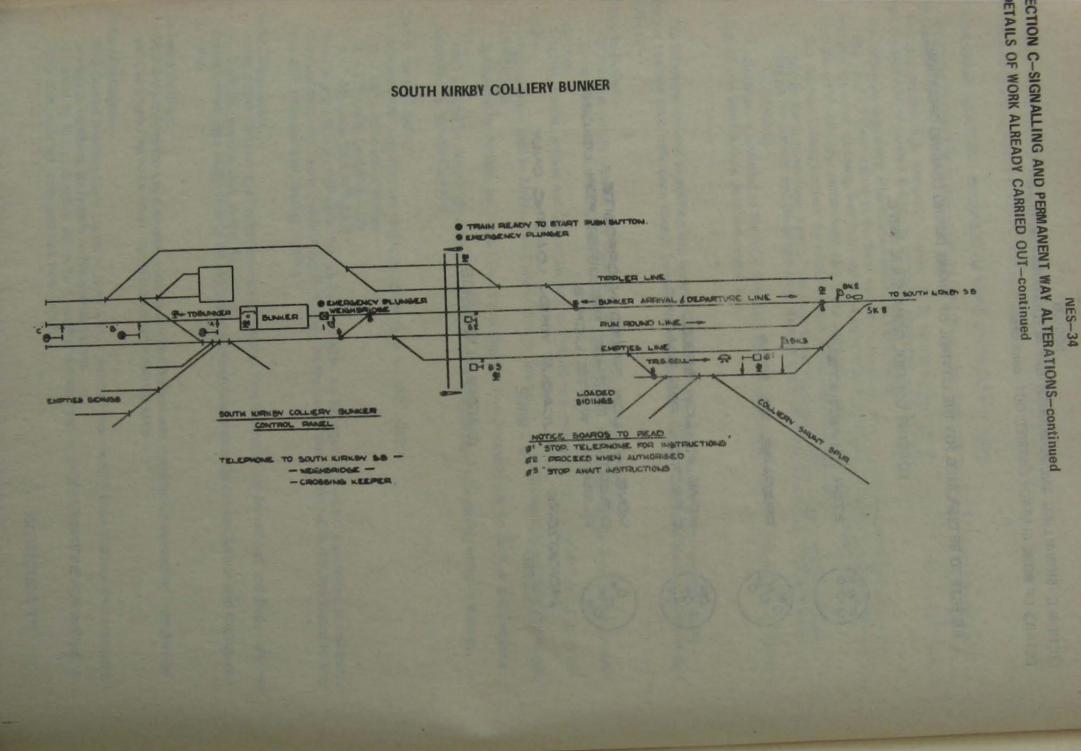
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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

** NOSTELL

A trailing crossover between the Down and Up Main lines on the Fitzwilliam side of the signal box and the trailing connection from the Down Main line to the Down Siding has been secured permanently

The following associated shunting signals have been abolished:-Up Main to Down Main Down Siding to Down Main

(19)

BETWEEN HESSLE ROAD AND ALEXANDRA DOCK

Revised signalling has been brought into use between Hessle Road and Alexandra Dock. Full details are published in Supplementary Notice No. 17A and all staff concerned must ensure that they have

Cannon Street Branch

The Cannon Street branch has been retained, temporarily, and all movements to and from the branch will be under the supervision of a Traffic Inspector. (20)

SHARLSTON COLLIERY - PROVISION OF RAPID LOADING FACILITIES

Sharlston Colliery Bunker

Two new lines named "Bunker Arrival and Departure line" and "Run Round Line" have been provided within the Colliery.

The Rapid Loading Bunker is situated on the Bunker Arrival and Departure line, approximately 1,200 vards from Sharlston signal box, and is protected by Ground Position Light signal No. 1 which is situated 5 yards East of the weighbridge. The Bunker Arrival and Departure line is terminated by buffer stops approximately 400 yards West of the Bunker.

Control During Loading

Four Loading Control signals (see below for aspects to be displayed) have been provided, adjacent to the Bunker Arrival and Departure line, positioned as follows:-

D - 385 yards West of Bunker C - 275 vards West of Bunker B - 165 yards West of Bunker

A - 55 yards West of Bunker

General

Ground Position Light signal No. 1 and Loading Control signals A, B, C and D are controlled by the Bunker Operator.

A lineside Plunger is provided at the Bunker to enable the Guard to stop the train, if necessary,

during leading or before the locomotive enters the Bunker. A notice board worded STOP, AWAIT INSTRUCTIONS, is provided, facing movements towards Sharlston Signal b signal box, at the convergence of the Bunker Arrival and Departure line and the conventional sidings.

A wagon derailer is provided on the Colliery side of Whinney Lane Level Crossing. This derailer will be positioned, as necessary, by the N.C.B. Crossing Keeper in order to protect road movements over the level crossing.

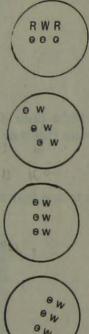
Reference should be made to the diagram shown on the next page of this notice which indicates the signalling arrangements at the Bunker.

(SEE SECTION 'D')

NES-36 SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A, B, C AND D.



STOP IMMEDIATELY

PREPARE TO STOP

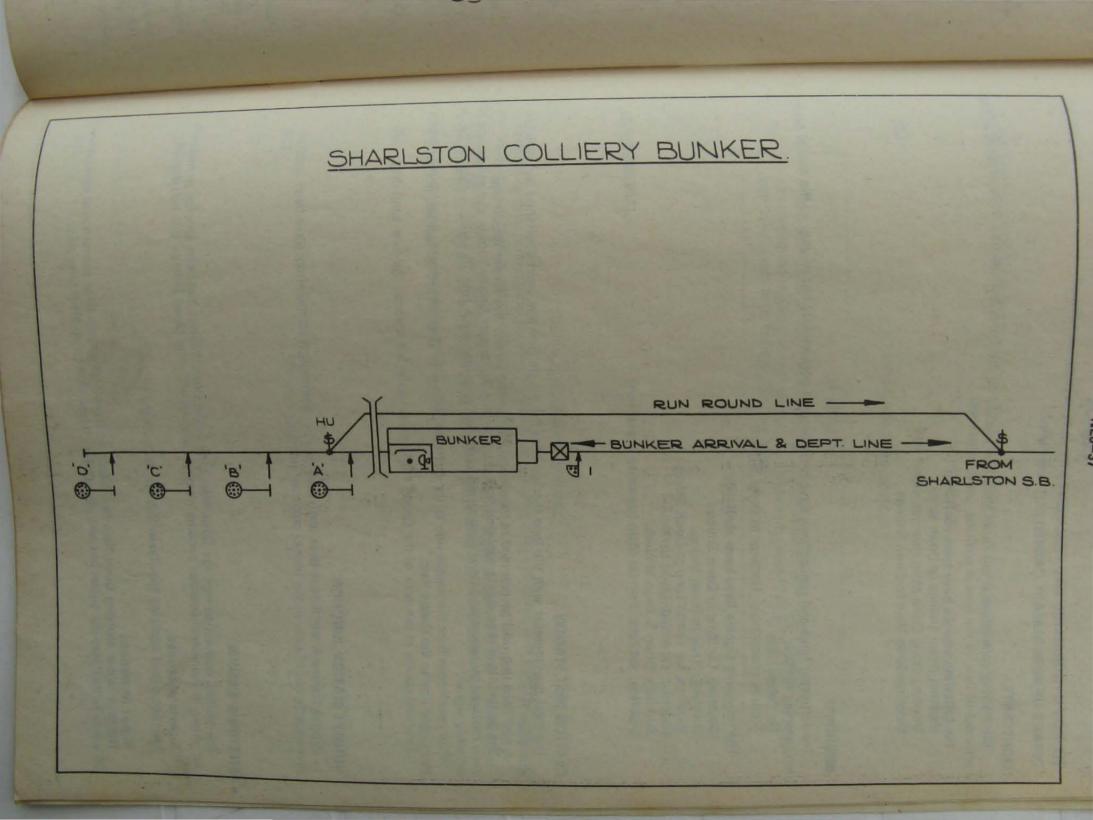
MOVE AT LOW SPEED IN DIRECTION FOR LOADING

OW

MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS.

INDICATIONS APPLICABLE WHEN LOADING ONLY R = REDW = WHITE (DIAGRAM ON NEXT PAGE)

(22/23) (NEW ITEM)



4 24

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

LIGHTCLIFFE

The trailing connection in the Down Main line leading to the Down Sidings has been secured permanently out of use, in the normal position, pending removal.

The following signals have been abolished :-

Shunting Down Sidings to Down Main. Shunting along Down Main (towards signal box) Shunting Down Main to Down Sidings

BRIGHOUSE

The following lines and connections have been secured permanently out of use, in the normal position, pending removal :-

Up Goods Loop

Trailing connection Up Slow to Down Sidings

The following signals have been abolished:-

Shunting, Up Slow to Down Sidings Shunting, Neck to Down Sidings Shunting, Up Goods Loop to Down Sidings Shunting, Down Sidings to Up Main Shunting, Down Sidings to Neck Shunting, set back from Up Main (opposite signal box)

(AMENDED) (21)

(20)

CLAYTON WEST STATION

The sand drag together with the loop leading from the single line has been abolished and replaced with plain line.

A new sand drag will be provided in the Goods Yard on the site of the former Repair line. The ground level disc signal applying from the Colliery Sidings or Goods Yard to the single line has been replaced by two ground level disc signals one applying from each line 20 yards in rear of the existing signal.

The connection from the single line to the Colliery Sidings or Goods Yard is now set normally from the single line to the Goods Yard.

The hand points in the neck of the Goods Yard are normally set towards the new sand drag. (20)

HUNSLET STATION JUNCTION

Ground Frames A and B have been abolished and the points worked therefrom have been secured (20)permanently out of use, in the normal position, pending removal.

STEETON & SILSDEN

The trailing connection from the Down Main Line to the Down Sidings has been secured permanently out of use in the normal position pending removal. Subsequently the Down Sidings will be removed.

Signals Abolished

The disc signal applying from Down Sidings to Down Main Line

Signal Alterations

The disc signal applying Down Main to Up Main or Down Sidings has been repositioned approximately 28 yards further from the signal box and now applies Down Main to Up Main Line only. (19)

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

Denotes new or amended item.

MISCELLANEOUS NOTICES

* RULE 218

The alteration to Rule 218 Clauses (e) and (g) together with new Clauses (h) and (i) printed in General Instructions and Notices booklet "NE/S" No.19D will take effect from Thursday 16 May 1968.

* YORK WAGON WORKS

The hand worked connections leading to the old No.2 repair shop and to the coal bunker siding have been secured permanently out of use pending removal.

The through weigh scale siding will be terminated at a point approximately 810 feet in advance of the weigh scale. A temporary wheel chock will be provided pending erection of buffer stops.

(This supersedes previous notice dated 18.3.68)

(19)

SECTION D-MISCELLANEOUS NOTICES-continued

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the three sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of ½m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the low speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings.Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge.

The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

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A ten crossing approact SECTION D-MISCELLANEOUS NOTICES - continued.

* MALTON GOODS YARD

The hand worked connection to No.1 Goods Warehouse Siding has been secured out of use, pending removal.

(19)

(19)

** MALTON UP SIDINGS

The facing and trailing hand worked connections from the Up Siding to the Horse Dock and Timber sidings have been secured out of use pending removal.

BETWEEN GASGOIGNE WOOD AND MICKLEFIELD JN.

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles. Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

FERRYBRIDGE 'C' POWER STATION

The contractors sidings have been shortened to within 400 yards of No.2 signal and buffer stops erected. (21)

KMONDAY 13 MAY : DRIFFIELD UP SIDINGS.

The hand worked connections to the through siding adjacent to Whites Sugar Mill will be secured permanently out of use pending removal.

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

L). hicles. ing.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

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ALTERATIONS TO NE REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

LOCAL INSTRUCTIONS

PAGE 311

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC.,

SHARLSTON

ADD:- SHARLSTON COLLIERY - RAPID LOADING FACILITIES

Trains arriving at Sharlston Colliery for Bunker loading must enter the colliery with locomotive leading and will proceed from No.1 G.P.L. signal through the Bunker at a maximum speed of 3 m.p.h. to enable "tare" weighing to be completed. After passing through the Bunker the train must proceed to the farthest Bunker loading signal. The guard will ascertain that the points are in the correct position for the loading operation and advise the Bunker operator. When the signal is received, three vertical white lights in the Bunker loading signal, the driver must engage the slow speed control to maintain a speed of 1/2 m.p.h. during the loading and gross weighing operation the guard will position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the guard must operate the Bunker loading signal by means of the lineside plunger to stop the train before the locomotive enters the Bunker to enable the last wagon to be loaded whilst stationary. The guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to re-commence loading until he is satisfied it is safe to do so. After the loading operation the train must be brought to a stand behind No.1 G.P.L. signal, the locomotive run round and the guard will collect the train weighbill from the Bunker operator. All trains leaving the colliery must then draw up to the "STOP AWAIT INSTRUCTIONS' ' board.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York 3 May, 1968

MO.44/1383/NE/S No.19

F.J. BURGE **Movements Manager**

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior Officer by telegram as follows:-

NILE SIG. NOTICE NE/S No. 19

and the second	NES -	-12	* .
SECTION B - TEMPORARY	Y ENGINEERING WORKS - c		SECT
At or between	Lines affected	Remarks	Ato
NEVILLE HILL WEST TO	HUNSLET EAST	LORDS CON TO HULL MARADON-COMINS	1
DAILY UNTIL FURTHER M Hunslet East	All	07 00 to 17 00. Thermit welding rail joints.	Swir DAI Wa
TO IS ADDIDATE OF SAME			Dea
MICKLEFIELD TO CHURC	H FENTON SOUTH		H
DAILY UNTIL FURTHER N			Hic
Garforth and Chaloners Whin	All	08 00 to 16 30. Unloading and installing cable troughs and cables.	Si Fr
Micklefield Station and Church Fenton	All	07 30 to 17 00. Installing cable troughs.	Fri M
Station		(37/67)	Mo
SUNDAY 4 FEBRUARY Peckfield	Down Main	08 00 to 17 00. Rewiring signal. (No.17 Down Main or to Down Branch 22).	Pon Fé
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CASTLEFORD (OLD STATI	ON) TO GARFORTH		1
AILY UNTIL FURTHER NO			in the second
Allerton Main	All	08 00 to 16 00. Lifting point connections. (47/67)	Bur
IONDAY to FRIDAY 5 to 9 Castleford Old Station and Garforth	Single	08 00 to 16 00 daily. On track tamping machines working between 6m. 14chs. and 0m.p.	M
in the surface		and the second s	Fric
	Col molecule Lands		N
NORMANTON (ALTOFTS)	TO YORK (CHALONERS WHI	N)	
DAILY UNTIL FURTHER NO	DTICE	The second se	125
Burton Salmon	Up Siding and Warehouse Siding	07 00 to 18 00, contractors demolishing goods warehouse. Plant in use.	MO
Garforth and York (Chaloners Whin) SUNDAY 4 FEBRUARY	All	(43/67) 08 00 to 16 30. Unloading and installing cable troughs and cables.	, Sout
Sherburn North	Down Main	07 30 to 17 00. Renewing level crossing decking	AND I THE REAL PROPERTY OF

at 12m. 67chs.

CASTLEFORD (CUTSYKE JN.) TO CASTLEFORD (CENTRAL)

DAILY UNTIL FURTHER NOTICE Cutsyke Junction and All Castleford Central

07 00 to 17 00. Contractors demolishing former Glasshoughton North signal box. Plant in use. Commencing Monday 5 February. (5/68)

07 30 to 17 00. Renewing level crossing decking

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STOP ACCIDENTS

REMEMBER YOUR PALS ACCIDENT PREVENTION BEGINS WITH YOU

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EASTERN (NE) REGION

No.20

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 18 MAY TO FRIDAY 24 MAY 1968 INCLUSIVE

At or between	Lines affected	Remarks
CONTRACTOR	LS) TO LEEDS CITY (WEST J	UNCTION) - continued
DAILY UNTIL FURTHER		08 00 to 16 00. Demolition of station buildings and platforms at 169½ m.p. Plant in use. (10/68)
Nostell and Hare Park	Down and Up Main	07 00 to 19 00. Contractors demolishing bridge No.48 at 171 m. 48 chs. Cranes and plant in us (5/68)
Lofthouse North and Ardsley	All	07 30 to 16 30, mechanical plant working alongside tracks between 179 and 1801/4 m.p.
Ardsley Station and Gelderd Road Junction	Down and Up Main	07 00 to 17 00. Contractors cleaning drains in Ardsley Tunnel between 180¾ and 181 m.p. Until 17 00 Sunday 19 May. (20/68)
SATURDAY and SUNDAY Hemsworth South Junction and Nostell	(18 and 19 MAY Down and Up Main (BLOCKED)	 23 00 (Sat.) to 11 00 (Sun.). Demolition of Hemsworth Station buildings and platforms at 167m. 70chs. Mechanical excavators in use All Up traffic to travel over the Up Goods und Absolute Block working regulations between Nostell and Hemsworth South Junction. All Down traffic to travel over the Down Goods under Absolute Block Working regulations between Hemsworth South Junction and Hemsworth Station. Nostell, Fitzwilliam, Hemsworth South Junction and Hemsworth Station signal boxes open.
Hare Park and Westgate South	22 30 (Sat.) to 09 45 (Sun.) Down and Up Main (BLOCKED) 09 45 to 17 00 (Sun) Down and Up Main (BETWEEN TRAINS)	 22 30 (Sat.) to 17 00 (Sun.). Relaying between 175m. 35chs. and 176m. 38chs. and renewing connections at Westgate South. Cranes and trolleys in use. 22 30 (Sat.) to 09 45 (Sun.). All traffic diverte See separate advice for altered train arrangements. Westgate North signal box open.
Lofthouse North and Ardsley	Down and Up Main (BLOCKED)	 22 30 (Sat.) to 09 45 (Sun.). Abandonments and tamping between 180m. 7chs. and 180m. 77chs Crane and on track tamping machine in use. All traffic diverted. See separate advice for altered train arrangements. Lofthouse North signal box open.
SUNDAY 19 MAY Ardsley Station	All	06 30 to 18 00. Alterations to signalling. (See Section 'C').
SUNDAY to FRIDAY 19 1 Westgate North	All	07 30 to 17 00 daily. Preparing for relaying.
MONDAY 20 MAY Westgate South	AII	07 30 to 16 30. Renewing connections.
MONDAY and TUESDAY Hemsworth Station and South Kirkby Junction	20 and 21 MAY Up Main (BLOCKED except as shown in remarks)	 23 00 (Mon.) to 05 30 (Tues.). On track lining machine in use between 167m. 70chs. and 166m.p. Arrangements made to pass 8E80 04 30 South Kirkby to Doncaster and Local Freight traffic All other Up traffic diverted. See separate advice for altered train arrangements. Fitzwilliam and Hemsworth Station signal boxes open.

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY AND SUNDAY 18 AND 19 MAY- BETWEEN WHITWOOD SIDINGS AND PRINCE OF WALES COLLIERY SIDINGS

Glasshoughton West and Glasshoughton East signal boxes will be abolished and colour light signals will be brought into use between Cutsyke and Prince of Wales Sidings signal boxes. Absolute Block Working will be retained.

All signals, with the exception of the Down Main and Down Branch Distant signals which will be operated by Cutsyke signal box, will be abolished. All points, with the exception of the trailing **Glasshoughton West** crossover between the Down and Up Main lines which in future will be operated by Cutsyke signal box, will be secured permanently out of use, in the normal position, pending removal.

Glasshoughton East

All signals, with the exception of the Up Main Distant which will become Cutsyke Up Main Distant, will be abolished. All points will be secured permanently out of use, in the normal position, pending removal.

Cutsyke

The trailing crossover between the Down and Up Main lines will be secured permanently out of use, in the normal position, pending removal.

The following connections will be brought into use:-

Trailing crossover (formerley operated Glasshoughton West signal box) between the Down and Up Main lines at the West end of the Colliery Sidings.

A new facing connection from Down Main to Colliery Arrival and Departure line at the West end of the Colliery Sidings, immediately on the Pontefract side of the trailing crossover mentioned above.

A new trailing connection from Down Main to Colliery Arrival and Departure line at the East end of the Colliery Sidings.

A new facing crossover between the Down and Up Main lines at the East end of the Colliery Sidings.

Signalling Alterations The following semaphore signals will be abolished:-**Down Main Starting** Up Main Outer and Inner Distants Up Main Home and Up Main Home to Up Branch. **Up Main Starting**

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK REFERRED TO IN SECTION B-continued.

SATURDAY AND SUNDAY 18 AND 19 MAY-BETWEEN WHITWOOD SIDINGS AND PRINCE OF WALES COLLIERY SIDINGS-continued

Cutsyke - continued

The following new three aspect colour light signals will be brought into use:-

Down Main line

- Down Main 3rd Home (applies as 2nd Home for trains from the Down Branch line) No.4 with left hand offset subsidiary signal reading Down Main to Arrival and Departure line, situated 670 yards East of the signal box.
- Down Main Starting situated 2,015 yards East of the signal box. Until further notice No.5 this signal will exhibit only a Red or Green aspect.

Up Main line

- No.32 Up Main 1st Home with right hand offset subsidiary signal reading Up Main to Arrival and Departure line, situated 1,720 yards East of the signal box.
- No.31 Up Main 2nd Home with right hand junction indicator applying Up Main to Up Branch, situated 295 vards East of the signal box.
- No.30 Up Main Starting signal situated 805 yards West of the signal box. This signal also acts as Whitwood Sidings Up Main Distant.

A telephone, communicating with Cutsyke signal box, is provided at each new colour light signal.

The following signals will be renamed:-

- Glasshoughton West Down Main Distant signal (beneath Cutsyke Down Main 2nd Home) will act as a Distant signal for Cutsyke Down Main 3rd Home signal (No.4)
- Glasshoughton West Down Branch Distant signal (beneath Cutsyke Down Branch 1st Home) will acts as a Distant signal for Cutsyke Down Main 3rd Home signal (No.4).
- Glasshoughton East Up Main Distant signal will become Cutsyke Up Main Distant signal. The distance between this signal and Cutsyke Up Main 1st Home signal (No.32) will be 1,000 yards.

- The following new Ground Position Light shunting signals will be brought into use:-No.15 - Shunting, Up Main to Arrival and Departure line or Down Main, situated between the
 - Down and Up Main lines at the West end of the Colliery. Shunting, Down Main to Up Main, situated between the Down and Up Main lines at No.17 -
 - No.19 Shunting, along Arrival and Departure line (towards the future Bunker line) or to
 - Up Main, situated to the left of the Arrival and Departure line at the West end of
 - No.22 Shunting, Shunt Spur to Arrival and Departure line, situated to the left of the Shunt Spur at the East end of the Colliery.
 - No.23 Shunting, situated to the left of the Arrival and Departure line at the East end of the Colliery, with a two way route indicator applying as follows:-
 - S to Shunt Spur
 - M to Down Main
 - A telephone, communicating with Cutsyke signal box is provided at this signal.
 - Shunting, along Down Main (to No.17 signal) or to Arrival and Departure line, situated between the Down and Up Main lines at the East end of the Colliery. No.25 -

- Two new Ground Frames will be provided as follows:-Situated at the West end of the Colliery Sidings controlling the points from the Arrival Colliery Sidings Ground Frame No.1 (3 lever)

 - Colliery Sidings Ground Frame No.2 (2 lever) Situated at the East end of the Colliery Sidings controlling the points from the Arrival and
 - Both Ground Frames are released from Cutsyke signal box and telephone communication Departure line to the Coke Works.
 - is provided to Cutsyke signal box.

Whitwood Sidings

The Up Main Distant signal, at present situated beneath Cutsyke Up Main Starting signal will be incorporated in the new Cutsyke Up Main colour light Starting signal (No.30). (24)

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	-SIGNALLING AND PERMANENT WAY ALTERATIONS-con
SECTION C-	-SIGNALLING AND I CHARGE CTION B-continued
DETAILS OF	WORK REFERRED TO IN SECTION B-continued
	WARK OTATION
SUNDAY 19	MAY-YORK STATION wing points will be reconnected and brought back into u
The follo	wing points will be reconnected and brought searborough
510	Down Scarborough Goods to Down Scarborough
518	Up Station line to Down Sectors
559	Up Scarborough he brought back into use:-
The follo	Up Scarborough wing signal routes will be brought back into use:-
135	Branches raid to Branches Vard to 240 signal
135	Subsidiary signal Branches raid to Down Scarborough Down Scarborough Goods to Down Scarborough Goods to 240 sign
136	Down Scarborough Goods to Down Scarborough Goods to 240 sign Subsidiary signal Down Scarborough Goods to 240 sign
136	Fruit Dock to Down Scarborough
139	Chunting signal Up Scarporough Goods to 210 015
143	
146 146	Chaidiany signal No. 10 Platform to 240 orginal
148	ar platform to DOWD SCHOOLOUGH
151	Shunting signal No. 15 Platform to 240 signal
152	No. 14 Platform to Down Scarborougn
154	or sting giggal No 14 Platform to 240 Signal
155	Shunting signal No.15 Platform line to No.16 Platform
155	Shunting signal No.15 Platform line to 150 signal
155	Shunting signal No.15 Platform line to 153 signal
156	Shunting signal No.15 Platform line to Branches Yard

- Shunting signal No.15 Platform line to 156 Shunting signal No.15 Platform line to 155 signal
- 156
- Down Scarborough to 156 signal 238
- Up Scarborough rough to Up Scarborough Goods via 570 R. 244
- Up Scarborough to No.16 Platform 244
- Up Scarborough to No.15 Platform via 570 R. 244
- Up Scarborough to No.14 Platform via 570 R. 244

SUNDAY 19 MAY-BETWEEN LOFTHOUSE NORTH AND ARDSLEY

The Down Through Siding between Lofthouse North Junction and Ardsley Station signal boxes will in future be operated as a Goods Line signalled in both directions (No Token), worked under Absolute Block Regulations.

tinued

Ardsley Station

The following connections will be secured permanently out of use in the normal position pending removal:-

West Yorkshire Yard or Trans Line or Down Siding No.2 to Down Main Down Through Siding to Down Main Trap points in Down Through Siding Trap points in Down Siding No.2 Facing connection Down Main to Down Branch Down Through Siding to Down Branch Trailing connection in Down Branch line from Down Main Trailing crossover between Down and Up Main lines Facing connection Up Branch and slip to Down Main The following signals will be abolished:-Miniature arm West Yorkshire Yard to Down Main Miniature arm Down Siding No.2 to Down Main Ground level disc Down Main to Down Through Siding/Down Siding No.2 or Trans line or West Yorkshire line Ground level disc applying to movements shunting along the Down Main Down Main Home Ground level disc applying along Down Through Siding (to disc applying to movements through trailing crossover between Down and Up Branch lines) Ground level disc Down Main to Up Main Ground level disc Up Main to Down Main or Up Branch Up Branch to Up Main Home Up Main First Home Miniature arm signal Down Branch to Up Main

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK REFERRED TO IN SECTION B-continued

SUNDAY 19 MAY-BETWEEN LOFTHOUSE NORTH AND ARDSLEY - continued

Ardsley Station - continued

Signalling alterations

The left hand route indicator associated with the Down Main Starting signal will be abolished. This signal will be redesignated Down Main Home.

The miniature arm signal applying Down Branch to Up Main or Down Through Siding will in future apply Down Branch to Down Through Siding only. (24)

MONDAY 20 MAY-NEVILLE HILL EAST

The through connection from the Down Goods line to the Down Shunting Neck will be abolished and the facing connection from Down Goods to Down Main will form trap points. Movements from the Down Goods to Down Shunting Neck will be routed via the Down Main line. The miniature are below to (24) Goods Second Home signal will apply to this route.

DETAILS OF WORK ALREADY CARRIED OUT

** YORK YARD NORTH

The following signals have been abolished :--

Up Main Goods Home 2 Down Main Goods Starting Down Goods to Down Departure Line Down Departure line to Down Departure line 1 Down Departure line to Down Departure lines 2 – 8 Down Departure line to Down Sidings Up Arrival line 4 to Up Arrival line 1 Up Arrival line 3 to Up Arrival line 1 Up Arrival line 2 to Up Arrival line 1 Along Up Arrival line 1 Up Main Goods to Up Warehouse line Up Main Goods to Up Goods

Altered Signals

Up Main Goods Home has been renewed on same site as a 3 aspect Colour Light (No.150) with subsidiary signal and stencil type route indicator displaying the following indications.

M - to Up Main Goods

G - to Up Goods

W - to Up Warehouse

A telephone has been provided at this signal.

Down Main Goods to Down Departure lines 1 – 8 signal has been renewed as miniature arm on left of Down Main Goods Home 133 yards further from signal box.

The miniature arm signals applying Down Siding No.3 to Down Departure lines 1 – 8 or Down Main Goods have been renewed as a ground level disc signal situated to the left of Down Siding No.3 same distance from signal box.

The miniature arm signal applying Up Main Goods to Down Departure lines 1 - 8 has been renewed as ground level disc signal situated between Down Main and Up Main Goods, 4 yards from the signal box.

The miniature arm signals applying Up Arrival and Shunting lines to Up Main Goods or Up Goods or Up Warehouse have been renewed as a ground level disc signal situated to the left of the Up Arrival line 3 yards in rear of hand points on Up Arrival line.

This signal now applies only to movements from the Up Arrival lines.

The miniature arm signal applying Down Departure lines to Down Sidings has been renewed as a ground level disc signal situated between Down Departure line 1 and 2, 37 yards further from signal box. This shunting signal now applies from Down Departure lines 2 – 8 to Up Warehouse or Down Main Goods or Exchange Sidings or Down Sidings.

The miniature arm signal applying Down Departure lines to Up or Down Main Goods has been renewed as a ground level disc signal situated to the left of Down Departure line 1, 37 yards further from the signal box. This shunting signal now applies from Down Departure line 1 to Up Warehouse or Down Main Goods and Exchange Sidings or Down Sidings.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

YORK YARD-continued

Altered Application of Signals

The ground level disc signal at the exit from Exchange Sidings now applies from Exchange Sidings to Down Main Goods or Down Departure lines 1 - 8.

The miniature arm signal on the extreme left of Down Main Goods Home bracket now applies from Down Goods to Down Main Goods or Down Departure lines 1 - 8.

The Down Warehouse Home No.2 now applies to Down Main Goods or Down Departure lines 1 - 8.

The Miniature arm signal Up Shunting line (Up Direction) now applies from Up Shunting line to Up Main Goods or Up Goods or Up Warehouse. (20)

BETWEEN HEMSWORTH SOUTH JUNCTION AND HEMSWORTH EAST AND BETWEEN MONCKTON EMPTY SIDINGS AND WRANGBROOK/WRANGBROOK AND DENABY 'A'

The Down and Up Branch lines between Hemsworth East and Hemsworth South Junction and the associated connections have been taken out of use pending removal.

The Down and Up lines between Hemsworth East and Monckton Empty Sidings and the associated connections have been taken out of use pending removal. Buffer stops have been erected clear of Monckton . Empty Sidings connections.

The Down and Up lines between Hemsworth East and Wrangbrook and the single line between Wrangbrook and Pickburn & Brodsworth and the associated connections have been taken out of use pending moval.

HEMSWORTH EAST

All signals and connections, together with the signal box have been abolished.

HEMSWORTH SOUTH

The Transfer Sidings, Up Sidings and Up Shunt Spur have been secured permanently out of use pending removal.

The trailing connection from Down Main to Down Siding has been secured permanently out of use pending removal.

The facing connection from Up Goods to Up Main form trap points.

The following signals have been abolished:-

Down Branch Distant.

Down Branch First Home.

Down Branch Second Home to Down Goods.

Down Branch Second Home to Down Main.

Three ground level disc signals controlling movements from the Transfer Sidings.

- Elevated disc on right hand bracket (carried on the same post as the Down Branch Second Homes) applying from Down Branch to Down Main.
- Disc applying Down Main to Down Branch.
- Disc applying Down Siding to Down Main.
- Disc controlling movements from the Shunt Spur.
- Up Main to Up Branch route indicator associated with the Up Main Home colour light signal.
- Disc applying Down Branch to Transfer Sidings.
- Three miniature arm signals carried on the same post
- applying to movements from the Up Branch.

The two and five lever ground frames east of the signal box, controlling connections from the Down and Up Branch lines to the Transfer Sidings and the Up Sidings have been abolished.

Pickburn & Brodsworth and Wrangbrook signal boxes together with all signals worked therefrom have been abolished and all points secured in the normal position pending removal. Buffer stops have been erected on the single line, 50 yards on the Wrangbrook side of the 10 mile post, facing movements from Denaby 'A'. (22/23)

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No.2 No.3

No.5

No.6 -

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General All poin A linesi ^{during} load Referenc SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued

FRICKLEY COLLIERY : PROVISION OF RAPID LOADING FACILITIES

Two new lines have been provided named "Bunker Arrival and Departure line" and "Run Round line". Certain colliery sidings have been remodelled.

The following new points have been provided :-

Spring points, Bunker Arrival and Departure line to Run Round line situated 120 yards West of the Bunker (set normally for the Bunker Arrival and Departure line).

Motor operated points, Bunker Arrival and Departure line to Run Round line situated 430 yards East of the Bunker.

Motor operated points, Bunker Arrival and Departure line to Colliery Sidings situated 538 yards East of the Bunker.

The following Ground Position Light Signals have been brought into use :-

- No.1 Situated 5 yards West of the Bunker controlling entrance to the line beneath the Bunker. This signal works in conjunction with Loading Control Signals A, B, C and D, as follows :--
 - (a) When a train is under the control of signals A, B, C or D, NO ASPECT is exhibited in No.1 Signal.
 - (b) At all other times No.1 signal applies to all movements towards the Bunker.
- No.2 Situated 5 yards East of the Bunker controlling entrance to the line beneath the Bunker.
- No.3 Situated to the left of the Run Round line, 380 yards East of the Bunker, applying Run Round line to Bunker Arrival and Departure line.
- No.5 Situated to the left of the Bunker Arrival and Departure line, 380 yards East of the Bunker applying along the Bunker Arrival and Departure line.
- No.6 Situated to the left of the exit from the Colliery Sidings 480 yards East of the Bunker applying Colliery Sidings to Bunker Arrival and Departure line.
- No.8 Situated to the left of the Bunker Arrival and Departure line, 541 yards East of the Bunker applying along the Bunker Arrival and Departure line or to Run Round line or to Colliery Sidings.

Telephones, communicating with the Bunker Operator are provided at No.3 signal and midway between Nos. 6 and 8 signals.

Control during loading

Four Loading Control signals (see below for aspects to be displayed), spaced 110 yards apart are provided adjacent to the Bunker Arrival and Departure line, positioned as follows :--

- D 385 yards West of Bunker
- C 275 yards West of Bunker
- B 165 yards West of Bunker
- A 55 yards West of Bunker

General

All points and signals are controlled by the Bunker Operator.

A lineside Plunger is provided at the Bunker to enable the Guard to stop the train, if necessary, during loading or when the last wagon is positioned under the Bunker for loading.

Reference should be made to the diagram shown on the next page of this notice.

SEE GENERAL INSTRUCTIONS AND NOTICES NO. 19D

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A, B, C AND D.



STOP IMMEDIATELY



PREPARE TO STOP



MOVE AT LOW SPEED IN DIRECTION FOR LOADING



MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS.

INDICATIONS APPLICABLE WHEN LOADING ONLY

R = RED W = WHITE

(22/23)

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY and SUNDAY 3 and 4 FEBRUARY-BETWEEN NEVILLE HILL EAST AND GARFORTH

The former Down Fast line between Killingbeck and Cross Gates slued into the Down Main (former Down Slow) line between 16½ and 16¼ m.p. and become the new Down Main line. Killingbeck and Cross Gates signal boxes abolished together with all signals and points worked

therefrom. (Certain Cross Gates signals retained as Automatic or Neville Hill East signals-see below). Manston Ground Frame and Level Crossing released from Neville Hill East signal box.

Track Circuit Block Working introduced between Neville Hill East and Garforth on the Down and Up Main lines.

Neville Hill East

The following signals abolished (see below for new colour light signals):-

Up Main Distant Up Main Home Up Main Home to Up Goods Up Main to Colliery Line (miniature arm) Up Main to Shunting line (miniature arm) Down Main Starting.

New or Altered 4-aspect colour light signals:-

Down direction (all to the left of the Down Main line):-

NHE 20 New signal 610 yards in advance of the signal box.

Auto 791 New signal 1,100 yards in advance of NHE 20.

Auto 793 New signal 1,110 yards in advance of Auto 791.

Auto 795 New signal 1, 190 yards in advance of Auto 793.

NHE 33 Existing signal 764 yards in advance of Auto 795 (formerly Cross Gates CG 17).

NHE 35 Existing signal - formerly Cross Gates CG 22.

Auto 801 Existing signal - former Auto D 14 renumbered.

Up Direction (all to the left of the Up Main line):-

Auto 802 Existing signal - former Auto U 13 renumbered.

NHE 125 Existing signal - formerly Cross Gates CG 46.

Auto 798 Existing signal - former Auto U 15 renumbered.

Auto 796 Existing signal - formerly Cross Gates CG 45.

Auto 794 New signal 1,400 yards in advance of Auto 796.

Auto 792 New signal 1,350 yards in advance of Auto 794.

NHE 123 New signal 1,270 yards in advance of Auto 792 with left hand junction indicator reading to Up Goods Loop and left hand offset subsidiary fitted with 2 way stencil route indicator reading:-

C - Colliery line.

S - Shunting line.

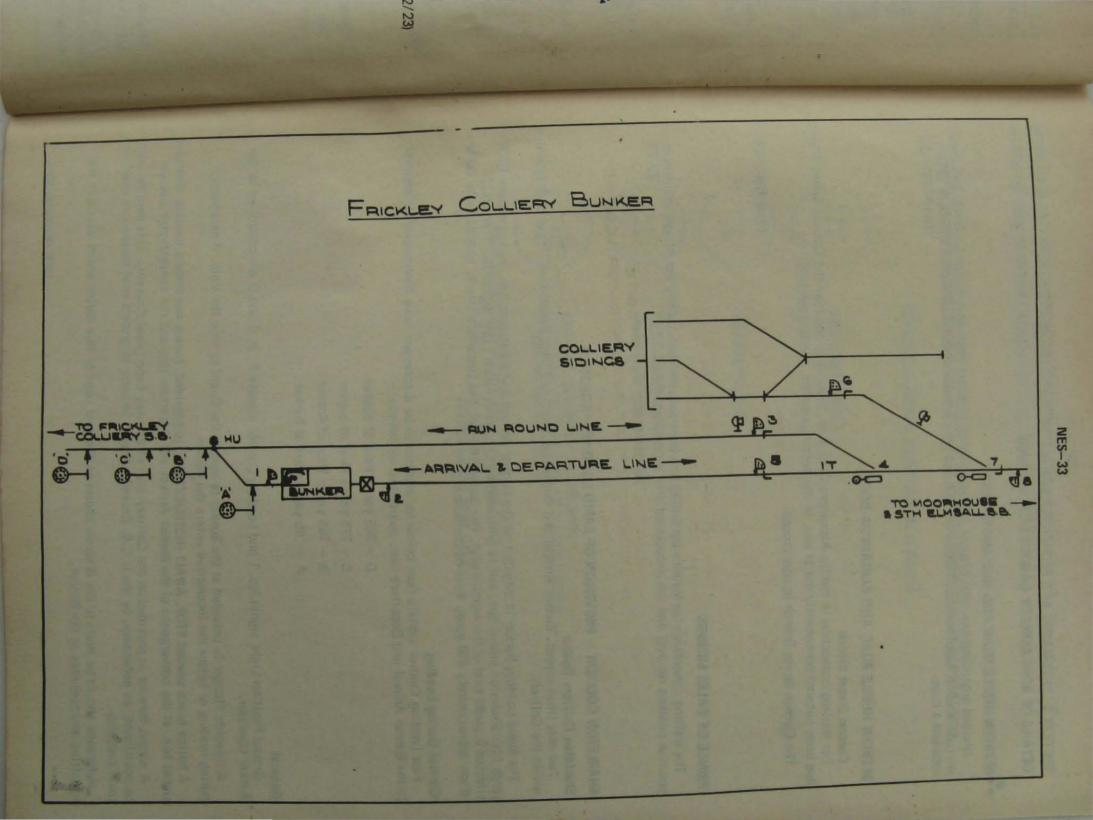
Catch points

Catch points in the Down Main line, at present secured out of use, brought into use as follows:-At 17 m. 60 chs. 655 yards in rear of Auto signal 791.

At 17 m. 18 chs. 830 yards in rear of Auto signal 793.

New catch points will be laid in and brought into use as follows:-

At 16 m. 53 chs. 1,020 yards in rear of Auto signal 795.



SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

BETWEEN HESSLE ROAD AND ALEXANDRA DOCK

Revised signalling has been brought into use between Hessle Road and Alexandra Dock. Full details are published in Supplementary Notice No.17A and all staff concerned must ensure that they have received a copy.

BETWEEN HESSLE ROAD AND ALEXANDRA DOCK

The trailing connection in the Up Alexandra Dock line, leading to and from the Cannon Street Branch, has been secured permanently out of use, in the normal position, pending removal.

The Cannon Street Branch is now closed.

(New Item) (24)

PRINCE OF WALES SIDINGS

The trailing connection Up Main to Up Siding has been secured permanently out of use in the normal position pending removal and the associated disc signals abolished.

SHARLSTON COLLIERY - PROVISION OF RAPID LOADING FACILITIES

Sharlston Colliery Bunker

Two new lines named "Bunker Arrival and Departure line" and "Run Round line" have been provided within the Colliery.

The Rapid Loading Bunker is situated on the Bunker Arrival and Departure line, approximately 1,200 yards from Sharlston signal box, and is protected by Ground Position Light signal No. 1 which is situated 5 yards East of the weighbridge. The Bunker Arrival and Departure line is terminated by buffer stops approximately 400 yards West of the Bunker.

Control During Loading

Four Loading Control signals (see below for aspects to be displayed) have been provided, adjacent to the Bunker Arrival and Departure line, positioned as follows:-

- D 385 yards West of Bunker
- C 275 yards West of Bunker
- B 165 yards West of Bunker
- A 55 yards West of Bunker

General

Ground Position Light signal No. 1 and Loading Control signals A, B, C and D are controlled by the Bunker Operator.

A lineside Plunger is provided at the Bunker to enable the Guard to stop the train, if necessary, during loading or before the locomotive enters the Bunker.

A notice board worded STOP, AWAIT INSTRUCTIONS, is provided, facing movements towards Sharlston signal box, at the convergence of the Bunker Arrival and Departure line and the conventional sidings.

A wagon derailer is provided on the Colliery side of Whinney Lane Level Crossing. This derailer will be positioned, as necessary, by the N.C.B. Crossing Keeper in order to protect road movements over the level crossing.

Reference should be made to the diagram shown on the next page of this notice which indicates the signalling arrangements at the Bunker.

(SEE SECTION 'D')

SIGNAL DETAILS NES-35 SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A, B, C AND D.



STOP IMMEDIATELY



PREPARE TO STOP

0 W 0 W 0 W

MOVE AT LOW SPEED IN DIRECTION FOR LOADING



MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS.

INDICATIONS APPLICABLE WHEN LOADING ONLY R = RED W = WHITE (DIAGRAM ON NEXT PAGE)

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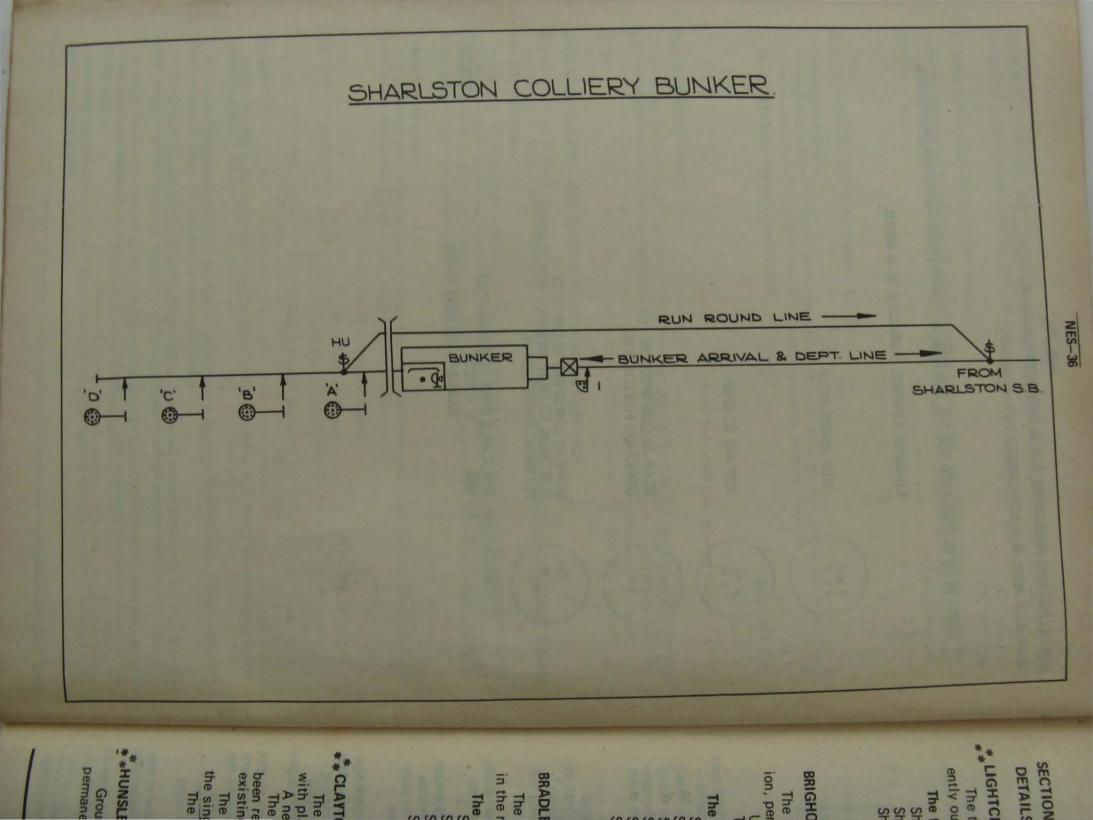
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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

* LIGHTCLIFFE

- The trailing connection in the Down Main line leading to the Down Sidings has been secured permanently out of use, in the normal position, pending removal,
 - The following signals have been abolished :-Shunting Down Sidings to Down Main. Shunting along Down Main (towards signal box) Shunting Down Main to Down Sidings

(20)

BRIGHOUSE

The following lines and connections have been secured permanently out of use, in the normal position, pending removal :-

Up Goods Loop Trailing connection Up Slow to Down Sidings

The following signals have been abolished:-

Shunting, Up Slow to Down Sidings Shunting, Neck to Down Sidings Shunting, Up Goods Loop to Down Sidings Shunting, Down Sidings to Up Main Shunting, Down Sidings to Neck Shunting, set back from Up Main (opposite signal box)

(21)

BRADLEY WOOD JUNCTION

The trailing connection from Down Goods to Down Sidings has been secured permanently out of use in the normal position pending removal. Subsequently the Down Sidings will be removed.

The following associated signals have been abolished:-

Shunting Down Slow to Down Goods Shunting along the Down Goods Shunting Down Goods to Down Sidings Signal controlling outlet from Down Sidings.

(22/23)

** CLAYTON WEST STATION

The sand drag together with the loop leading from the single line has been abolished and replaced with plain line.

A new sand drag will be provided in the Goods Yard on the site of the former Repair line. The ground level disc signal applying from the Colliery Sidings or Goods Yard to the single line has been replaced by two ground level disc signals one applying from each line 20 yards in rear of the existing signal.

The connection from the single line to the Colliery Sidings or Goods Yard is now set normally from the single line to the Goods Yard.

The hand points in the neck of the Goods Yard are normally set towards the new sand drag. (20)

**HUNSLET STATION JUNCTION

Ground Frames A and B have been abolished and the points worked therefrom have been secured permanently out of use, in the normal position, pending removal. (20)

SECTION D

Items marked thus will not appear in future issues and a note must be taken of them by all concerned.
Denotes new or amended item.

MISCELLANEOUS NOTICES

RULE 218

The alteration to Rule 218 Clauses (e) and (g) together with new Clauses (h) and (i) printed in General Instructions and Notices booklet "NE/S" No.19D is now in force.

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the three sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of ½m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the low speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings.Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge. The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box. SECTIC

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SECTION D-MISCELLANEOUS NOTICES - continued.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

BETWEEN GASGOIGNE WOOD AND MICKLEFIELD JN.

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles.

Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

FERRYBRIDGE 'C' POWER STATION

The contractors sidings have been shortened to within 400 yards of No.2 signal and buffer stops erected. (21)

DRIFFIELD UP SIDINGS

The hand worked connections to the through siding adjacent to Whites Sugar Mill have been secured permanently out of use pending removal. (22/23)

DAIRYCO ATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing	
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice	Monday 20 May	

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GENERAL I	INSTRUCTIONS			
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ADD:- (Supersedes item on page 180 Supp. Ope STANDARD CLASSIFICATION AI Referring to pages 72/73 of the General Appe	ND CODE OF HEAD Landix (pages 35/36 of	AMPS OR DISCS Supplement No. 2)	; the following	I T a
alterations apply on the Eastern Region.	60.00 2000 12.00	Classification	Headcode	E
Description of train	Maximum speed M.P.H.	(first frame of indicator box)	(white lights or discs)	C E
and the second s	Card Internet in the second			0
ADD:- after seventh item				1
Freight train with	Grand Barris	7*	As for Class 7	
fitted braked head	35	r	A3.101 01035 /	
AMEND:-			Mar L'SLERA P	4
Maximum speed of "t Through reight train not fitted with the				
automatic brake"	25			
to read Maximum speed of "† Branch				
or Stopping freight train				-
and Officers' Special train				
to stop in section" to read	25			
or Stopping freight train and Officers' Special train or ballast train requiring to stop in section'' to read ADD: (Supersedes item on page 181 Supp. Ope MAXIMUM SPEED Referring to page 95 of the General Appendix	r. Insts). S OF FREIGHT TRAIN	S ent No. 2): the fol	lowing alterations	
apply on the Eastern Region.	A REAL PROPERTY.			
Maxir		tion	and magazital and the	
Classification M.P.H				
	all the second second	Harris (A) Saltan		
ADD:- 7* 35	8			
AMEND:-	The service is a			
8 25 9 25	1			*
4DD:-	The second second			
NOTE: § The proportion of vehicles wh Trains Loads books.	ich must form the fitt	ed head is shown	n the Freight	

X PAGE 263 RULE 39(a) Signal at which Rule 39 Clause (a) Signal Box is exempt Remarks ADD:-Cutsyke Down Methley Inner Home Down Cutsyke Branch Outer Home Clear weather only Clear weather only alterat Descr

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NES-41

LOCAL INSTRUCTIONS

PAGE 311

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC.,

SHARLSTON

ADD:- SHARLSTON COLLIERY - RAPID LOADING FACILITIES

ADD:- Strains at Sharlston Colliery for Bunker loading must enter the colliery with locomotive leading and will proceed from No.1 G.P.L. signal through the Bunker at a maximum speed of 3 m.p.h. to enable "tare" weighing to be completed. After passing through the Bunker the train must proceed to the farthest Bunker loading signal. The guard will ascertain that the points are in the correct position for the loading operation and advise the Bunker operator. When the signal is received, three vertical white lights in the Bunker loading signal, the driver must engage the slow speed control to maintain a speed of 1/2 m.p.h. during the loading and gross weighing operation the guard will position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the guard must operate the Bunker loading signal by means of the lineside plunger to stop the train before the locomotive enters the Bunker to enable the last wagon to be loaded whilst stationary. The guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to re-commence loading until he is satisfied it is safe to do so. After the loading operation the train must be brought to a stand behind No.1 G.P.L. signal, the locomotive run round and the guard will collect the train weighbill from the Bunker operator. All trains leaving the colliery must then draw up to the "STOP AWAIT INSTRUCTIONS' board.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING **OVER EASTERN REGION LINES**

GENERAL INSTRUCTIONS

PAGE 135

ADD:- (Supersedes item on page 453 Supp. Oper. Insts.).

STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Referring to pages 72/73 of the General Appedix (pages 35/36 of Supplement No.2); the following alterations stern Region

Description of train	Maximum speed M.P.H.	Classification (first frame of indicator box)	Headcode (white lights or discs)
ADD:-			
after seventh item. [†] Freight train with fitted braked head	35	7*	As for Class 7
AMEND:- Maximum speed of " + Through freight train not fitted with the automatic brake " to read Maximum speed of " + Branch or Stopping freight train	25		
train and Officers' Special train or ballast train requiring to stop in section'' to read	25		

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Class 7

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FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1

No.21



NE/S

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 25 MAY

TO

FRIDAY 31 MAY 1968

INCLUSIVE

Enginemen and guards must pay particular attention to works contained in this nonce and know 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 accordance.

NES - 22 SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK REFERRED TO IN SECTION B-continued SUNDAY 4 FEBRUARY -BETWEEN LOW MOOR NOS. 1 AND 5 AND BOWLING JUNCTION The following lines taken out of use, pending removal:-Down Goods and Down Sidings between Low Moor No.2 East and Low Moor No.4. Up Goods between Low Moor No.4 and Low Moor No.2 East. Up Passenger Loop between Low Moor No.2 East and Low Moor No.5. Between Low Moor No.2 West and Low Moor No.1 Temporary buffer stops erected in the Up Goods line in the vicinity of the Up Goods to Up Passenger loop shunting signal, and the Up Goods line between Low Moor No.2 West and this point abandoned; the remainder of the line becomes an Up Siding for Low Moor No.1 signal box. The Limit of Shunt indicator on the Up line between Low Moor No.2 East and Low Moor No.2 West boxes abolished. Low Moor No.1 The Up Goods Home signal becomes a miniature arm signal. Low Moor No.2 West The following points secured out of use, in the normal position, pending removal:-Worked Catch Points in the Up Goods line. Up Passenger Loop to Up Goods and Up Main. Up Passenger Loop to Up Siding and Trap Points in the Up Siding. The following signals abolished:-Up Passenger Loop Home Up Passenger Loop Home to Up Goods) and No.1 Box Distant Up Passenger Loop Home to Up Main) arms below. Shunting Up Goods to Up Passenger Loop

Shunting Up Main to Up Passenger Loop Shunting along Up Main in wrong direction Shunting Up Branch to Up Passenger Loop Up Sidings to Up Passenger Loop (Miniature Arn.) Shunting Up Passenger Loop to Up Sidings Shunting along Up Passenger Loop in wrong direction.

Signal alterations:-

The shunt signal applicable to movements from Up Main to Down Main (at present the top disc of a three disc assembly) repositioned approximately 13 yards nearer to the signal box.

The Up Main Distant signal repositioned 970 yards from the signal box on the site of Low Moor No.3 former Up Main Distant.

Low Moor No.2 East and Low Moor No.3

Both signal boxes, together with all signals worked therefrom, abolished and all points secured out of use, in the normal position, pending removal.

Low Moor No.4

The signal box, together with all signals worked therefrom, abolished except that No.4 Down Main Colour Light Starting signal retained as Bowling Junction Down Distant signal and will exhibit a Yellow or Green aspect only. All points secured out of use, in the normal position, pending removal.

Low Moor No.5

The connection from Up Passenger Loop to Up Branch secured out of use, in the normal position, pending removal and the following signals abolished:-

Up Passenger Loop Home.

Shunting Up Branch to Up Passenger Loop.

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At or between	Lines affected	Remarks
YORK (SKELTON) TO HAP	ROGATE (DRAGON)	
DAILY UNTIL FURTHER	NOTICE	
Skelton Junction and	All	07 30 to 16 30, cleaning and painting bridg
Dragon		Ladders and trestles in use. (14/
Goldsborough and	All	07 00 to 18 00, contractors demolishing for
Knaresborough		Knaresborough Goods signal box. Plant in
in a cost of a give		
SUNDAY 26 MAY		
Starbeck North and	Down and Up Main	07 00 to 17 00. Erecting superstructure on
Harrogate Dragon		Bridge No.1 at Om. 25chs.
MONDAY and TUESDAY	27 and 28 MAV	
Knaresborough and	Down Main	22 00 (Mon) to 06 00 (Tues) Tamping machin
Harrogate Dragon Jn.	(BLOCKED)	in use between ¼ and 17½m.p. All signal
Harlogate Dragon on.	(DECONED)	and open gate boxes manned.
TUESDAY 28 MAY		
Starbeck North and	Down and Up Main	07 00 to 17 00. Signalling and interlocking
Dragon	and the second sec	alterations (See Section 'C').
	AV 28 and 29 MAY	and the second stand while it was should as
TUESDAY and WEDNESD	Up Main	22 00 (Tues) to 06 00 (Wed) Tamping maching
Skelton Jn.	(BLOCKED)	in use between 14 and 31/m.p. All signal
skenton sn.	(DECORED)	and gate boxes open.
WEDNESDAY and THURSE	DAY 29 and 30 MAY	and gate boxes open.
Goldesborough and	Up Main	22 00 (Wed) to 06 00 (Thurs) Temping maching
Starbeck South	(BLOCKED)	in use between 16¼ and 17¼m.p. All sign
	1	boxes and gate boxes open.
THURSDAY and FRIDAY 3	VAM 21 MAY	soves and gate boxes open.
INUNSUAT and FRIDAT 3		
	Up Main	22 00 (Thurs) to 06 00 (Fri) Tamping machin
		22 00 (Thurs) to 06 00 (Fri) Tamping machin use between 0 and ³ /m.p. All signal boxes
Dragon Jn. and	Up Main	22 00 (Thurs) to 06 00 (Fri) Tamping machin use between 0 and ¾m.p. All signal boxes gate boxes open.
Dragon Jn. and Starbeck North	Up Main (BLOCKED)	use between 0 and ³ /m.p. All signal boxes gate boxes open.
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N	Up Main (BLOCKED) CTION) TO LEEDS CITY (H	use between 0 and 3/m.p. All signal boxes
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and	Up Main (BLOCKED) CTION) TO LEEDS CITY (H	use between 0 and ³ /m.p. All signal boxes gate boxes open.
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE	USE between 0 and ³ /m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn.	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main	USE between 0 and ¼m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main	USE between 0 and ³ /m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator working
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn.	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main	USE between 0 and ³ /m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p.
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn.	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main	USE between 0 and ³ /m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator working
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Huddersfield	USE between 0 and ³ / ₄ m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p. (38)
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main	USE between 0 and ⁴ m.p. All signal boxes gate boxes open. (OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p. (38 07 00 to 17 00. Track maintenance in Morley
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY Batley and Morley THURSDAY 30 MAY	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Huddersfield	USE between 0 and ³ / ₄ m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p. (38)
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY Batley and Morley THURSDAY 30 MAY Holbeck East Jn. and	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Huddersfield Down and Up Main	Use between 0 and ¾m.p. All signal boxes gate boxes open. OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p. (38 07 00 to 17 00. Track maintenance in Morley Tunnel between 36¼ and 38¼m.p.
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Huddersfield	Use between 0 and ¼m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator worki adjacent to tracks between 41 and 42m.p. (3) 07 00 to 17 00. Track maintenance in Morley Tunnel between 36¼ and 38¼m.p. 00 01 to 06 00 On track tamping machine
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY Batley and Morley THURSDAY 30 MAY Holbeck East Jn. and	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Huddersfield Down and Up Main	Use between 0 and ¾m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator worki adjacent to tracks between 41 and 42m.p. (3) 07 00 to 17 00. Track maintenance in Morley Tunnel between 36¼ and 38¼m.p.
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY Batley and Morley THURSDAY 30 MAY Holbeck East Jn. and L.N.W. Jn.	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Huddersfield Down and Up Main Up Main (BLOCKED)	Use between 0 and ¼m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator worki adjacent to tracks between 41 and 42m.p. (3) 07 00 to 17 00. Track maintenance in Morley Tunnel between 36¼ and 38¼m.p. 00 01 to 06 00 On track tamping machine
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY Batley and Morley THURSDAY 30 MAY Holbeck East Jn. and L.N.W. Jn.	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Huddersfield Down and Up Main Up Main (BLOCKED)	USE between 0 and ⁴ m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p. (3) 07 00 to 17 00. Track maintenance in Morley Tunnel between 36¼ and 38¼m.p. 00 01 to 06 00 On track tamping machine
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY Batley and Morley THURSDAY 30 MAY Holbeck East Jn. and L.N.W. Jn.	Up Main (BLOCKED) CTION) TO LEEDS CITY (H OTICE Down and Up Main Down and Up Huddersfield Down and Up Main Up Main (BLOCKED)	 Use between 0 and ¼m.p. All signal boxes gate boxes open. COLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p. (38 07 00 to 17 00. Track maintenance in Morley Tunnel between 36¼ and 38¼m.p. 00 01 to 06 00 On track tamping machine tamping joints between 42 and 33¾m.p.
Dragon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY Batley and Morley THURSDAY 30 MAY Holbeck East Jn. and L.N.W. Jn.	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Main Down and Up Main Up Main (BLOCKED) PARAGOM) NOTICE Motive Power	 Use between 0 and ¾m.p. All signal boxes gate boxes open. COLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p. (3) 07 00 to 17 00. Track maintenance in Morley Tunnel between 36¼ and 38¼m.p. 00 01 to 06 00 On track tamping machine tamping joints between 42 and 33¾m.p. 07 00 to 17 00. Contractors building water
Chagon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY Batley and Morley THURSDAY 30 MAY Holbeck East Jn. and L.N.W. Jn.	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Main Down and Up Main Up Main (BLOCKED) PARAGOM) NOTICE Motive Power Sidings	USE between 0 and ¾m.p. All signal boxes gate boxes open. IOLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p. (38 07 00 to 17 00. Track maintenance in Morley Tunnel between 36¼ and 38¼m.p. 00 01 to 06 00 On track tamping machine
Chagon Jn. and Starbeck North THORNHILL (L.N.W. JUN DAILY UNTIL FURTHER N L.N.W. Junction and Batley Farnley Branch Jn. and Holbeck East Jn. SUNDAY 26 MAY Batley and Morley THURSDAY 30 MAY Holbeck East Jn. and L.N.W. Jn.	Up Main (BLOCKED) CTION) TO LEEDS CITY (H IOTICE Down and Up Main Down and Up Main Down and Up Main Up Main (BLOCKED) PARAGOM) NOTICE Motive Power	 Use between 0 and ¾m.p. All signal boxes gate boxes open. COLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (4 07 00 to 17 00. Mechanical excavator workin adjacent to tracks between 41 and 42m.p. (3) 07 00 to 17 00. Track maintenance in Morley Tunnel between 36¼ and 38¼m.p. 00 01 to 06 00 On track tamping machine tamping joints between 42 and 33¾m.p. 07 00 to 17 00. Contractors building water

	Y ENGINEERING WORKS - C	Remarks
At or between	Lines affected	
LEEDS CITY TO SKIPTON	(SNAYGILL)-continued	
SUNDAY 26 MAY Apperley Junction and Thackley Junction	06 00 to 14 00 Down Main (BLOCKED) (except as shown in remarks) 14 00 to 18 00 All	06 00 to 18 00. Adjusting rail expansion betwee 202 and 202½m.p. Also testing rails in Thack Tunnel between 203½ and 204½m.p. Arrangements made to pass 1M43, 08 45 Leed to Morecambe. Both signal boxes open.
Thackley Junction	(BETWEEN TRAINS) All	07 30 to 17 00. Overhauling interlocking. Signal box open.
Keighley Station Junction and Cononley Station	Down Main	07 00 to 17 00. On track tamping machine work between 213½ and 217½m.p.Keighley Station Junction. Steeton, Kildwick and Cononley sign boxes open.
Kildwick	All	07 30 to 18 30. Alterations to barrier equipment Signal box open.

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SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION)

MONDAY to FRIDAY 27 to 31 MAY

Guiseley Junction and Esholt Junction

S

A

22 30 (Mon. to Thur.) to 05 00 (Tues. to Fri.) Down Main (BLOCKED) 22 15 (Mon. to Thur) to 06 15 (Tues. to Fri.) Up Main (BLOCKED)

22 15 (Mon. to Thurs.) to 06 15 (Tues. to Fri.).0 track tamping machine working between 3m. 45chs. and 0m.p. Both signal boxes open.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

NES-25

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 26 MAY-CUTSYKE, GLASSHOUGHTON COLLIERY. PROVISION OF RAPID LOADING FACILITIES

Glasshoughton Colliery Bunker

A Westward extension to the existing Colliery Arrival and Departure line will be brought into use adjacent to the Down main line. The Rapid Loading Bunker is situated on this line and the line East of the Bunker will be named. "Bunker Arrival and Departure line". The line West of the Bunker will be named "Empties Line".

The Rapid loading Bunker is protected by the following Ground Position Light shunting signals :-

No.1 - Situated 5 yards West of the Bunker controlling entrance to the line beneath the Bunker.

No.2 - Situated 5 yards East of the Bunker controlling entrance to the line beneath the Bunker. A new two lever Ground Frame will be provided at the Cutsyke signal box end of the Empties line controlling a new trailing connection in the Down Main line which leads to the Empties line. This

Ground Frame is released by Cutsyke signal box and a telephone, communicating with Cutsyke signal box, is provided.

Control During Loading

Three Loading Control signals (see below for aspects to be displayed) are provided adjacent to the Bunker Arrival and Departure line, positioned as follows :-

- A 50 yards East of Bunker
- B 235 yards East of Bunker
- C 420 yards East of Bunker

General

A position Light Shunting signal (No. 14), operated by Cutsyke signal box, is provided beneath Loading Control signal C controlling movements from the Bunker Arrival and Departure line to the Collierv Arrival and Departure line.

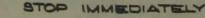
Ground position Light Signals Nos.1 and 2 and Loading Control signals A,B and C are controlled by the Bunker Operator.

A lineside plunger is provided at the Bunker to enable the Guard to stop the train, if necessary, during loading or when the last wagon has entered the Bunker.

Reference should be made to the diagram shown on the next page of this notice.

(SEE SECTION 'D')

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS LOADING CONTROL SIGNALS A.B AND C.



PREPARE STOP



MOVE AT LOW SPEED IN DIRECTION FOR LOADING



MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS

INDICATIONS APPLICABLE WHEN LOADING ONLY

R = RED

W = WHITE

(SEE DIAGRAM ON NEXT PAGE)

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ues. to Fri.). On between 3m. xes open.



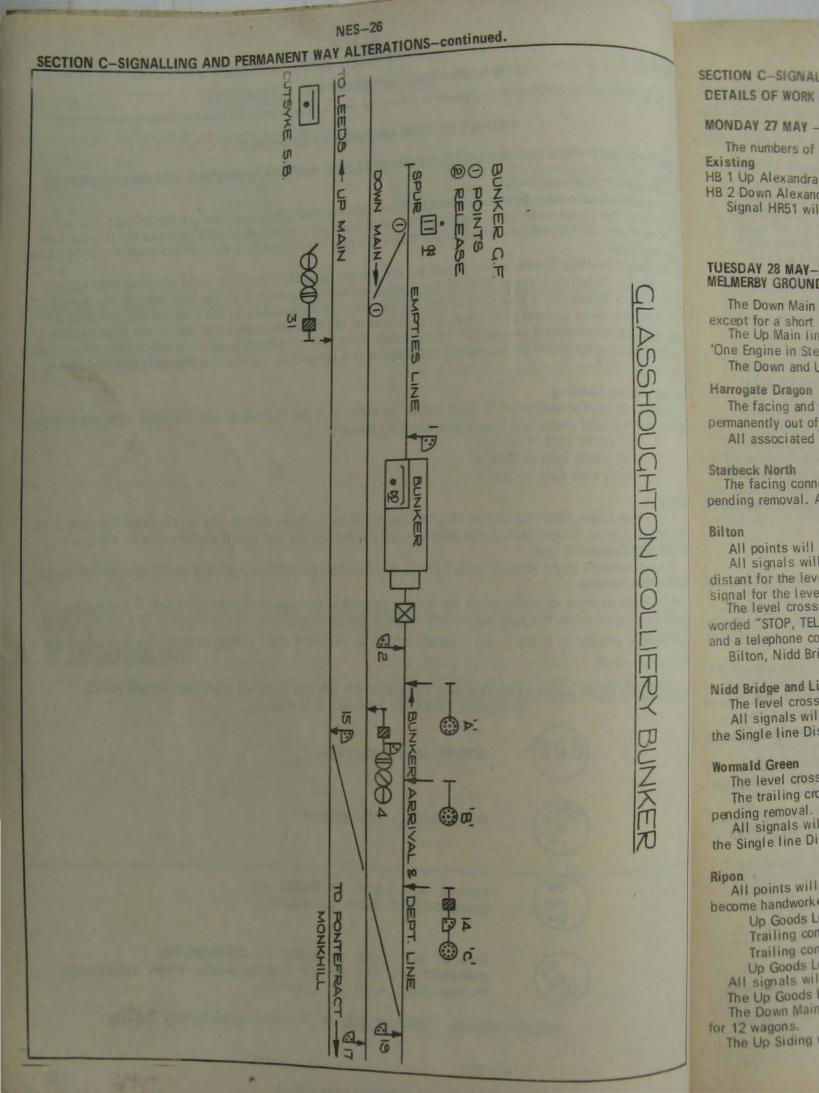
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3, 08 45 Leeds

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK REFERRED TO IN SECTION B-continued.

MONDAY 27 MAY - HESSLE ROAD

The numbers of the signals at I	Hull Bridge signal	box will be altered as follows :	
Existing	New		
HB 1 Up Alexandra Dock line	HR55	Up Alexandra Dock line	
HB 2 Down Alexandra Dock line	HR51	Down Alexandra Dock line	
Signal HR51 will be fitted with	a sign denoting a	semi-automatic signal.	

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TUESDAY 28 MAY-BETWEEN HARROGATE DRAGON, STARBECK NORTH AND HARROGATE DRAGON AND MELMERBY GROUND FRAME

The Down Main Line between Starbeck North and Melmerby South Ground Frame will be abolished except for a short section of line at Ripon.

The Up Main line between the above locations will be retained as a single line, worked under the 'One Engine in Steam" Regulations.

The Down and Up Main lines between Harrogate Dragon and Bilton will be abolished.

Harrogate Dragon

The facing and trailing connections in the Down and Up Man lines leading to Bilton will be secured permanently out of use pending removal.

All associated signals will be abolished.

Starbeck North

The facing connection in the Down Main line leading to Bilton will be secured formanently out of use pending removal. All associated signals will be abolished.

Bilton

All points will be secured permanently out of use pending removal.

All signals will be abolished except the Up Main distant signal, which will become the Single his distant for the level crossing. The existing Down Main outer Home signal will be converted to a distant signal for the level crossing.

The level crossing gates will be disconnected and padlocked across the railway. A notice board worded "STOP, TELEPHONE SIGNALMAN" will be provided on the Starbeck side of the level crossing and a telephone communicating with Starbeck North signal box will be provided.

Bilton, Nidd Bridge, Littlethorpe and Wormald Green signal boxes will be abolished.

Nidd Bridge and Littlethorpe

The level crossing gates will be disconnected and padlocked across the railway.

All signals will be abolished except for the Down and Up Main Distant signals, which will become the Single line Distants for the level crossing.

Wormald Green

The level crossing gates will be disconnected and padlocked across the railway.

The trailing crossover between the Down and Up Main lines will be secured permanently out of use pending removal.

All signals will be abolished except for the Down and Up Main Distant signals, which will become the Single line Distants for the level crossing.

Ripon

All points will be secured permanently out of use pending removal except the following which will become handworked.

Up Goods Loop to Up Main (North)

Trailing connection Down Main to Down Siding

Trailing connection Up Goods Loop to Down Main

Up Goods Loop to Up Main (South)

All signals will be abolished.

The Up Goods Loop will be reduced in length at the north end to a shunt spur sufficient for 30 wagons. The Down Main will be shortened ahead of the north end trailing connection to a shunt spur sufficient for 12 wagons.

The Up Siding will be abolished.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

The following points have been reconnected and brought back into use:-Down Scarborough Goods to Down Scarborough

- Up Station line to Down Scarborough 510

 - 518 Up Scarborough 559

The following signal routes have been brought back into use:-

- Branches Yard to Down Scarborough Subsidiary signal Branches Yard to 240 signal 135
- Down Scarborough Goods to Down Scarborough 135
- Subsidiary signal Down Scarborough Goods to 240 signal 136
- 136
- Fruit Dock to Down Scarborough Shunting signal Up Scarborough Goods to 240 signal 139
- 143
- No.16 Platform to Down Scarborough Subsidiary signal No.16 Platform to 240 signal 146
- 146
- No.15 Platform to Down Scarborough Shunting signal No.15 Platform to 240 signal 148
- 151 No.14 Platform to Down Scarborough
- Shunting signal No.14 Platform to 240 signal 152
- Shunting signal No.15 Platform line to No.16 Platform 154
- Shunting signal No.15 Platform line to 150 signal 155
- 155
- Shunting signal No.15 Platform line to 153 signal Shunting signal No.15 Platform line to Branches Yard 155
- 156
- Shunting signal No.15 Platform line to 142 signal 156 Shunting signal No.15 Platform line to 155 signal
- 156
- Down Scarborough to 156 signal 238
- Up Scarborough rough to Up Scarborough Goods via 570 R. 244
- Up Scarborough to No.16 Platform 244
- Up Scarborough to No.15 Platform via 570 R. 244
- Up Scarborough to No.14 Platform via 570 R. 244

BETWEEN HEMSWORTH SOUTH JUNCTION AND HEMSWORTH EAST AND BETWEEN MONCKTON EMPTY SIDINGS AND WRANGBROOK/WRANGBROOK AND DENABY 'A'

The Down and Up Branch lines between Hemsworth East and Hemsworth South Junction and the asso iated connections have been taken out of use pending removal.

The Down and Up lines between Hemsworth East and Monckton Empty Sidings and the associated connections have been taken out of use pending removal. Buffer stops have been erected clear of Monckton Empty Sidings connections.

The Down and Up lines between Hemsworth East and Wrangbrook and the single line between Wrang brook and Pickburn & Brodsworth and the associated connections have been taken out of use pending moval.

HEMSWORTH EAST

All signals and connections, together with the signal box have been abolished.

HEMSWORTH SOUTH

The Transfer Sidings, Up Sidings and Up Shunt Spur have been secured permanently out of use pending removal.

The trailing connection from Down Main to Down Siding has been secured permanently out of use pending removal.

The facing connection from Up Goods to Up Main form trap points.

SECTION C-SIG DETAILS OF WOR

HENSWORTH SOL

The following si Down Bran Down Bran Down Bran Down Bran Three grou from the Elevated post as Down Br Disc appl Disc appl Disc cont Up Main 1 Up Main Disc app Three min applyin The two and and Up Branch Pickburn &

been abolished erected on the Denaby 'A'

BETWEEN LOF

The Down operated as a Regulations.

Ardsley Stati

The follow removal:-

West Yo Down T Trap po Trap po Facing Down Trailin Trailin

Facing The follow

> Miniat Miniat Ground West Groun Down Groun Groun Up Br Up Ma

> > Miniat

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT - continued.

HENSWORTH SOUTH-continued

The following signals have been abolished:-Down Branch Distant. Down Branch First Home. Down Branch Second Home to Down Goods. Down Branch Second Home to Down Main. Three ground level disc signals controlling movements from the Transfer Sidings. Elevated disc on right hand bracket (carried on the same post as the Down Branch Second Homes) applying from Down Branch to Down Main. Disc applying Down Main to Down Branch. Disc applying Down Siding to Down Main. Disc controlling movements from the Shunt Spur. Up Main to Up Branch route indicator associated with the Up Main Home colour light signal. Disc applying Down Branch to Transfer Sidings.

Three miniature arm signals carried on the same post

applying to movements from the Up Branch.

The two and five lever ground frames east of the signal box, controlling connections from the Down and Up Branch lines to the Transfer Sidings and the Up Sidings have been abolished.

Pickburn & Brodsworth and Wrangbrook signal boxes together with all signals worked therefrom have been abolished and all points secured in the normal position pending removal. Buffer stops have been erected on the single line, 50 yards on the Wrangbrook side of the 10 mile post, facing movements from Denaby 'A' (22/23)

BETWEEN LOFTHOUSE NORTH AND ARDSLEY

The Down Through Siding between Lofthouse North Junction and Ardsley Station signal boxes are now operated as a Goods Line signalled in both directions (No Token), worked under Absolute Block Regulations.

Ardsley Station

The following connections have been secured permanently out of use in the normal position pending removal:-

	Down Through Siding to Down Main
e assoc-	Trap points in Down Through Siding
	Trap points in Down Siding No.2
onckton	Facing connection Down Main to Down Branch
DUCKION	Down Through Siding to Down Branch
Wrang-	Trailing connection in Down Branch line from Down Main Trailing crossover between Down and Up Main lines
nding	Facing connection Up Branch and slip to Down Main
1000	The following signals have been abolished:
1.20	Williature arm West Yorkshire Yard to Down Main
	Miniature arm Down Siding No.2 to Down Main
	Ground level disc Down Main to Down Through Siding/Down Siding No.2 or Trans line or West Yorkshire line
	Ground level disc applying to movements shunting along the Down Main Down Main Home
	Ground level disc applying along Down Through Siding (to disc applying to movements through
a sugar	a single clossover between Llown and Lin Branch Linac)
e pend-	stound rever disc bown Main to Lin Main
c	Ground level disc Up Main to Down Main on the Depart
fuse	Up Branch to Up Main Home Up Main First Home
	Miniature arm signal Down Branch to Up Main

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued

BETWEEN LOFTMOUSE NORTH AND ARDSLEY-continued

Ardsley Station-continued

The left hand route indicator associated with the Down Main Starting signal has been abolished. This

The miniature arm signal applying Down Branch to Up Main or Down Through Siding now applies Down signal is redesignated Down Main Home.

Branch to Down Through Siding only.

NEVILLE HILL EAST

The through connection from the Down Goods line to the Down Shunting Neck has been abolished and the facing connection from Down Goods to Down Main now form trap points. Movements from the Down Goods to Down Shunting Neck have been routed via the Down Main line. The miniature arm below the Down Goods Second Home signal now applies to this route.

FRICKLEY COLLIERY : PROVISION OF RAPID LOADING FACILITIES

Two new lines have been provided named "Bunker Arrival and Departure line" and "Run Round line". Certain colliery sidings have been remodelled.

The following new points have been provided :-

Spring points, Bunker Arrival and Departure line to Run Round line situated 120 yards West of the Bunker (set normally for the Bunker Arrival and Departure line).

Motor operated points, Bunker Arrival and Departure line to Run Round line situated 430 yards East

Motor operated points, Bunker Arrival and Departure line to Colliery Sidings situated 538 yards East of the Bunker. of the Bunker.

The following Ground Position Light Signals have been brought into use :-

Situated 5 yards West of the Bunker controlling entrance to the line beneath the Bunker. No.1 -

This signal works in conjunction with Loading Control Signals A, B, C and D, as follows :-

- (a) When a train is under the control of signals A, B, C or D, NO ASPECT is exhibited in No.1 Signal. (b) At all other times No.1 signal applies to all movements towards the Bunker.
- Situated 5 yards East of the Bunker controlling entrance to the line beneath the Bunker. No.2 -
- Situated to the left of the Run Round line, 380 yards East of the Bunker, applying Run Round No.3 line to Bunker Arrival and Departure line.
- Situated to the left of the Bunker Arrival and Departure line, 380 yards East of the Bunker No.5 applying along the Bunker Arrival and Departure line.
- Situated to the left of the exit from the Colliery Sidings 480 yards East of the Bunker No.6 applying Colliery Sidings to Bunker Arrival and Departure line.
- Situated to the left of the Bunker Arrival and Departure line, 541 yards East of the Bunker No.8 applying along the Bunker Arrival and Departure line or to Run Round line or to Colliery Sidings.

Telephones, communicating with the Bunker Operator are provided at No.3 signal and midway between Nos. 6 and 8 signals.

Control during loading

Four Loading Control signals (see below for aspects to be displayed), spaced 110 yards apart are provided adjacent to the Bunker Arrival and Departure line, positioned as follows :-

- D 385 yards West of Bunker
- C 275 yards West of Bunker
- B 165 yards West of Bunker
- A 55 yards West of Bunker

General

All points and signals are controlled by the Bunker Operator.

A lineside Plunger is provided at the Bunker to enable the Guard to stop the train, if necessary, during loading or when the last wagon is positioned under the Bunker for loading. Reference should be made to the diagram shown on page 32 of this notice.

SEE GENERAL INSTRUCTIONS AND NOTICES NO. 19D

SECTION C DETAILS O

ASPEC

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A, B, C AND D.

RWRO

STOP IMMEDIATELY

OW OOW

PREPARE TO STOP



MOVE AT LOW SPEED IN DIRECTION FOR LOADING



MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS.

INDICATIONS APPLICABLE WHEN LOADING ONLY

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(22/23)

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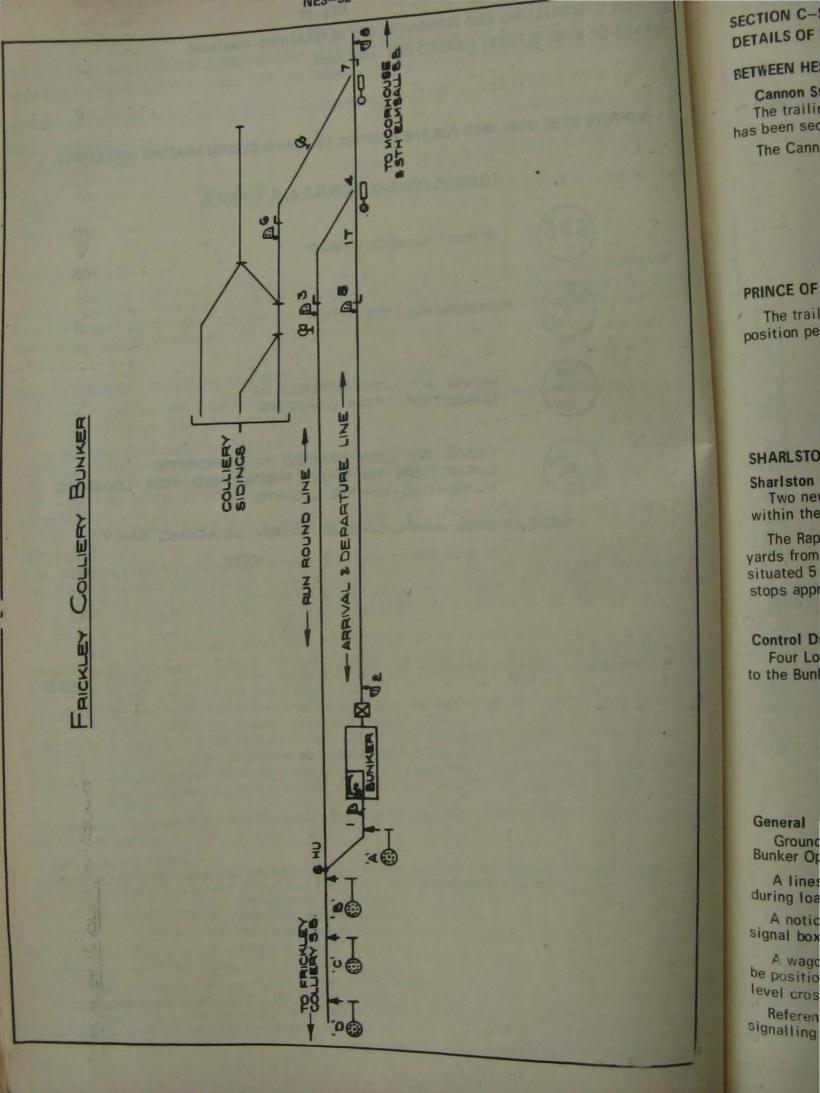
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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued

SUNDAY 4 FEBRUARY-METHLEY SIDINGS

The trailing connection from the Down Main line to Down Sidings abolished, together with the shunt signal applying Down Sidings to Down Main. The shunt signal at present applying for movements Down Main to Up Main, Up Sidings or Down Sidings will no longer apply to the Down Sidings. The Down Main Outer Distant signal abolished and the Down Main Inner Distant signal renamed Down

Main Distant.

The Down Main Outer Home signal abolished and the Down Main Inner Home signal renamed Down Main Home. The distance between the Down Main Distant and Home signals will be 1660 yards.

MONDAY 5 FEBRUARY-BEVERLEY STATION

The Up Main Starting signal abolished.

MONDAY 5 FEBRUARY-SCULCOATES

The trailing crossover between the Down and Up Main lines, worked from a two lever ground frame (Beverley Road) secured out of use, in the normal position, pending removal. The ground frame abolished.

DETAILS OF WORK ALREADY CARRIED OUT

CARCROFT

The trailing crossover between the Down and Up Main lines secured permanently out of use, in the normal position, pending removal.

The trailing connection from the Up Main line to Nos. 1 and 2 sidings secured permanently out of use, in the normal position, pending removal and temporary buffer stops erected in No. 1 siding 35 yards South of the signal box.

The following shunting signals abolished:-Up Main to Down Main or Sidings Down Main to Up Main No. 1 Siding to Up Main No. 2 Siding to Up Main

(7)

MALTON

The level crossing gates replaced by lifting barriers, operated from the signal box.

(6)

**BETWEEN NEVILLE HILL EAST AND KILLINGBECK

The Down and Up Slow lines abandoned except that approximately 335 yards of Down Slow line at Neville Hill East retained as a Down Shunting Neck. 440 yards of Up Slow line beyond Killingbeck Up Slow Home signal retained, temporarily, as an overshoot.

The Down and Up Fast lines renamed Down and Up Main.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued.

BETWEEN HESSLE ROAD AND ALEXANDRA DOCK

Cannon Street Branch

The trailing connection in the Up Alexandra Dock line, leading to and from the Cannon Street Branch, has been secured permanently out of use, in the normal position, pending removal. The Cannon Street Branch is now closed.

(24)

PRINCE OF WALES SIDINGS

The trailing connection Up Main to Up Siding has been secured permanently out of use in the normal position pending removal and the associated disc signals abolished. (22/23)

SHARLSTON COLLIERY - PROVISION OF RAPID LOADING FACILITIES

Sharlston Colliery Bunker

Two new lines named "Bunker Arrival and Departure line" and "Run Round line" have been provided within the Colliery.

The Rapid Loading Bunker is situated on the Bunker Arrival and Departure line, approximately 1,200 yards from Sharlston signal box, and is protected by Ground Position Light signal No. 1 which is situated 5 yards East of the weighbridge. The Bunker Arrival and Departure line is terminated by buffer stops approximately 400 yards West of the Bunker.

Control During Loading

Four Loading Control signals (see below for aspects to be displayed) have been provided, adjacent to the Bunker Arrival and Departure line, positioned as follows:-

- D 385 yards West of Bunker
- C 275 yards West of Bunker
- B 165 yards West of Bunker
- A 55 yards West of Bunker

General

Ground Position Light signal No. 1 and Loading Control signals A, B, C and D are controlled by the Bunker Operator.

A lineside Plunger is provided at the Bunker to enable the Guard to stop the train, if necessary,

during loading or before the locomotive enters the Bunker. A notice board worded STOP, AWAIT INSTRUCTIONS, is provided, facing movements towards Sharlston signal box, at the convergence of the Bunker Arrival and Departure line and the conventional sidings.

A wagon derailer is provided on the Colliery side of Whinney Lane Level Crossing. This derailer will Position be positioned, as necessary, by the N.C.B. Crossing Keeper in order to protect road movements over the

Reference should be made to the diagram shown on the next page of this notice which indicates the level crossing.

signalling arrangements at the Bunker.

(SEE SECTION 'D')

NES-34 SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A, B, C AND D.

RWR

STOP IMMEDIATELY



PREPARE TO STOP

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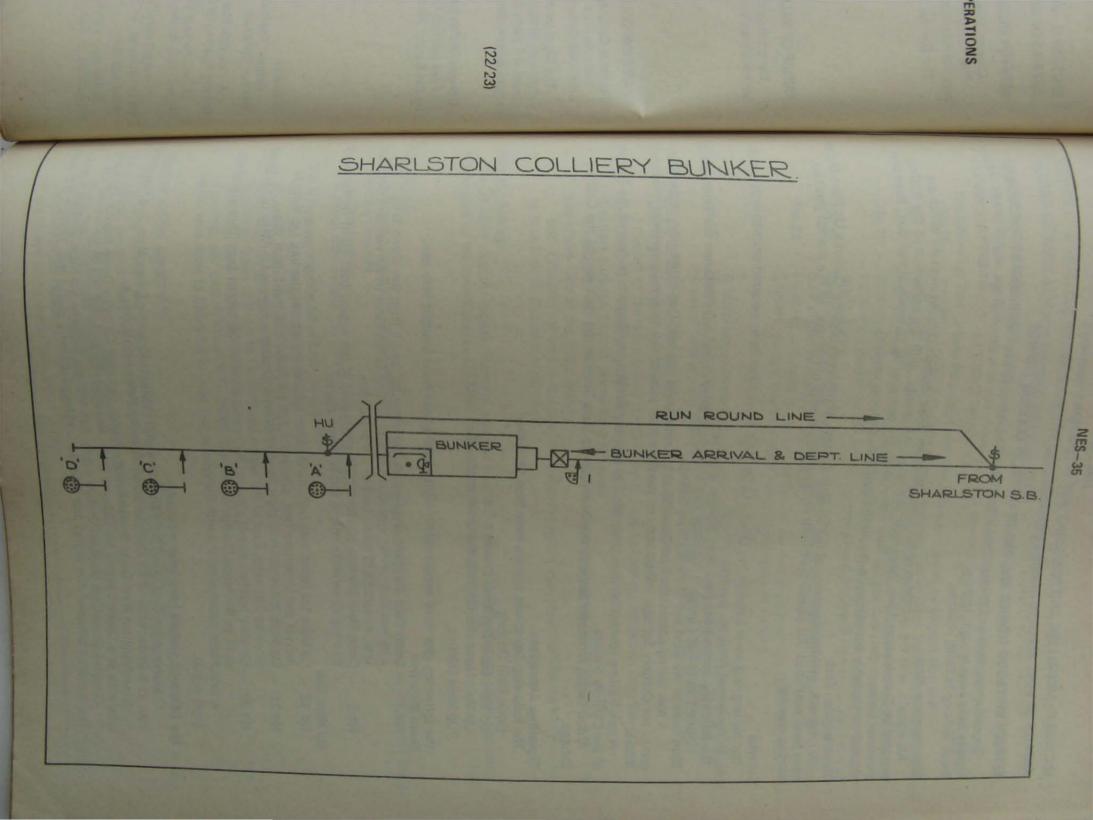
MOVE AT LOW SPEED IN DIRECTION FOR LOADING

*** *** **

MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS.

INDICATIONS APPLICABLE WHEN LOADING ONLY R = RED W = WHITE (DIAGRAM ON NEXT PAGE)

(22/23)



SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

DETAILS OF WORK ALREADY CARRIED OUT-continued.

BETWEEN WHITWOOD SIDINGS AND PRINCE OF WALES COLLIERY SIDINGS

Glasshoughton West and Glasshoughton East signal boxes have been abolished and colour light Glasshoughton West and Glasshoughton East signal boxes have been signal boxes. Absolute signals have been brought into use between Cutsyke and Prince of Wales Sidings signal boxes. Absolute Block Working is being retained.

Glasshoughton West

All signals, with the exception of the Down Main and Down Branch Distant signals which are operated by Cutsyke signal box, have been abolished. All points, with the exception of the trailing crossover between the Down and Up Main lines which are operated by Cutsyke signal box, have been secured permanently out of use, in the normal position, pending removal.

Glasshoughton East

All signals, with the exception of the Up Main Distant which have become Cutsyke Up Main Distant have been abolished. All points have been secured permanently out of use, in the normal position, pending removal.

Cutsyke

The trailing crossover between the Down and Up Main lines have been secured permanently out of use, in the normal position, pending removal.

The following connections have been brought into use:-

Trailing crossover (formerly operated Glasshoughton West signal box) between the Down and Un Main lines at the West end of the Colliery Sidings.

A new facing connection from Down Main to Colliery Arrival and Departure line at the West end of the Colliery Sidings, immediately on the Pontefract side of the trailing crossover mentioned above.

A new trailing connection from Down Main to Colliery Arrival and Departure line at the East end of the Colliery Sidings.

A new facing crossover between the Down and Up Main lines at the East end of the Colliery Sidings.

Signalling Alterations

The following Semaphore signals have been abolished

Down Main Starting

Up Main Outer and Inner Distants

Up Main Home and Up Main Home to Up Branch.

Up Main Starting

The following new three aspect colour light signals have been brought into use:-

Down Main line No.4

- Down Main 3rd Home (applies as 2nd Home for trains from the Down Branch line) with left hand offset subsidiary signal reading Down Main to Arrival and Departure line, situated 670 yards East of the signal box.
- No.5 -
- Down Main Starting situated 2,015 yards East of the signal box. Until further notice this signal exhibits only a Red or Green aspect. Up Main line

No.32 - Up Main 1st Home with right hand offset subsidiary signal reading Up Main to Arrival and Departure line, situated 1,720 yards East of the signal box.

No.31 - Up Main 2nd Home with right hand junction indicator applying Up Main to Up Branch, situated 295 yards East of the signal box. No.30 - Up Main Starting signal situated 805 yards West of the signal box. This signal also

acts as Whitwood Sidings Up Main Distant.

A telephone, communicating with Cutsyke signal box, is provided at each new colour light signal.

The following signals have been renamed:-

- Glasshoughton West Down Main Distant signal (beneath Cutsyke Down Main 2nd Home) now acts as a Distant signal for Cutsyke Down Main 3rd Home signal (No.4)
- Glasshoughton West Down Branch Distant signal (beneath Cutsyke Down Branch 1st Home) now acts as a Distant signal for Cutsyke Down Main 3rd Home signal (No.4) Glasshoughton East Up Main Distant signal has become Cutsyke Up Main Distant signal.

The distance between this signal and Cutsyke Up Main 1st Home signal (No.32) is 1,000 yards

SECTION C-DETAILS OF

BETWEEN WH

Cutsyke - co

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No.17

No.19

No.22

No.23

No.25

Two new G Colliery Situa and Dep Colliery Situat Departure Both (is provid

Whitwood Sidings The Up Main D incorporated in the

* * BRIGHOUSE

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BRADLEY WOOD JUN

The trailing connect in the normal position

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

BETWEEN WHITWOOD SIDINGS AND PRINCE OF WALES COLLIERY SIDINGS-continued

Cutsyke - continued

The following new Ground Position Light shunting signals will be brought into use:-

- Shunting, Up Main to Arrival and Departure line or Down Main, situated between the Down and Up Main lines at the West end of the Colliery.
- No.17 Shunting, Down Main to Up Main, situated between the Down and Up Main lines at the West end of the Colliery.
- No.19 Shunting, along Arrival and Departure line (towards the future Bunker line) or to Up Main, situated to the left of the Arrival and Departure line at the West end of the Colliery.
- No.22 Shunting, Shunt Spur to Arrival and Departure line, situated to the left of the Shunt Spur at the East end of the Colliery.
- Shunting, situated to the left of the Arrival and Departure line at the East end of the No.23 -Colliery, with a two way route indicator applying as follows:-
 - S to Shunt Spur
 - M to Down Main
- A telephone, communicating with Cutsyke signal box is provided at this signal. No.25 - Shunting, along Down Main (to No.17 signal) or to Arrival and Departure line, situated between the Down and Up Main lines at the East end of the Colliery.
- Two new Ground Frames have been provided as follows:-Colliery Sidings Ground Frame No.1 (3 lever)

Situated at the West end of the Colliery Sidings controlling the points from the Arrival and Departure line to the Full and Empty Sidings.

Colliery Sidings Ground Frame No.2 (2 lever)

Situated at the East end of the Colliery Sidings controlling the points from the Arrival and Departure line to the Coke Works.

Both Ground Frames are released from Cutsyke signal box and telephone communication is provided to Cutsyke signal box.

Whitwood Sidings

The Up Main Distant signal, formerly situated beneath Cutsyke Up Main Starting signal has been incorporated in the new Cutsyke Up Main colour light Starting signal (No.30). (24)

** BRIGHOUSE

The following lines and connections have been secured permanently out of use, in the normal position, pending removal :-

Up Goods Loop Trailing connection Up Slow to Down Sidings

The following signals have been abolished:-

Shunting, Up Slow to Down Sidings Shunting, Neck to Down Sidings Shunting, Up Goods Loop to Down Sidings Shunting, Down Sidings to Up Main Shunting, Down Sidings to Neck Shunting, set back from Up Main (opposite signal box)

(21)

BRADLEY WOOD JUNCTION

The trailing connection from Down Goods to Down Sidings has been secured permanently out of use in the normal position pending removal. Subsequently the Down Sidings will be removed.

The following associated signals have been abolished:-Shunting Down Slow to Down Goods Shunting along the Down Goods Shunting Down Goods to Down Sidings Signal controlling outlet from Down Sidings.

(22/23)

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

MISCELLANEOUS NOTICES

RULE 218

The alteration to Rule 218 Clauses (e) and (g) together with new Clauses (h) and (i) printed in General Instructions and Notices booklet "NE/S" No.19D is now in force.

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the they sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of 1/2m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the low speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings. Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge. The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box.

SECTION D-

WALBUTTS FA

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Healey Mills M.P.D. (All lines),

SECTION D-MISCELLANEOUS NOTICES - continued.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

BETWEEN GASGOIGNE WOOD AND MICKLEFIELD JN.

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles.

Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

* FERRYBRIDGE 'C' POWER STATION

The contractors sidings have been shortened to within 400 yards of No.2 signal and buffer stops erected. (21)

DRIFFIELD UP SIDINGS

The hand worked connections to the through siding adjacent to Whites Sugar Mill have been secured permanently out of use pending removal. (22/23)

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

T SHARLSTON COLLIERY

A temporary level crossing has been provided approx. 150 yards south of the bunker, and is being used by heavy lorries.

Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles ^{Crossing} from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when ^{approaching} the crossing.

)Iles	mepairs at Motive Po	ower Depots, Carriage Shed etc.		
	Place	Nature of Work	Duration	Commencing
gna I	Healey Mills	Alterations to over-	Until further notice	
	All lines)	head crane. Provision		

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SECTION D-MISCELLANEOUS NOTICES-continued

APPERLEY JUNCTION TO ILKLEY STATION

ALTERATIONS TO NE REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

TABLE S.3.

Position

Between Guiseley and

Burley in Wharfedale

Siding

PAGE 238

ADD:-

Menston Sidings

Remarks

Padlocked Ground Frame. Returning to Guiseley Down Sidings Ground Frame.

GENERAL INSTRUCTIONS

PAGE 242

ADD:- (Supersedes item on page 180 Supp. Oper. Insts.)

STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Referring to pages 72/73 of the General Appendix (pages 35/36 of Supplement No. 2) ; the following alterations apply on the Eastern Region.

Description of train	Maximum speed M.P.H.	Classification (first frame of indicator box)	Headcode (white lights or discs)
ADD:-	F. M.		
after seventh item			
t Freight train with	25	7*	As for Class 7
fitted braked head	35	1	A5.101 01050 1
AMEND:-			
Maximum speed of "+ Through			
freight train not fitted with the automatic brake"			
to read	25		
Maximum speed of "+ Branch			
or Stopping freight train			
and Officers' Special train or ballast train requiring			
to stop in section" to read	25		

ADD:- (Supersedes item on page 181 Supp. Oper. Insts).

MAXIMUM SPEEDS OF FREIGHT TRAINS

Referring to page 95 of the General Appendix (page 41 of Supplement No. 2): the following alterations apply on the Eastern Region.

- ALLER	Classification	Maximum speed M.P.H.	Minimum proportion of fully braked vehicles
ADD:-			
	7*	35	5
AMEND:-			
	8	25	
ADD:-	9	25 25	

NOTE:- 5 The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books.

SECTION

ALT

PAGE 263 **RULE 39(a)**

Signal Box

ADD:-Cutsyke

PAGE 299 CASTLEFORD

ADD:-GLASSHOUG Trains arri to enable 'Ta enable the tra gross weighin during the lo reason during satisfied it i loading signa is ready to d

PAGE 311 WAKEFIELD (

SHARLSTON ADD:- SHAR

Trains arrivin and will proc "tare" weigh Bunker loadin operation and Bunker loadin during the loa loading operat loading signal to enable the should this be re-commence be brought to train weighbill AWAIT INSTRU

SECTION D-GENERAL INSTRUCTIONS-continued

ALTERATIONS TO NE REGION SECTIONAL APPENDIX (SOUTHERN SECTION) - continued

GENERAL INSTRUCTIONS-continued

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Signal Box	
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Signal at which Rule 39 Clause (a) is exempt

ADD:-Cutsyke

AGE 299 CASTLEFORD Down Methley Inner Home Down Cutsyke Branch Outer Home

Clear weather only

Remarks

Clear weather only

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LOCAL INSTRUCTIONS

ADD:-GLASSHOUGHTON RAPID LOADING FACILITIES

Trains arriving for Bunker loading must proceed through the Bunker at a maximum speed of 3m.p.h. to enable 'Tare' weighing to be carried out and must be brought to a stand on the empties siding to enable the train to be run-round. The Driver must engage Slow Speed Control, during the loading and gross weighing operations, to maintain a speed of ½m.p.h. The guard must position himself at the Bunker during the loading operation and must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to re-commence loading until he is satisfied it is safe to do so. After the loading operation the train must proceed to the farthest Bunker loading signal and the guard will collect the train weighbill from the Bunker operator. When the train is ready to depart the guard must inform the Signalman at Cutsyke box by telephone.

PAGE 311

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC.,

SHARLSTON

ADD:- SHARLSTON COLLIERY - RAPID LOADING FACILITIES

Trains arriving at Sharlston Colliery for Bunker loading must enter the colliery with locomotive leading and will proceed from No.1 G.P.L. signal through the Bunker at a maximum speed of 3 m.p.h. to enable "tare" weighing to be completed. After passing through the Bunker the train must proceed to the farthest "tare" weighing signal. The guard will ascertain that the points are in the correct position for the loading Bunker loading signal. The guard will ascertain that the points are in the correct position for the loading operation and advise the Bunker operator. When the signal is received, three vertical white lights in the Bunker loading signal, the driver must engage the slow speed control to maintain a speed of ½ m.p.h. during the loading and gross weighing operation the guard will position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the guard must operate the Bunker loading signal by means of the lineside plunger to stop the train before the locomotive enters the Bunker loading signal by means of the lineside plunger to stop the train before the locomotive enters the Bunker should this be necessary for any reason during the loading operation and must not give authority to should this be necessary for any reason during the loading operation and must not give authority to should this be necessary for any reason during the loading operation and must not give authority to association and behind No.1 G.P.L. signal, the locomotive run round and the guard will collect the train weighbill from the Bunker operator. All trains leaving the colliery must then draw up to the "STOP AWAIT INSTRUCTIONS" board.

No.26



NE/S

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 29 JUNE TO FRIDAY 5 JULY 1968

INCLUSIVE

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

NES - 24

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

BETWEEN NEVILLE HILL EAST AND KILLINGBECK-continued

Neville Hill East

The facing connection leading from Up Slow to Up Main secured permanently out of use, in the normal position, pending removal.

The Down Goods to Down Slow Home signal abolished and the existing Down Goods to Down Fast Home signal moved to the top of the signal post and renamed Down Goods to Down Main Home. The Down Main to Down Slow Home signal abolished and a new miniature arm signal, reading Down

Main to Down Shunting Neck, provided on the same post at a lower height. A new miniature arm signal reading Down Goods to Down Shunting Neck provided beneath the

existing Down Goods to Osmondthorpe miniature arm signal.

Signals abolished

Down Slow Starting.

- Up Slow to Mineral Sidings.
- Up Slow to Shunting line.
- Up Slow to Up Goods Home.
- Up Slow to Up Main Home.
- Up Slow Distant.

Killingbeck

The facing connections leading from Up Main to Up Slow and Down Slow to Down Main secured permanently out of use, in the normal position, pending removal.

The facing connection leading from Down Main to Down Slow secured permanently out of use, in the reverse position, pending removal.

Signals abolished

Up Slow Home. Up Main to Up Slow Home. Up Slow Starting Down Main Starting. Down Main Home Down Slow to Down Main Home. Down Slow Home Down Slow Distant.

BETWEEN CROSS GATES AND KILLINGBECK

The Up Fast line abolished and the Up Slow line renamed Up Main.

Cross Gates

The facing connection Up Main to Up Slow abolished and the Up Main line realigned for through running to the new Up Main line (former Up Slow line).

The left hand junction indicator associated with the Up Main Home signal (No. 45) abolished and this signal now applies to movements for the new Up Main line.

The Up Fast starting signal abolished.

Killingbeck

The Up Fast Distant and Home signals taken out of use.

At or between	Lines affected	Remarks
		NGLANDS JUNCTION)-continued
SUNDAY 30 JUNE-contin Tollerton and Skelton Jn.	ued 03 40 to 12 40 Up Fast and Up Slow (BLOCKED) 12 40 to 15 40 Up Slow (BLOCKED)	 03 40 to 15 40. Providing drain between 4¾ and 4 m.p. Trencher in use also removing defective welds at 3m. 22chs. and 3m. 75chs. 03 40 to 12 46:- All Down traffic to travel over the Down Goods line between Skelton Junction and Skelton bridge under Absolute Block working regulations thence over the Down Slow line. All Up traffic to travel over the Down Fast under single line working regulations where more than one running line is available between Tollerton and Skelton Bridge thence over Up Main. 12 40 to 15 40 all Up traffic to travel over Up Fast/Main.
MONDAY 1 JULY		00 01 to 06 00. Tamping machine in use between
Northallerton and Thirsk	Up Slow (BLOCKED)	27¼ m.p. and 26m. 50chs. All Up traffic to travel over the Up Fast.
TUESDAY 2 JULY Chaloners Whin Jn and York	Down Leeds Main (BLOCKED)	02 00 to 07 00. Tamping machine in use between 1 and 1½ m.p. All Down traffic to travel over the Down Doncaster Main.
TUESDAY and WEDNESDA	Y 2 and 3 JULY	at an an at the Tempine methins is use
Pilmoor and Thirsk	Down Slow (BLOCKED)	04 30 to 09 15 each day. Tamping machine in use between 15¼ and 16¼ m.p. All Down traffic to travel over the Down Fast.
WEDNESDAY to FRIDAY 3 York and Chaloners Whin Jn.	Up Leeds Main (BLOCKED)	02 00 to 07 00 daily. Tamping machine in use between ¼ and 1¾ m.p. All Up traffic to travel over the Up Doncaster Main.
THURSDAY and FRIDAY 4 Pilmoor and Thirsk	and 5 JULY Down Fast (BLOCKED)	04 30 to 09 15 each day. Tamping machine in use between 15¼ and 16¼ m.p. All Down traffic to travel over the Down Slow.
YORK YARDS		the second second with the second sec
DAILY UNTIL FURTHER N York Wagon Works	Ali	07 00 to 17 00. Contractors demolishing build- ings and abandoning track. Mechanical plant in use. (18/68)
York Yard North	6,7 and 8 Down Departures (BLOCKED by local	07 00 to 17 00. Welding rail joints. (18/68)
SUNDAY 30 JUNE	arrangements)	
York Wagon Works	Sidings (BLOCKED	07 00 to 17 00. Relaying. Crane in use.

by local arrangement) NES - 7

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		ntinued	SECTION
SECTION B-TEMPORARY	ENGINEERING WORKS-co	Remarks	At or betw
At or between	Lines affected	IUNCTION)	
WAKEFIELD (KIRKGATE)	EAST TO GOOLE (GOODS	an energy for signalling alternation	WAKEFIEL
DAILY UNTIL FURTHER Wakefield East	All	07 30 10 17 00. 110 1 0 (12/68)	THURSDA Turners L Calder 1
Wakefield East and Calder Bridge	All	07 30 to 17 30. Painting Bridges at 48¼m.p. Ladders, scaffolding and mechanical plant in use. (18/68)	Calder
Crofton West and Featherstone	All	07 30 to 17 00. Preparing for alterations to signalling, installing cables and troughs, (22/23/68)	
Sharlston Station	Down Main	07 30 to 17 00. Contractors removing station platforms at 51m. 70chs. Mechanical plant in use. (10/68)	OAKENSH THURSDA Oakensha (South
Sharlston	All	Contractors installing loading plant. Mechanical plant in use. (6/68)	Gakensh
Snydale East and Pontefract West	Down and Up Main	08 00 to 17 00. Excavating for cable ducts under tracks between 52m. 52chs. and 55½ m.p. Mechanical excavator in use.	(South , Oakens
Featherstone and Knottingley	Down and Up Main	08 00 to 16 00. Preparing for alterations to signalling. (25/68)	
Pontefract East and Knottingley West Jn.	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks at 58%m.p. (9/68)	OAKENSH
Pontefract Monkhill Station	All	08 00 to 16 00. Constructing relay rooms and conveying material over crossing.	Oakensha THURSDA
Knottingley	Down and Up Main	08 00 to 16 00 (Mon. to Fri.). Lifting station platforms. (10/68)	Oakensha Crofton
Knottingley West Junction and East Junction	Down and Up Main	08 00 to 18 00. Contractors laying main between 57% and 58m.p.	FERRYBRI
Rawcliffe Bridge Junction and Engine Shed	Down and Up Main and Sidings	07 00 to 18 00. Contractors erecting scaffold at 73m. 11chs. (17/68)	WEDNESI Pontefrac Ferrybr
SUNDAY 30 JUNE Crofton West and Featherstone	Down and Up Main (BLOCKED)	07 00 to 17 00. Laying in new catch points between 49¾ and 50¾ m.p. Crane in use. Crofton West, Crofton East, Streethouse, Featherstone and Pontefract West signal boxes open.	CUDWOR BRANCH DAILY U Dearne Junctio
Streethouse West	All	07 30 to 17 00. Overhauling gate connections. Signal box open.	Goldth
Pontefract Monkhill	Nos 1, 2 and 3 Down Sidings (BLOCKED)	06 30 to 17 00. Relaying between 56m. 45chs. and 56m. 75chs. Crane in use. Sidings to be kept close of the file	METHLE DAILY L Cutsyke
Whitley Bridge	Down and Up Main (BLOCKED)	Pontefract Monkhill West signal box open. 07 00 to 17 00, Renewing culturated con 57ch5	Prince

SECTION C

NES-25

SIGNALLING AND PERMANENT WAY ALTERATIONS

D.

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 JUNE - HEBDEN BRIDGE

The Down Sidings Shunt Spur will be abolished together with the associated shunting signals. (29)

SUNDAY 30 JUNE - HEALEY MILLS

The normal direction of travel over Engine Line 'P', will in future, be West to East.

Additional routes to Engine Line 'P' will be given at HM 149 (ex the Down Slow) and 151 ground position light signal (ex Engine Line 'R'), displaying a 'P' indication. An additional route will be given at 150 ground position light signal, Engine Line 'P' towards HM. 143

signal on the Down Slow. 177 ground position light signal, ex Engine Line 'V' will no longer read to Engine Line 'P'.

An additional ground position light signal, No.171, will be provided to the left (in the new direction of travel) of Engine Line 'P' at the clearance point with Engine Line 'V', applying Engine Line 'P' to

(29)

DETAILS OF WORK ALREADY CARRIED OUT

LOFTHOUSE NORTH

The following connections have been abolished:-

Up Spur to Down and Up Through Siding or Down Main Trailing connection Up Main to Up Siding

The following signals have been abolished:-

Miniature arm Down Main to Up Spur Miniature arm Down and Up Through Siding to Up Spur

Up Spur to Down and Up Through Siding (No.1 route indication)

Up Spur to Down Main (No.2 route indication)

Miniature arm Up Siding to Up Main

Ground level disc Up Main to Up Siding

(27)

* * BETWEEN HARROGATE DRAGON AND STARBECK NORTH AND BETWEEN HARROGATE DRAGON AND MELMERBY GROUND FRAME

The Down Main line between Starbeck North and Melmerby South Ground Frame has been abolished except for a short section of line at Ripon.

The Up Main line between the above locations has been retained as a single line, worked under the "One Engine in Steam" Regulations.

The Down and Up Main lines between Harrogate Dragon and Bilton have been abolished.

Bilton, Nidd Bridge, Wormald Green and Littlethorpe signal boxes have been abolished.

Harrogate Dragon

The facing and trailing connections in the Down and Up Main lines leading to Bilton will be secured permanently out of use pending removal.

All associated signals have been abolished.

Starbeck North

The facing connection in the Down Main line leading to Bilton has been secured permanently out of Use pending removal. All associated signals have been abolished.

Pending removal. All associated ong The shunting signal applying to movements from Up Main to Down Main now applies from Up Main to the Single line.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

BETWEEN HARROGATE DRAGON AND STARBECK NORTH AND BETWEEN HARROGATE DRAGON AND MELMERBY GROUND FRAME - continued

Bilton

All points have been secured permanently out of use pending removal.

All signals have been abolished except the Up Main distant signal, which has become the Single line distant for the level crossing. The existing Down Main outer Home signal has been converted to a distant signal for the level crossing.

The level crossing gates have been disconnected and padlocked across the railway. A notice board worded "STOP, TELEPHONE SIGNALMAN" has been provided on the Starbeck side of the level crossing and a telephone communicating with Starbeck North signal box has been provided.

Nidd Bridge and Littlethorpe

The level crossing gates have been disconnected and padlocked across the railway.

All signals have been abolished except for the Down and Up Main Distant signals, which have become the Single line Distants for the level crossing.

Wormald Green

The level crossing gates have been disconnected and padlocked across the railway.

The trailing crossover between the Down and Up Main lines has been secured permanently out of use pending removal.

All signals have been abolished except for the Down and Up Main Distant signals, which have become the Single line Distants for the level crossing.

Ripon

All points have been secured permanently out of use pending removal except the following which have become handworked.

Up Goods Loop to Up Main (North)

Trailing connection Down Main to Down Siding

Trailing connection Up Goods Loop to Down Main

Up Goods Loop to Up Main (South)

All signals have been abolished.

The Up Goods Loop has been reduced in length at the north end to a shunt sour sufficient for 30 wagons.

The Down Main has been shortened ahead of the north end trailing connection to a shunt spur sufficient for 12 wagons.

The Up Siding has been abolished.

SHARLSTON

The trap points formerly situated 9 yards ahead of the West Curve outlet signal have been repositioned at 37 yards ahead of the signal. (27)

WHITLEY BRIDGE AND SUDFORTH LANE

Whitley Bridge

The following connections have been abolished:-Trailing crossover between Down and Up Main lines Down Goods to Down Main Up Main to Up Goods

The following signals have been abolished:-Ground level disc Down Main to Up Main or Up Goods Ground level disc Up Main to Down Main Ground level disc Up Goods to Up Main Down Goods to Down Main Down Goods Distant

The left hand route indicator and offset subsidiary signal associated with the Up Main Home signal, have been abolished.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

WHITLEY BRIDGE AND SUDFORTH LANE-continued.

Between Whitley Bridge and Sudforth Lane

The Down and Up Goods lines have become the Down and Up Sidings respectively. Buffer stops have been erected at the Whitley Bridge end. Access to these Sidings is from the Sudforth Lane end.

Sudforth Lane

The Down Goods Starting signal has been abolished.

The signal applying Arrival line to Down Goods or Down Main now applies to the Down Main only. The signal applying Departure line to Down Goods or Down Main now applies to the Down Main only.

+ HENSALL STATION

The following shunting signals have been provided :-

Up Main to Down Main or Down Sidings, situated between the Down and Up Main lines at the signal hox end of the trailing crossover between the Down and Up Main lines.

Along Up Main or to Up Sidings, situated between the Down and Up Main lines at the Whitley Bridge end of the trailing connection from Up Main to Up Siding. (26)

HEALEY MILLS

The connection from Down Fast to Down Siding (opposite Horbury & Ossett Ground Frame) has been secured permanently in the normal position pending removal. The associated shunting signals have been abolished. The 'D' route indication on the position light signal No.244 situated in advance of the trailing crossover between the Down and Up lines to Crigglestone West Junction has been abolished.

(28)

BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD (KIRKGATE) EAST AND CALDER BRIDGE

Calder Bridge

The Down Through Siding and Down Siding between Wakefield East and Calder Bridge have been taken out of use pending removal.

Between Wakefield (Kirkgate) West and Wakefield (Kirkgate) East

The Up Through Line between Wakefield (Kirkgate) East and Wakefield (Kirkgate) West has been taken out of use.

Wakefield (Kirkgate) Station signal box has ceased to signal movements on the Up Platform line and the block section on this line is now between Wakefield (Kirkgate) East and Wakefield (Kirkgate) West signal boxes.

Wakefield (Kirkgate) West

The facing connection from Up Through Line to Up Fast has been secured out of use in the normal position.

The trailing end of the facing connection from Up Platform to Up Slow has been secured out of use in the reverse position.

The following signals have been abolished :-

Up Through Line First Home to Up Slow

Up Through Line Distant

Up Through Line First Home to Up Fast

The following new signals have been brought into use :-

Up Platform Distant signal from Up Main

Up Platform Distant signal from Up Branch

The above mentioned signals were formerly controlled by Wakefield (Kirkgate) Station signal box.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD (KIRKGATE) EAST AND CALDER BRIDGE-continued

Wakefield (Kirkgate) Station signal box

The following connections have been secured permanently in the normal position pending removal :-Trailing crossover between the Down and Up Through Lines Facing connection Up Platform to Up Through Line Facing connection Up Through Line to Up Platform

The following signals have been abolished :-

Ground level disc signal Up Through line to Down Through line Ground level disc signal Down Through line to Up Through line Ground level disc signal applying to movements along the Up Through line (lower disc of double assembly) Up Through line Calling On signal Ground level disc Up Through Line to Up Platform (top disc of double assembly) Ground level disc applying along Up Through Line (lower disc of double assembly) Up Through Line Home signal Up Through Line Inner and Outer Distants Ground level disc Up Platform to Up Through Line (lower disc of double assembly) Ground level disc applying along Up Platform line

Wakefield (Kirkgate) East

The following connections have been secured out of use in the normal position :-

Facing connection Down Branch to Down Through Siding.

Facing connection Up Main to Up Through Line.

Trailing slips in Up Through Line.

The following signals have been abolished :-

Up Main to Up Through Line Second Home.

Up Branch to Up Through Line Home.

Up Through Line Starting signal.

Miniature arm signal Carriage Siding to Up Through Line (Lower arm of three).

Ground level disc Up Through Line to Up Branch.

Miniature arm signal No. 1 Siding to Up Through Line (Lower arm of three) . Ground level disc Up Through Line to Up Main (top disc of double assembly).

The following route indications have been abolished :-

- 'M' Up Goods to Up Through Line Second Home.
- 'M' Shunting Down Main to Up Through Line.
- 'S' Down Through Line to Down Through Siding subsidiary signal.
- 'S' Down Platform to Down Through Siding subsidiary signal.

YORK YARD SOUTH

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The Up Goods semaphore distant signal has been abolished.

HEADFIELD BRANCH

All points to and from Dewsbury Carriage and Wagon Shops, clossover Up line to Down line and to Brown's private siding have been secured permanently out of use, pending removal. (28)

(28)

SECTION D

* Items marked thus will not appear in future issues and a note must be taken of them by all concerned. X Denotes new or amended item.

MISCELLANEOUS NOTICES

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the three sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of 1/2m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the low speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties Sidings to the loaded sidings. Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the Stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge. The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

BETWEEN GASCOIGNE WOOD AND MICKLEFIELD JN.

ossing situated at 6m. 44chs. is being heavily used by vehicles. The occume

SECTION D-MISCELLANEOUS NOTICES - continued.

HUTTONS CRANSWICK STATION

The Down platform has been shortened from the East End by 30 yards and the Up platform at the (28) East End by 33 yards.

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

SHARLSTON COLLIERY

A temporary level crossing has been provided approx. 150 yards south of the bunker, and is being

Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing. used by heavy lorries.

** DENBY DALE STATION

The Down Side Platform has been shortened by 30 yards at the Penistone end.

(26)

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing	
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice		

WATER WILL NOT BE AVAILABLE AS FOLLOWS:-

Place	Duration	Date
Keighley No.2 Platform North End Water Column B16 Down Sidings, rear of Junction signal box, Water Column B17	Permanently abandoned	Forthwith

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York

MO.44/1383/NE/S No. 26

19 June, 1968

F.J. BURGE **Movements Manager**

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior Officer by telegram as follows:-

NILE SIG. NOTICE NE/S No. 26

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1

No.27



NE/S

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 6 JULY

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FRIDAY 12 JULY 1968

INCLUSIVE

SPECIAL NOTICE

All concerned to note that the "ES" General Instructions and Notices Booklet No.24D shown to apply until Friday, 5 July will remain in operation until FRIDAY 2 AUGUST.

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 lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY and SUNDAY 6 and 7 JULY - BARLBY NORTH

The following connections will be abolished :-The facing connection Down Hull to Down Branch Slip lead between Down and Up Hull leading to Up Branch

Altered Connections

The trailing connection in the Up Hull from the Up Branch will be connected to the trailing connection in the Down Hull and renamed Hull lines crossover. The Down and Up Branch lines to Market Weighton will be abolished.

The following signals will be abolished :-

Down Hull to Down Branch Second Home Down Branch Starting signal Shunting Down Hull to Up Main Up Branch Inner Home Up Branch Outer Home Up Branch Distant

SUNDAY 7 JULY - SOUTH KIRKBY

The Up Siding will be taken out of use.

The Up Siding two lever ground frame will be abolished. The trailing connection from the Up Main to Up Siding worked therefrom will be secured in the normal position pending removal.

SUNDAY 7 JULY - WAKEFIELD (KIRKGATE) WEST

The following signals will be abolished :-

- Up Slow Second Home to Up Branch
- Up Fast Second Home to Up Branch
- Up Slow Third Home
- Up Slow Second Home
- Up Fast Second Home to Up Slow
- Up Platform First Home to Up Slow Up Fast Third Home
- Up Fast Second Home

Up Platform First Home to Up Fast Up Passenger Loop Home

- Goods Loop First Home to Up Fast

Up Goods Loop First Home to Up Loop

A new gantry will be provided at the west end of the Up Platforms, 953 yards before reaching the Up Fast and Up Slow Starting signals. Three aspect colour light signals with associated Theatre Type Route Indicators on the left of the respective signals, will be provided on this gantry with the following

In	PI	2	tf	0	FFF	5 L	1	~		-	
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Op Platform Home -	'B' indication Up Branch
Up Passenger Loop Home -	No indication Up Slow 'B' indication Up Past
	'S' indication Up Slow No indication Up Fast 'B' indication Up Branch 'S' indication Up Slow 'F' indication Up Slow

No indication Up Loop

(30)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK REFERRED TO IN SECTION '8' - continued

SUNDAY 7 JULY - WAKEFIELD (KIRKGATE) WEST - con tinued

The new gantry will also carry the following subsidiary signals :-Shunting Up Platform to Up Fast or to Up Slow (fitted below the route indicator to the left of the Up Platform Home) Shunting Up Passenger Loop to Up Fast (fitted below the route indicator to the left of the Up Passenger Loop Home) Shunting Up Goods Loop to Up Loop or Up Fast (fitted below the route indicator to the left of the Up Goods Loop Home) Telephones communicating with the signal box will be provided at the new gantry. The following new position light signals will be provided :-Shunting Up Slow or to Up Branch

(situated to the left of the Up Slow adjacent to the trailing end of the connection from Shunting Up Fast or to Up Slow or to Up Branch

(situated to the left of the Up Fast on bridge girder opposite the above mentioned

(30)

SUNDAY 7 JULY-CALVERLEY AND BODIEY

The Up Sidings will be taken out of use.

The two lever ground frame will be abolished. The trailing connection worked therefrom will be secured out of use pending removal.

The trailing slip connection Down Main to Up Sidings will be secured out of use pending removal.

The following shunting signals will be abolished:-

Down Main to Up Sidings

Up Sidings to Down Main.

Signal Alteration

The yellow faced shunting signal Down Sidings to former Up Fast will be changed to a red faced disc and will in future apply Down Sidings to Shunt Neck (portion of former Up Fast) (30)

DETAILS OF WORK ALREADY CARRIED OUT

** LOFTHOUSE NORTH

The following connections have been abolished: -

Up Spur to Down and Up Through siding or Down Main Trailing connection Up Main to Up Siding

The following signals have been abolished:-

Miniature arm Down Main to Up Spur Miniature arm Down and Up Through Siding to Up Spur Up Spur to Down and Up Through Siding (No.1 route indication) Up Spur to Down Main (No.2 route indication) Miniature arm Up Siding to Up Main Ground level disc Up Main to Up Siding

** SHARLSTON

The trap points formerly situated 9 yards ahead of the West Curve outlet signal have been reposit-

(27)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

. WRITLEY BRIDGE AND SUDFORTH LANE

Whitley Bridge

The following connections have been abolished:-Trailing crossover between Down and Up Main lines Down Goods to Down Main Up Main to Up Goods

The following signals have been abolished:-

Ground level disc Down Main to Up Main or Up Goods Ground level disc Up Main to Down Main Ground level disc Up Goods to Up Main Down Goods to Down Main Down Goods Distant

The left hand route indicator and offset subsidiary signal associated with the Up Main Home signal. have been abolished.

Between Whitley Bridge and Sudforth Lane

The Down and Up Goods lines have become the Down and Up Sidings respectively. Buffer stops have been erected at the Whitley Bridge end. Access to these Sidings is from the Sudforth Lane end.

Sudforth Lane

The Down Goods Starting signal has been abolished.

The signal applying Arrival line to Down Goods or Down Main now applies to the Down Main only. The signal applying Departure line to Down Goods or Down Main now applies to the Down Main only.

HEBDEN BRIDGE

The Down Sidings Shunt Spur has been abolished together with the associated shunting signals. (29)

HEALEY MILLS

The normal direction of travel over Engine Line 'P', is now West to East.

Additional routes to Engine Line 'P' have been at HM 149 (ex the Down Slow) and 151 ground position light signal (ex Engine Line 'R'), displaying a 'P' indication.

An additional route has been given at 150 ground position light signal, Engine Line 'P' towards HM 143 signal on the Down Slow.

177 ground position light signal, ex Engine Line 'V' will no longer read to Engine Line 'P'. An additional ground position light signal, No.171, has been provided to the left (in the new cirection of travel) of Engine Line 'P' at the clearance point with Engine Line 'V', applying Engine Line P' to Engine Line 'V'. (29)

HEALEY MILLS

The connection from Down Fast to Down Siding (opposite Horbury & Ossett Ground Frame) has been secured permanently in the normal position pending removal. The associated shunting signals have been abolished. The 'D' route indication on the position light signal No.244 situated in advance of the trailing crossover between the Down and Up lines to Crigglestone West Junction has been abolished. (28)

BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD (MRKGATE) EAST AND CALDER BRIDGE aider Bridge

The Down Through Siding and Down Siding between Wakefield East and Calder Bridge have been taken out of use pending removal.

Serween Wakefield (Kirkgate) West and Wakefield (Kirkgate) East

The Up Through Line between Wakefield (Kirkgate) East and Wakefield (Kirkgate) West has been taken out of use.

Wakefield (Kirkgate) Station signal box has ceased to signal movements on the Up Platform line and e block section on this line is now between Wakefield (Kirkgate) East and Wakefield (Kirkgate) West

SECTION C-DETAILS OF

BETWEEN W (KIRKGATE)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

BETWEEN WAKEFIELD (KIRKGATE)WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD (KIRKGATE) EAST AND CALDER BRIDGE-continued

Wakefield (Kirkgate) West

The facing connection from Up Through Line to Up Fast has been secured out of use in the normal position.

The trailing end of the facing connection from Up Platform to Up Slow has been secured out of use in the reverse position.

The following signals have been abolished :-

Up Through Line First Home to Up Slow

Up Through Line Distant

Up Through Line First Home to Up Fast

The following new signals have been brought into use :-

Up Platform Distant signal from Up Main

Up Platform Distant signal from Up Branch

The above mentioned signals were formerly controlled by Makefield (Kirkgate) Station signal box.

Wakefield (Kirkgate) Station signal box

The following connections have been secured	permanently in the normal position pending removal :-
Trailing crossover between the Down and	Up Through Lines

Facing connection Up Platform to Up Through Line

Facing connection Up Through Line to Up Platform

The following signals have been abolished :-

Ground level disc signal Up Through line to Down Through line Ground level disc signal Down Through line to Up Through line Ground level disc signal applying to movements along the Up Through line (lower disc of double assembly)

Up Through line Calling Cn signal

Ground level disc Up Through Line to Up Platform (top disc of double assembly) Ground level disc applying along Up Through Line (lower disc of double assembly) Up Through Line Home signal

Up Through Line Inner and Outer Distants

Ground level disc Up Platform to Up Through Line (lower disc of double assembly) Ground level disc applying along Up Platform line

Wakefield (Kirkgate) East

The following connections have been secured out of use in the normal position :-Facing connection Down Branch to Down Through Siding.

Facing connection Up Main to Up Through Line.

Trailing slips in Up Through Line.

The following signals have been abolished :-Up Main to Up Through Line Second Home.

Up Branch to Up Through Line Home.

Miniature arm signal Carriage Siding to Up Through Line (Lower arm of three) .

Ground level disc Up Through Line to Up Branch. Miniature arm signal No. 1 Siding to Up Through Line (Lower arm of three).

Ground level disc Up Through Line to Up Main (top disc of double assembly) .

The following route indications have been abolished :-

- 'M' Up Goods to Up Through Line Second Home.
- 'M' Shunting Down Main to Up Through Line. - Down Through Line to Down Through Siding subsidiary signal.
- 'S' Down Platform to Down Through Siding subsidiary signal.

YORK YARD SOUTH

The Up Goods semaphore distant signal has been abolished.

HEADFIELD BRANCH

All points to and from Dewsbury Carriage and Wagon Shops, crossover Up line to Down line and to Brown's private siding have been secured permanently out of use, pending removal.

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

✤ Denotes new or amended item.

MISCELLANEOUS NOTICES

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the "Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the three sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of 1/2m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the Icw speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings. Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge. The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

BETWEEN GASCOIGNE WOOD AND MICKLEFIELD .IN

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles. Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

SECTION I

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Repairs

Place

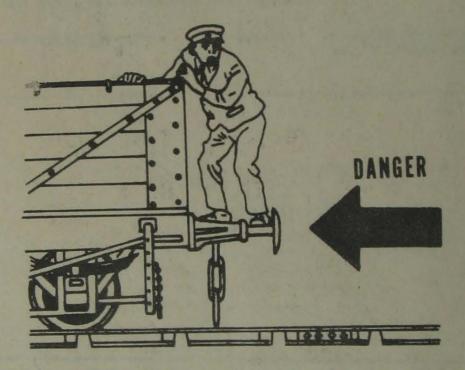
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DONT PUT YOUR FOOT IN IT

ACCIDENT PREVENTION BEGINS WITH YOU * Items marked thus will not appear in future issues and a note must be taken of them by all concerned. * Denotes new or amended item.

MISCELLANEOUS NOTICES

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL). Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

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The siding alongside the old warehouse wall on the west side shortened by 50 yards.

SCARBOROUGH GALLOWS CLOSE GOODS YARD

The connection to siding No.6 spiked out of use pending removal. Sidings Nos. 10, 11 and 12 shortened by approximately 80 yards. (6)

NEVILLE HILL EAST AND CROSS GATES

Catchpoints installed in the Down Fast line at 17m. 57chs. and 16m. 53chs. and clipped, spiked and padlocked out of use until further notice.

AIRYCO ATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

REPAIRS AT MOTIVE POWER DEPOTS

		Duration	Commencing
Location	Work	The second second	
Healey Mills M.P.D.	Welding Rail Joints All (BLOCKED as required by local arrangement)	08 00 to 16 00 daily	

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FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262/1



NE/S

EASTERN (NE) REGION

No.28

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 13 JULY

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FRIDAY 19 JULY 1968

INCLUSIVE

SPECIAL NOTICE

All concerned to note that the "ES" General Instructions and Notices Booklet No.24D shown to apply until Friday, 5 July will remain in operation until FRIDAY 2 AUGUST.

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 montioned may be in progress, of which it may not have been possible to give previous notice, and enginemen must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

NES-24

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 13 JULY-LEEDS CITY

A new Banner signal R157 90 yards west of L157 signal will be brought into use and will repeat L157. (31)

SUNDAY 14 JULY-BRADFORD EXCHANGE

The Shunting signal Up West to Middle Sidings will be repositioned directly in advance of the (31) existing signal.

MONDAY 15 JULY-WEAVERTHORPE

The Down Siding will be abolished.

The trailing connection from the Down Main to Down Siding will be secured permanently out of use in the normal position pending removal.

THURSDAY 18 JULY-STOURTON JUNCTION

THE REAL

A new shunting signal will be provided applying Up Main to Down Goods or Down Main, situated between the Down and Up Main lines 250 yards in rear of the double assembly disc signals.

DETAILS OF WORK ALREADY CARRIED OUT

HEBDEN BRIDGE

The Down Sidings Shunt Spur has been abolished together with the associated shunting signals. (29)

THE ABOVE WORK WAS NOT CARRIED OUT

HEALEY MILLS

The normal direction of travel over Engine Line 'P', is now West to East. Additional routes to Engine Line 'P' have been at HM 149 (ex the Down Slow) and 151 ground position light signal (ex Engine Line 'R'), displaying a 'P' indication.

An additional route has been given at 150 ground position light signal, Engine Line 'P' towards HM 143 signal on the Down Slow.

177 ground position light signal, ex Engine Line 'V' will no longer read to Engine Line 'P'. An additional ground position light signal, No.171, has been provided to the left (in the new direction of travel) of Engine Line 'P' at the clearance point with Engine Line 'V', applying Engine Line 'P' to Engine Line 'V'. (29)

THE ABOVE WORK WAS NOT CARRIED OUT

**HEALEY MILLS

The connection from Down Fast to Down Siding (opposite Horbury & Ossett Ground Frame) has been secured permanently in the normal position pending removal. The associated shunting signals have been abolished. The 'D' route indication on the position light signal No.244 situated in advance of the trailing crossover between the Down and Up lines to Crigglestone West Junction has been abolished. (28)

SECTION DETAIL

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MES-25

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

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*BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD (KIRKGATE) EAST AND CALDER BRIDGE Calder Bridge

The Down Through Siding and Down Siding between Wakefield East and Calder Bridge have been taken out of use pending removal.

Between Wakefield (Kirkgate) West and Wakefield (Kirkgate) East

The Up Through Line between Wakefield (Kirkgate) East and Wakefield (Kirkgate) West has been taken out of use.

Wakefield (Kirkgate) Station signal box has ceased to signal movements on the Up Platform line and the block section on this line is now between Wakefield (Kirkgate) East and Wakefield (Kirkgate) West signal boxes.

Wakefield (Kirkgate) West

The facing connection from Up Through Line to Up Fast has been secured out of use in the normal position.

The trailing end of the facing connection from Up Platform to Up Slow has been secured out of use in the reverse position.

The following signals have been abolished :-

Up Through Line First Home to Up Slow

- Up Through Line Distant
- Up Through Line First Home to Up Fast

The following new signals have been brought into use :-

Up Platform Distant signal from Up Main

Up Platform Distant signal from Up Branch

The above mentioned signals were formerly controlled by Makefield (Kirkgate) Station signal box.

Wakefield (Kirkgate) Station signal box

1	The following connections have been secured permanently in the normal position granding removal :-
	Trailing crossover between the Down and Up Through Lines
	Facing connection Up Platform to Up Through Line

Facing connection Up Through Line to Up Platform

The following signals have been abolished :--

Ground level disc signal Up Through line to Down Through line

Ground level disc signal Down Through line to Up Through line

Ground level disc signal applying to movements along the Up Through line

- (lower disc of double assembly)
 - Up Through Line Calling Cn signal

Ground level disc Up Through Line to Up Platform (top disc of double assumbly) Ground level disc applying along Up Through Line (lower oisc of double assembly Up Through Line Home signal

Up Through Line Inner and Outer Distants

Ground level disc Up Platform to Up Through Line (lower disc of double assembly) Ground level disc applying along Up Platform line

Wakefield (Kirkgate) East

The following connections have been secured out of use in the normal position :-

Facing connection Down Branch to Down Through Siding.

Facing connection Up Main to Up Through Line.

Trailing slips in Up Through Line

The following signals have been abolished :-

Up Main to Up Through Line Second Home,

- Up Branch to Up Through Line Home.
- Up Through Line Starting signal.
- Miniature arm signal Carriage Siding to Up Through Line (Lower and of time)
- Ground level disc Up Through Line to Up Branch.
- Miniature arm signal No. 1 Siding to Up Through Line (Lower arm of three) Ground level disc Up Through Line to Up Main (top disc of double assembly) .
- The following route indications have been abolished :-
 - 'M' Up Goods to Up Through Line Second Hume
 - 'M' Shunting Down Main to Up Through Line
 - 'S' Down Through Line to Down Through Siding subsidiary signal,
 - S' Down Platform to Down rugh liding subsidiary signal.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT -continued

** YORK YARD SOUTH

The Up Goods semaphore distant signal has been abolished.

** HEADFIELD BRANCH

All points to and from Dewsbury Carriage and Wagon Shops, crossover Up line to Down line and to Brown's private siding have been secured permanently out of use, pending removal. * Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

NES-27

★ Denotes new or amended item.

MISCELLANEOUS NOTICES

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the three sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of ½m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the low speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings.Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge.

The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

BETWEEN GASCOIGNE WOOD AND MICKLEFIELD JN.

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles. Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

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SECTION D-MISCELLANEOUS NOTICES - continued.

- 4

HUTTONS CRANSWICK STATION

The Down platform has been shortened from the East End by 30 yards and the Up platform at the East End by 33 yards. (28)

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

SHARLSTON COLLIERY

A temporary level crossing has been provided approx. 150 yards south of the bunker, and is being used by heavy lorries.

Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice	

WATER WILL NOT BE AVAILABLE AS FOLLOWS:-

Place		Comme
Holbeck M.P.D.	Duration	Commencing Date
	07 30 to 17 00	Sund: / 14 July
Keighley No.2 Platform North End Water Column B16 Down Sidings, rear of Junction signal box, Water Column B17	Permanently	Forthwith

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York 3 July Re Office FOR THE INFORMATION OF RAILWAY STAFF ONLY

8. R. 31262/1



NE/S EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 20 JULY

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FRIDAY 26 JULY 1968

INCLUSIVE

SPECIAL NOTICE

All concerned to note that the "ES" General Instructions and Notices Booklet No.24D shown to apply until Friday, 5 July will remain in operation until FRIDAY 2 AUGUST.

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 lookout and beprepared to stop or run at reduced speed when and where hand signals may be exhibited. SECTION C

NES-25

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 JULY - SOUTH KIRKBY

The Up Siding will be taken out of use.

The Up Siding two lever ground frame will be abolished. The trailing connection from Up Main to Up Siding worked therefrom will be secured in the normal position pending removal. (32)

SUNDAY 21 JULY - SHARLSTON

The Colliery East Loop will be brought back into use with the trap points and associated trailing connection in the Down Main line moved 36 yards further from the signal box.

The miniature arm signal applicable to movements from Colliery East Loop to Down Main will be replaced by a ground disc signal situated 3 feet in rear of the repositioned trap points.

The disc signal applying Down Main to Colliery East Loop will be moved 36 yards further from the signal box. (32)

SUNDAY 21 JULY - CALVERLEY AND RODLEY

The Up Sidings will be taken out of use.

The two lever ground frame will be abolished. The trailing connection worked therefrom will be secured out of use pending removal.

The trailing slip connection Down Main to Up Sidings will be secured out of use pending removal.

The following shunting signals will be abolished :-

Down Main to Up Sidings Up Sidings to Down Main

Signal Alteration

The yellow faced shunting signal Down Sidings to former Up Fast will be changed to a red faced disc and will in future apply Down Sidings to Shunt Neck (portion of former Up Fast). (32)

TUESDAY 23 JULY - CASTLEFORD GATES AND STATION

The Down Goods line between Castleford Gates and Castleford Station will be abolished.

Castleford Gates

The hand points positioned at the neck of Group No.1 and Down Goods Line will be secured permanently out of use, in the position leading to the Group No.1 Siding pending removal.

Castleford Station

The trailing connection from Up Branch to Loading Dock will be secured permanently out of use in the normal position pending removal.

The signal box end of the slip connection between the Down Sidings and Down Main will be secured permanently in the reverse position pending removal.

The hand points in the Down Shunting Neck will be secured permanently out of use in the position leading to the Down Sidings pending removal.

The following signals will be abolished :-

Shunting Down Goods to Down Main Shunting Up Branch to Loading Dock Shunting Loading Dock to Up Branch

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued

TUESDAY 23 JULY - HIRSTWOOD

The trailing connection from Down Main to Down Sidings will be abolished. The shunting signal applying Down Sidings to Down Main will be abolished.

The shunting signal applying to setting back movements from the Down Main line will be repositioned 33 yards nearer the signal box and will apply Down Main to Up Main. (32)

WEDNESDAY 24 JULY - CASTLEFORD OLD STATION

The Up Sidings will be dispensed with and the trailing connection from the Up Main line to the Up Sidings will be secured permanently out of use in the normal position pending removal. Nos. 1 and 3 Down Sidings and the Down Shunt Spur will be abolished.

The connection in the Down Sidings leading to the Down Branch line will be converted to trap points. The spring hand points leading to Nos. 1 and 3 Down Sidings will be secured permanently out of use in the position leading to Down Siding No.2.

The shunting signal applying to movements from the Down Sidings will be changed to a red faced oisc.

The following shunting signals will be abolished :-

Up Main to Up Siding Up Siding to Up Main

(32)

DETAILS OF WORK ALREADY CARRIED OUT

EEDS CITY

A new Banner signal R157 90 yards west of L157 signal has been brought into use which repeats (31)

EAVERTHORPE

The Down Siding has been abolished.

The trailing connection from the Down Main to Down Siding has been secured permanently out of use the normal position pending removal. (31)

RADFORD EXCHANGE

The Shunting signal Up West to Middle Sidings has been repositioned directly in advance of the kisting signal. (31)

TOURTON JUNCTION

A new shunting signal has been provided applying Up Main to Down Goods or Down Main, situated etween the Down and Up Main lines 250 yards in rear of the double assembly disc signals. (31)

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the Driver of the leve the run-rou SK2 the rou SK2 until t Trains e Empties lin to run-roun Empty Sidir Permission sidings to t travel via ti When a t stop board t the stop boa Movemen line and alon ascertained No movem The run-ro box.

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SECTION D-MISCELLANEOUS NOTICES - continued.

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines, Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

SHARLSTON COLLIERY

A temporary level crossing has been provided approx. 150 yards south of the bunker, and is being used by heavy lorries.

ed by neavy fornes. Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing.

A QUARRY GAP

Commencing Monday 22 July until further notice all trains entering Laisterdyke East Goods Yard must not proceed past the stop board at the Quarry Gap end without first being instructed to do so by the shunter.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice	

WATER WILL NOT BE AVAILABLE AS FOLLOWS:-

Place	Duration	Commencing Date
★ Neville Hill M.P.D.	07 30 to 17 00	On Sunday 21 July.

ALTERATIONS TO BOOKLET OF INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES

	TAR	BLE F	
From	То	Line	Number of Vehicles and special conditions
CLEETHORPES TO WRAW PAGE 105 (Page ES-D1 AMEND	BY JUNCTION 1, Gen. Insts. and Not. Boo	klet E.S. No.24D)	
Pasture Street Crossing	New Bridge Siding	Up Goods	15 wagons in clear weather with or without brake van
A copy of this notic	ce must be supplied to all I	Drivers, Guards, S	ignalmen and others concerned.
York 10 July, 1968		/NE/S No.29	F.J. BURGE Movements Manager
Receipt of this notice Officer by telegram as f	e need not be acknowledged. I ollows:	f not received by th	e normal time advise your superior
	NILE SIG. NOT	ICE NE/S No.29	

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1

No.30



NE/S

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 27 JULY

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FRIDAY 2 AUGUST 1968

INCLUSIVE

SPECIAL NOTICE

All concerned to note that the "ES" General Instructions and Notices Booklet No.24D shown to apply until Friday, 5 July will remain in operation until FRIDAY 2 AUGUST.

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 lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

NES-24

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 JULY - FITZWILLIAM

The trailing connection between the Down and Up Main lines, together with the slip connections Down Main to Up Goods and Down Main to Sidings will be abolished. The associated signals will be abolished.

SUNDAY 28 JULY - BATLEY

The Down Refuge Siding at Dewsbury, Wellington Road Station, will be taken out of use pending removal. The associated points Down Main - Refuge Siding worked from Dewsbury Ground Frame will be secured permanently out of use in the normal position pending removal.

SUNDAY 28 JULY - WORTLEY WEST, ARMLEY MOOR AND BRAMLEY

The Down and Up Goods lines between Wortley West, Armley Moor and Bramley will cease to be used as running lines.

Wortley West

The connections Up Goods to Up Main, Down Main to Down Goods and the Goods lines crossover will be secured out of use, in the normal position, pending removal.

Armley Moor

The Goods lines crossover will be secured out of use, in the normal position, pending removal.

A portion of the Goods lines will be retained for use as Sidings, buffer stops being provided on both lines immediately to the East of the Goods lines crossover also on the Down Goods line 100 yards West of the slip connection Down Goods to Up Sidings and in an adjacent position on the Up Goods.

Bramley

The connections Down Goods to Down Main and Up Main to Up Goods will be secured out of use, in the normal position, pending removal.

A portion of the Down Goods line will be retained as a Siding. Buffer stops will be provided on the Down Goods line immediately to the East of the connections Down Goods to Down Main and Down Goods. to Down Sidings, also on the Up Goods line on either side of the Goods lines crossover. All associated signals and routes will be abolished. (33)

SUNDAY 28 JULY - HEALEY MILLS

The normal direction of travel over Engine Line "P" will in future, be West to East.

Additional routes to Engine Line "P" will be given at HM.149 (ex Down Slow) and 151 ground position light signal (ex Engine Line "R"), displaying a "P" indication.

An additional route will be given at 150 ground position light signal, Engine Line "P" towards HM.143 signal on the Down Slow. 177 ground position light signal (ex Engine Line "V") will no longer apply to Engine Line "P"

An additional ground position light signal, No.171, will be provided to the left (in the new direction of travel) of Engine Line "P" at the clearance point with Engine Line "V", applying Engine Line "P" to Engine Line "V". (33)

NFS-25

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH KIRKBY

The Up Siding has been taken out of use.

The Up Siding two lever ground frame has been abolished. The trailing connection from Up Main to Up Siding worked therefrom has been secured in the normal position pending removal. (32)

LEEDS CITY

A new Banner signal R157 90 yards west of L157 signal has been brought into use which repeats L157.

WEAVERTHORPE

The Down Siding has been abolished.

The trailing connection from the Down Main to Down Siding has been secured permanently out of use in the normal position pending removal. (31)

CASTLEFORD GATES AND STATION

The Down Goods line between Castleford Gates and Castleford Station has been abolished.

Castleford Gates

The hand points positioned at the neck of Group No.1 and Down Goods Line have been secured permanently out of use, in the position leading to the Group No.1 Siding pending removal.

Castleford Station

The trailing connection from Up Branch to Loading Dock has been secured permanently out of use in the normal position pending removal.

The signal box end of the slip connection between the Down Sidings and Down Main has been secured permanently in the reverse position pending removal.

The hand points in the Down Shunting Neck have been secured permanently out of use in the position leading to the Down Sidings pending removal.

The following signals have been abolished:-Shunting Down Goods to Down Main Shunting Up Branch to Loading Dock Shunting Loading Dock to Up Branch

(32)

CASTLEFORD OLD STATION

The Up Sidings have been dispensed with and the trailing connection from the Up Main line to the Up Sidings secured permanently out of use in the normal position pending removal.

Nos.1 and 3 Down Sidings and the Down Shunt Spur have been abolished.

The connection in the Down Sidings leading to the Down branch line have been converted to trap points.

The spring hand points leading to Nos.1 and 3 Down Sidings have been secured permanently out of use in the position leading to Down Siding No.2.

The shunting signal applying to movements from the Down Sidings has been changed to a red faced disc.

The following shunting signals have been abolished:-

Up Main to Up Siding

Up Siding to Up Main

(32)

BOTANIC GARDENS

The red faced disc signal applying Coal Stage or Engine Shed line to Down Main has been replaced by a yellow faced disc.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

SHARLSTON

The Colliery East Loop has been brought back into use with the trap points and associated trailing connection in the Down Main line moved 36 yards further from the signal box.

The miniature arm signal applicable to movements from Colliery East Loop to Down Main has been replaced by a ground disc signal situated 3 feet in rear of the repositioned trap points.

The disc signal applying Down Main to Colliery East Loop has been moved 36 yards further from the signal box. (32)

BRADFORD EXCHANGE

The Shunting signal Up West to Middle Sidings has been repositioned directly in advance of the existing signal. (31)

MIRFIELD NOS. 2 AND 3

Mirfield No.2

Nos. 1 and 2 Bay Platforms have been abandoned and all associated signalling abolished. The points leading from No.2 Bay to No.1 Bay have been secured out of use, in the normal position, pending removal.

Nos. 1 and 2 Bay Home signals (No.16) have been abolished.

Mirfield No.3

The following lines have been abandoned:-

Nos. 1 and 2 Bay Platforms

Main line connections to Down and Up Branch

Down Loop between Mirfield No.3 and former Mirfield No.5

Nos. 1, 2 and 3 Down Sidings

No.1 Short Cut

No.2 Short Cut

Shunting Neck

All associated points have been secured out of use, in the normal position, pending removal and all associated signals abolished. (New item) (33)

STOURTON JUNCTION

A new shunting signal has been provided applying Up Main to Down Goods or Down Main, situated between the Down and Up Main lines 250 yards in rear of the double assembly disc signals. (31)

CALVERLEY AND RODLEY

The Up Sidings have been taken out of use.

The two lever ground frame has been abolished. The trailing connection worked therefrom has been secured out of use pending removal.

The trailing slip connection Down Main to Up Sidings has been secured out of use pending removal.

The following shunting signals have been abolished :-

Down Main to Up Sidings

Up Sidings to Down Main

Signal Alteration

The yellow faced shunting signal Down Sidings to former Up Fast has been changed to a red faced disc and now applies Down Sidings to Shunt Neck (portion of former Up Fast). (32)

HIRSTWOOD

The trailing connection from Down Main to Down Sidings has been abolished. The shunting signal applying Down Sidings to Down Main has been abolished. The shunting signal applying to setting back movements from the Down Main line has been repositioned 33 yards nearer the signal box and applies Down Main to Up Main. (32)

SECTION D

NES-27

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

* Denotes new or amended item.

MISCELLANEOUS NOTICES

SOUTH KIRKBY COLLIERY SIDINGS

The instructions under the heading South Kirkby Colliery Sidings on page 285 of the N.E.R. Sectional Appendix, Southern Section, page 105 No.3 Supplement are temporarily superseded by the following:-

Trains which are propelled into South Kirkby Colliery for Bunker loading must be brought to a stand on the Bunker Arrival/Departure line before reaching the level crossing and the engine must run round the train via the empties line before the train passes over the level crossing. Should the train be composed of unfitted vehicles on which it is necessary for a brakevan to be conveyed arrangements must be made for a brakevan to be marshalled at each end of the train.

Trains drawn into South Kirkby Colliery for Bunker loading must not pass the 'Proceed when Authorised' board until authorised to do so by the person in charge exhibiting a green hand signal. Before allowing a train to enter the Bunker/Arrival line the Signalman will obtain an assurance that the three sets of facing spring points in that line are set in the correct position for the movement to be made. When the signal is received for a train to proceed through the bunker prior to bunker loading the train must proceed at a maximum speed of 3m.p.h. to enable 'Tare' weighing of the vehicles to be carried out and the train must proceed to the furthermost Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to propel through the bunker, three vertical white lights in the Loading control signal will be received and the driver must engage the slow speed control to maintain a speed of ½m.p.h. during the loading operation.

The Guard must position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the Guard must operate the Loading control signals by means of the lineside plunger, to stop the train before the locomotive enters the Bunker. The Guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to recommence loading until he is satisfied it is safe to do so.

After loading and gross weighing has been completed and the locomotive is clear of the weighbridge the Driver must disengage the low speed control and proceed towards South Kirby until the train is clear of the level crossing. If the train is to be drawn out of the colliery the locomotive must run-round via the run-round line. When the train is ready to leave the Guard must ascertain, by telephone at signal SK2 the route the train is to take and inform the Driver accordingly. The train must not depart from signal SK2 until this information is received.

Trains entering South Kirkby Colliery which are not to be bunker loaded will enter the colliery on the Empties line and must be propelled from the Empties line to the Empties sidings. Should it be necessary to run-round an empties train this must be done via the run-round line. The train must not proceed to the Empty Sidings until the loud sounding bell situated adjacent to the Empties line commences to ring. Permission must be obtained from the N.C.B. Shunter before the locomotive returns from the Empties sidings to the loaded sidings.Engines returning from the Empties Sidings to the Loaded Sidings must travel via the Empties line and facing connection direct to Loaded Sidings.

When a train is ready to depart from the loaded sidings the guard must ascertain by telephone at the stop board the route the train is to take and inform the driver accordingly. The train must not depart from the stop board until signal SK3 has been lowered.

Movements through the crossover road between the Bunker Arrival and Departure line and the Empties line and along the empties line in the vicinity of this crossover must only be made when it has been ascertained that no conflicting movement is in progress.

No movements must be made over the level crossing until authorised by the person in charge.

The run-round road must only be used for movements in the direction of South Kirkby Junction Signal box.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

BETWEEN GASCOIGNE WOOD AND MICKLEFIELD JN.

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles. Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

SECTION D-MISCELLANEOUS NOTICES - continued.

4

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

SHARLSTON COLLIERY

A temporary level crossing has been provided approx. 150 yards south of the bunker, and is being used by heavy lorries.

Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing,

OUARRY GAP

All trains entering Laisterdyke East Goods Yard must not proceed past the stop board at the Quarry Gap end without first being instructed to do so by the shunter.

HILLHOUSE NO.1 and NO.2 A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice	

KIRKSTALL C.E.G.B. POWER STATION

Until further notice-New lamp posts have been erected to the left of the Arrival line leading to the Oil Depot. One of these posts is closer to the Arrival line than the normal minimum clearance and Trainmen MUST TAKE EXTRA CARE.

ALTERATIONS TO BOOKLET OF INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES

From	То	Line	Number of Vehicles and special conditions
CLEETHORPES TO WRAWB PAGE 105 (Page ES-D11, AMEND	Y JUNCTION Gen. Insts. and Not. Boo	klet E.S. No.24D)	
Pasture Street Crossing	New Bridge Siding	Up Goods	15 wagons in clear weathe with or without brake van

MO.44/1383/NE/S No.30

F.J. BURGE **Movements Manager**

17 July, 1968

York

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior Officer by telegram as follows:-

NILE SIG. NOTICE NE/S No.30

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1



NE/S

EASTERN (NE) REGION NO.31

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 3 AUGUST

то

FRIDAY 9 AUGUST 1968

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 AUGUST - HOLDSWORTH BRIDGE AND HALIFAX WEST

Holdsworth Bridge

The signal box together with all signals worked therefrom will be abolished with the exception of the Down Main Distant signals (Halifax West Down Main Outer Distant signals). All connections will be secured permanently out of use in the normal position pending removal.

Halifax West

The existing Down Main Inner Distant and Down Main to Down Goods Distant (beneath Holdsworth Bridge Home signals) will be abolished. (34)

The Down Main Outer Distant signals will be renamed Down Main Distant signals.

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH KIRKBY

The Up Siding has been taken out of use.

The Up Siding two lever ground frame has been abolished. The trailing connection from Up Main to Up Siding worked therefrom has been secured in the normal position pending removal.

FITZWILLIAM

The trailing connection between the Down and Up Main lines, together with the slip connections Down Main to Up Goods and Down Main to Sidings have been abolished. The associated signals have also been abolished. (33)

* LEEDS CITY

A new Banner signal R157 90 yards west of L157 signal has been brought into use which repeats L157. (31)

* WEAVERTHORPE

The Down Siding has been abolished.

The trailing connection from the Down Main to Down Siding has been secured permanently out of use in the normal position pending removal.

BATLEY

The Down Refuge Siding at Dewsbury, Wellington Road Station, has been taken out of use pending removal. The associated points Down Main - Refuge Siding worked from Dewsbury Ground Frame are secured permanently out of use in the normal position pending removal. (33)

CASTLEFORD GATES AND STATION

The Down Goods line between Castleford Gates and Castleford Station has been abolished.

Castleford Gates

The hand points positioned at the neck of Group No.1 and Down Goods Line have been secured permanently out of use, in the position leading to the Group No.1 Siding pending removal.

SECTION

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

CETAILS OF WORK ALREADY CARRIED OUT-continued

CASTLEFORD GATES AND STATION-continued

Castleford Station

stleford station The trailing connection from Up Branch to Loading Dock has been secured permanently out of use in the normal position pending removal,

normal position per of the slip connection between the Down Sidings and Down Main has been secured permanently in the reverse position pending removal.

The hand points in the Down Shunting Neck have been secured permanently out of use in the position The hand power Sidings pending removal.

(32)

the following signals have been abolished:-

Shunting Down Goods to Down Main Shunting Up Branch to Loading Dock Shunting Loading Dock to Up Branch

CASTLEFORD OLD STATION

The Up Sidings have been dispensed with and the trailing connection from the Up Main line to the Up Sidings secured permanently out of use in the normal position pending removal. Nos.1 and 3 Down Sidings and the Down Shunt Spur have been abolished.

The connection in the Down Sidings leading to the Down branch line have been converted to trap

points.

The spring hand points leading to Nos.1 and 3 Down Sidings have been secured permanently out of use in the position leading to Down Siding No.2.

The shunting signal applying to movements from the Down Sidings has been changed to a red faced disc.

The following shunting signals have been abolished :-Up Main to Up Siding Up Siding to Up Main

BOTANIC GARDENS

The red faced disc signal applying Coal Stage or Engine Shed line to Down Main has been replaced by a yellow faced disc.

SHARLSTON

The Colliery East Loop has been brought back into use with the trap points and associated trailing connection in the Down Main line moved 36 yards further from the signal box.

The miniature arm signal applicable to movements from Colliery East Loop to Down Main has been replaced by a ground disc signal situated 3 feet in rear of the repositioned trap points.

The disc signal applying Down Main to Colliery East Loop nas been moved 36 yards further from the signal box.

*** BRADFORD EXCHANGE

The Shunting signal Up West to Middle Sidings has been repositioned directly in advance of the existing signal. (31)

WORTLEY WEST, ARMLEY MOOR AND BRAMLEY The Down and Up Goods lines between Wortley West, Armley Moor and Bramley have ceased to be used as running lines.

Nortley West

The connections Up Goods to Up Main, Down Main to Down Goods and the Goods lines crossover have been secured out of use, in the normal position, pending removal.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

WORTLEY WEST, ARMLEY MOOR AND BRAMLEY-continued

The Goods lines crossover has been secured out of use, in the normal position, pending removal. A portion of the Goods lines is being retained for use as Sidings, buffer stops being provided on both Armley Moor

lines immediately to the East of the Goods lines crossover also on the Down Goods line 100 yards West of the slip connection Down Goods to Up Sidings and in an adjacent position on the Up Goods,

Bramley

The connections Down Goods to Down Main and Up main to Up Goods have been secured out of use, in the normal position, pending removal.

A portion of the Down Goods line is being retained as a Siding. Buffer stops are provided on the Down Goods line immediately to the East of the connections Down Goods to Down Main and Down Goods to Down Sidings, also on the Up Goods line on either side of the Goods lines crossover.

All associated signals and routes have been abolished.

MIRFIELD NOS, 2 AND 3

Mirfield No.2

Nos. 1 and 2 Bay Platforms have been abandoned and all associated signalling abolished. The points leading from No.2 Bay to No.1 Bay have been secured out of use, in the normal position, pending

Nos. 1 and 2 Bay Home signals (No.16) have been abolished.

Mirfield No.3

The following lines have been abandoned:-

Nos. 1 and 2 Bay Platforms

Main line connections to Down and Up Branch

Down Loop between Mirfield No.3 and former Mirfield No.5

Nos. 1, 2 and 3 Down Sidings

No.1 Short Cut

No.2 Short Cut

Shunting Neck

All associated points have been secured out of use, in the normal position, pending removal and all (New item) (33) associated signals abolished.

HEALEY MILLS

The normal direction of travel over Engine Line "P" is now West to East.

Additional routes to Engine Line "P" are given at HM.149 (ex Down Slow) and 151 ground position light signal (ex Engine Line "R"), displaying a "P" indication.

An additional route is given at 150 ground position light signal, Engine Line "P" towards HM.143 signal on the Down Slow. 177 ground position light signal (ex Engine Line "V") no longer applies to Engine Line "P".

An additional ground position light signal, No.171, is provided to the left (in the new direction of travel) of Engine Line "P" at the clearance point with Engine Line "V", applying Engine Line "P" to Engine Line "V". (33)

**STOURTON JUNCTION

A new shunting signal has been provided applying Up Main to Down Goods or Down Main, situated between the Down and Up Main lines 250 yards in rear of the double assembly disc signals. (31)

SECTION C-DETAILS OF

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

CALVERLEY AND RODLEY

The Up Sidings have been taken out of use

The two lever ground frame has been abolished. The trailing connection worked therefrom has been secured out of use pending removal.

The trailing slip connection Down Main to Up Sidings has been secured out of use pending removal.

The following shunting signals have been abolished :-

Down Main to Up Sidings Up Sidings to Down Main

Signal Alteration

The yellow faced shunting signal Down Sidings to former Up Fast has been changed to a red faced disc and now applies Down Sidings to Shunt Neck (portion of former Up Fast). (32)

HIRSTWOOD

The trailing connection from Down Main to Down Sidings has been abolished. The shunting signal applying Down Sidings to Down Main has been abolished. The shunting signal applying to setting back movements from the Down Main line has been repositioned 33 yards nearer the signal box and applies Down Main to Up Main. (32)

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NES-28

* Denotes new or amended item.

LEEDS, WELLINGTON STREET HIGH LEVEL BRANCH

A temporary sleeper crossing has been provided, for use by contractors vehicles, over the single line between Geldard signal box and Wellington Street High Level Yard.

Drivers to keep a sharp look-out and sound horn or engine whistle when approaching the crossing.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

BETWEEN GASCOIGNE WOOD AND MICKLEFIELD JN.

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles. Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

SHARLSTON COLLIERY

A temporary level crossing has been provided approx. 150 yards south of the bunker, and is being used by heavy lorries.

Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing.

QUARRY GAP

All trains entering Laisterdyke East Goods Yard must not proceed past the stop board at the Quarry Gap end without first being instructed to do so by the shunter.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

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SECTION D - MISCELLANEOUS NOTICES - continued

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing	
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice		

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KIRKSTALL C.E.G.B. POWER STATION

Until further notice-New lamp posts have been erected to the left of the Arrival line leading to the Oil Depot. One of these posts is closer to the Arrival line than the normal minimum clearance and Trainmen MUST TAKE EXTRA CARE.

Shutting of Locomotive Water Supplies

Location	Duration	Commencing
Diggle	Permanently abandoned	Monday 5 August
A copy of this notic	e must be supplied to all Drivers, Guard	s, Signalmen and others concerned.
A copy of this notice York 24 July, 1968	e must be supplied to all Drivers, Guard MO.44/1383/NE/S No.31	The second s
York 24 July, 1968	MO.44/1383/NE/S No.31	F.J. BURGE Movements Manager

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1



NE/S

EASTERN (NE) REGION

No.32

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 10 AUGUST

то

FRIDAY 16 AUGUST 1968

INCLUSIVE

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

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ECTION B - TEMPORARY E	Lines affected	Remarks
At or between		WEATEL WEST
WAKEFIELD (WESTGATE) S	OUTH TO WAKEFIELD (KIRKGATEJ WEST.
DAILY UNTIL FURTHER NO Vakefield West	AII	07 30 to 17 00. Preparing for signalling alterations (12/68)
ATURDAY and SUNDAY 10 Vakefield West	and 11 AUGUST	22 00 (Sat) to 21 00 (Sun). Alterations to signalling (See section 'C').

DAILY UNTIL FURTHER NOTICE

Down Doncaster Gelderd Road Junction and Holbeck West Junction

SUNDAY 11 AUGUST

Gelderd Junction and Holbeck West Junction

Down and Up Doncaster (BLOCKED)

08 00 to 18 00. contractors removing redundant track between 184 and 185 m.p. Crane in use. (24/68)

07 30 to 16 30. Welding rails joints, Bridge No.41 at 184m. 39chs. Trolley in use. All traffic to travel over Viaduct lines.

LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)

DAILY UNTIL FURTHER NOTICE. Wortley Junction and AIL Horsforth

Horsforth Station

Down and Up Main

Rigton and Down and Up Main Harrogate South

Harrogate South and Dragon

SUNDAY 11 AUGUST Horsforth and Arthington

Down

ALL

07 30 to 16 30. Repairs to Bridge No. 7 at 1m. 3chs. Plant in use. (25/68)

08 00 to 19 00. Contractors reconstructing Bridge No. 20 . Cranes and plant in use.

07 00 to 17 00. Reconstruction of Bridge 42 at 18m. 11chs. (22/23/68)

07 30 to 16 30. Cleaning and painting bridges. Ladders and trestles in use. (14/68)

08 00 to 18 00. Testing rails in Bramhope Tunnel between 5¾ and 8m.p.

07 00 to 17 00. Cleaning and painting station buildings; ladders and trestles in use (14/68)

06 00 to 18 00. Relaying. Crane in use.

08 30 to 15 30. Overhauling interlocking. Signal box open.

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YORK TO SCARBOROUGH.

DAILY UNTIL FURTHER NOTICE . Malton and All Seamer

SUNDAY 11 AUGUST Washbeck and Scarborough

THURSDAY 15 AUGUST Heslerton

Sidings (BLOCKED by local arrangement) All

SECTION B - TEMPORARY ENGINEERING WORKS - continued

	Lines affected	Remarks
At or between		
YORK (SKELTON) TO HAR	ROGATE (DRAGON)	
DAILY UNTIL FURTHER I Skelton Junction and	All	07 30 to 16 30, cleaning and painting bridges. Ladders and trestles in use. (14/68)
Dragon Goldsborough and Knaresborough	All	07 00 to 18 00, contractors demolishing former Knaresborough Goods signal box. Plant in use. (7/68)
TUESDAY 13 AUGUST Knaresborough	AII	08 30 to 15 30. Overhauling interlocking.

FARNLEY BRANCH DAILY UNTIL FURTHER NOTICE ALL Farnley Branch

07 00 to 17 00. Cleaning and painting bridges. Scaffolding, trestles and ladders in use.

THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)

DAILY UNTIL FURTHER NOTICE

Down and Up Main L.N.W. Junction and Batley

Farnley Branch Jn. and Holbeck Fast Jn.

Down and Up Huddersfield Contractors repairing Bridges Nos. 6 and 8 between 321/2 and 33m.p. (49/67)

07 00 to 17 00. Mechanical excavator working adjacent to tracks between 41 and 42m.p. (39/67)

LEEDS CITY TO HULL (PARAGON)

DAILY UNTIL FURTHER NOTICE

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Motive Power Sidings (BLOCKED as required by local arrangement)

eeds City East and Neville Hill West	All
Leeds City and Neville Hill East	All
Marsh Lane Goods and Neville Hill West	Marsh Lane Arrival and Departure line Down Goods and Up Slow
Neville Hill West	Up Main and Up Goods
Neville Hill West and East	All
Neville Hill West and Cross Gates	All
Neville Hill East	All

07 00 to 17 00. Contractors building water treatment plant. Scaffolding in use. (44/67)

08 00 to 15 30. Repairs to parapet on bridges 6, 33 and 37 between 19 m. 2 chs. and 19 m. 49 chs.

- 07 30 to 17 00. Preparing for signalling (19/68)alterations.
- 07 30 to 17 00. Erection of signal gantries in retaining walls. Ladders in use. Scaffolding erected with limited clearance. Drivers to keep a sharp look-out. (27/68)

08 00 to 16 30. Excavating for inspection chamber alongside Up Goods at 18m. 74chs. (14/68)

Contractors constructing new Carriage Depot on Down Side. Cranes and plant in use. (44/67)

07 30 to 17 00, preparing for resignalling.

08 00 to 16 00, Mechanical Excavator working adjacent to track between 18m.p. and 16m. 18chs. (8/68)

^(36/67)

SECTION 8 - TEMPORARY ENGINEERING WORKS - continued

At or between

Remarks

SWINTON (DEARNE JUNCTION) TO BURTON SALMON-continued

Lines affected

DAILY UNTIL FURTHER NOTICE - continued Hickleton Main Colliery Down and Up Main Sidings and Frickley Colliery

All Frickley Colliery

Moorthorpe and	Down and Up Main
Ferrybridge	

Moorthorpe and Pontefract South

een

er

Down and Up Main

SUNDAY and MONDAY 11 and 12 AUGUST Dearne Junction and Down Main (BLOCKED Burton Salmon except as shown

MONDAY to WEDNESDAY 12 to 14 AUGUST Moorthorpe South and Down Goods Moorthorpe Station

in remarks) (BLOCKED by local arrangements) 07 00 to 19 00, trial boring at 12m. 51chs, and 12m. 23chs. Boring rigs erected.

(2/68)

- Contractors installing loading plant. Mechanical plant in use. (8/68)
- 07 30 to 17 00. Repairs to Bridge 25 at 4 m. 52 chs. (27/68)

08 00 to 17 00. Constructing new face wall in Ackworth Cutting between 634 and 614 m.p.(28/68)

22 00 (Sun) to 07 15 (Mon). Tamping machines in use between 1634 and 1m.p.

Arrangements made to pass 1N58 19 05 Bristol to York and 1N59 19 30 Bristol to Newcastle.

08 00 to 16 00 daily. Welding rail joints between 11m. 28chs. and 10m. 50chs. Trolleys in use.

MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION

DAILY UNTIL FURTI	HER NOTICE	
South Kirkby	All	07 30 to 17 00. Preparing for alterations to
		signalling and interlocking. (36/67)
South Kirkby All		Contractors installing loading plant. Mechanical plant in use. (8/68)
		plant in use. (8/68)

SHAFTHOLME TO FERRYBRIDGE

DAILY UNTIL FURTHER NOTICE Knottingley West Jn. Down and Up and Ferrybridge Main

THURSDAY and FRIDAY 15 and 16 AUGUST Knottingley West Jn. Down Main and Ferrybridge (BLOCKED)

07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)

23 00 (Thur) to 04 00 (Fri). Tamping machine in use.

HULL (WEST PARADE) TO SEAMER WEST

DAILY UNTIL FURTHER NOTICE Bridlington

Nos.2,4 and 5 platforms

Down and Up Main

07 00 to 17 00, removing water columns.

Driffield

07 00 to 17 00, removing water columns. (8/68)

(8/68)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY AND SUNDAY 10 AND 11 AUGUST-WAKEFIELD (KIRKGATE) WEST

The following signals will be abolished:-

Up Slow Second Home to Up Branch

Up Fast Second Home to Up Branch

Up Slow Third Home

Up Slow Second Home

Up Fast Second Home to Up Slow

Up Platform First Home to Up Slow

Up Fast Third Home

Up Fast Second Home

Up Platform First Home to Up Fast

Up Passenger Loop Home

Goods Loop First Home to Up Fast

Up Goods Loop First Home to Up Loop

A new gantry will be provided at the west end of the Up Platforms, 953 yards before reaching the Up Fast and Up Slow Starting signals. Three aspect colour light signals with associated Theatre Type Routa Indicators on the left of the respective signals, will be provided on this gantry with the following appli-

Up Platform Home -

Up Passenger Loop Home

'B' indication Up Branch 'S' indication Up Slow No indication Up Fast 'B' indication Up Branch 'S' indication Up Slow No indication Up Fast 'B' indication Up Branch S' indication Up Slow 'F' indication Up Fast No indication up Loop

The new gantry will also carry the following subsidiary signals:-

Shunting Up Platform to Up Fast or to Up Slow

(fitted below the route indicator to the left of the Up Platform Home)

Shunting Up Passenger Loop to Up Fast (fitted below the route indicator to the left of the Up Passenger Loop Home)

Shunting Up Goods Loop to Up Loop or Up Fast

(fitted below the route indicator to the fait of the Up Goods Loop Home)

Telephones communicating with the signal box will be provided at the new gantry.

The following new position light signals will be provided :-

shunting Up Slow or to Up Branch.

(situated to the left of the Uo Slow adjacent to the trailing end of the connection from Goods Loop to Up Fast)

Shunting Up Fast of to Up Slow or to Up Branch

(situated to the left of the Up Fast on bridge girder opposite the above mentioned

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT

The Up Siding has been taken out of use. The Up Siding two lever ground frame has been abolished. The trailing connection from Up Main to Up * SOUTH KIRKBY Siding worked therefrom has been secured in the normal position pending removal.

ZWILLIAM The trailing connection between the Down and Up Main lines, together with the slip connections Down Main to Up Goods and Down Main to Sidings have been abolished. The associated signals have also been abolished.

The Down Refuge Siding at Dewsbury, Wellington Road Station, has been taken out of use pending removal. The associated points Down Main - Refuge Siding worked from Dewsbury Ground Frame are secured permanently out of use in the normal position pending removal.

**CASTLEFORD GATES AND STATION

The Down Goods line between Castleford Gates and Castleford Station has been abolished.

The hand points positioned at the neck of Group No.1 and Down Goods Line have been secured perm-**Castleford Gates** anently out of use, in the position leading to the Group No.1 Siding pending removal.

Castleford Station

The trailing connection from Up Branch to Loading Dock has been secured permanently out of use in the normal position pending removal.

The signal box end of the slip connection between the Down Sidings and Down Main has been secured permanently in the reverse position pending removal.

The hand points in the Down Shunting Neck have been secured permanently out of use in the position leading to the Down Sidings pending removal.

The following signals have been abolished:-Shunting Down Goods to Down Main

Shunting Up Branch to Loading Dock Shunting Loading Dock to Up Branch

**CASTLEFORD OLD STATION

The Up Sidings have been dispensed with and the trailing connection from the Up Main line to the Up Sidings secured permanently out of use in the normal position pending removal.

Nos.1 and 3 Down Sidings and the Down Shunt Spur have been abolished.

The connection in the Down Sidings leading to the Down branch line have been converted to trap points.

The spring hand points leading to Nos.1 and 3 Down Sidings have been secured permanently out of use in the position leading to Down Siding No.2.

The shunting signal applying to movements from the Down Sidings has been changed to a red faced disc.

The following shunting signals have been abolished:-Up Main to Up Siding Up Siding to Up Main

(32)

BOTANIC GARDENS

The red faced disc signal applying Coal Stage or Engine Shed line to Down Main has been replaced by a yellow faced disc.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

SHARLSTON

The Colliery East Loop has been brought back into use with the trap points and associated trailing connection in the Down Main line moved 36 yards further from the signal box.

The miniature arm signal applicable to movements from Colliery East Loop to Down Main has been replaced by a ground disc signal situated 3 feet in rear of the repositioned trap points.

The disc signal applying Down Main to Colliery East Loop has been moved 36 yards further from the signal box. (32)

GOLDTHORPE COLLIERY

The trailing crossover between the Down and Up lines on the Cudworth side of the connection to the Colliery has been secured out of use pending removal. The Down line has been cut and buffer stops have been erected at a point nearly opposite the connection to the Colliery.

A run round has been provided over the Down and Up lines beyond the connection to the Colliery. (New Item) (35/36)

WORTLEY WEST, ARMLEY MOOR AND BRAMLEY

The Down and Up Goods lines between Wortley West, Armley Moor and Bramley have ceased to be used as running lines.

Wortley West

The connections Up Goods to Up Main, Down Main to Down Goods and the Goods lines crossover have been secured out of use, in the normal position, pending removal.

Armley Moor

The Goods lines crossover has been secured out of use, in the normal position, pending removal. A portion of the Goods lines is being retained for use as Sidings, buffer stops being provided on both lines immediately to the East of the Goods lines crossover also on the Down Goods line 100 yards West of the slip connection Down Goods to Up Sidings and in an adjacent position on the Up Goods.

Bramley

The connections Down Goods to Down Main and Up main to Up Goods have been secured out of use, in the normal position, pending removal.

A portion of the Down Goods line is being retained as a Siding. Buffer stops are provided on the Down Goods line immediately to the East of the connections Down Goods to Down Main and Down Goods to Down Sidings, also on the Up Goods line on either side of the Goods lines crossover.

All associated signals and routes have been abolished.

(33)

HOLDSWORTH BRIDGE AND HALIFAX WEST Holdsworth Bridge

The signal box together with all signals worked therefrom have been abolished with the exception of the Down Main Distant signals (Halifax West Down Main Outer Distant signals). All connections have been secured permanently out of use in the normal position pending removal.

Halifax West

The existing Down Main Inner Distant and Down Main to Down Goods Distant (beneath Holdsworth Bridge Home signals) have been abolished.

The Down Main Outer Distant signals have been renamed Down Main Distant signals.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

MIRFIELD NOS. 2 AND 3

Nos. 1 and 2 Bay Platforms have been abandoned and all associated signalling abolished. The points Mirfield No.2 leading from No.2 Bay to No.1 Bay have been secured out of use, in the normal position, pending

Nos. 1 and 2 Bay Home signals (No.16) have been abolished. removal.

Mirfield No.3

The following lines have been abandoned:-Nos. 1 and 2 Bay Platforms

Main line connections to Down and Up Branch

Down Loop between Mirfield No.3 and former Mirfield No.5

Nos. 1, 2 and 3 Down Sidings

No.1 Short Cut

No.2 Short Cut

All associated points have been secured out of use, in the normal position, pending removal and all associated signals abolished.

HEALEY MILLS

The normal direction of travel over Engine Line "P" is now West to East.

Additional routes to Engine Line "P" are given at HM.149 (ex Down Slow) and 151 ground position light signal (ex Engine Line "R"), displaying a "P" indication.

An additional route is given at 150 ground position light signal, Engine Line "P" towards HM.143 signal on the Down Slow. 177 ground position light signal (ex Engine Line "V") no longer applies to Engine Line "P"

An additional ground position light signal, No.171, is provided to the left (in the new direction of travel) of Engine Line "P" at the clearance point with Engine Line "V", applying Engine Line "P" to Engine Line "V".

* *CALVERLEY AND RODLEY

The Up Sidings have been taken out of use.

The two lever ground frame has been abolished. The trailing connection worked therefrom has been secured out of use pending removal.

The trailing slip connection Down Main to Up Sidings has been secured out of use pending removal.

The following shunting signals have been abolished :-Down Main to Up Sidings Up Sidings to Down Main

Signal Alteration

The yellow faced shunting signal Down Sidings to former Up Fast has been changed to a red faced disc and now applies Down Sidings to Shunt Neck (portion of former Up Fast). (32)

* *HIRSTWOOD

The trailing connection from Down Main to Down Sidings has been abolished. The shunting signal applying Down Sidings to Down Main has been abolished. The shunting signal applying to setting back movements from the Down Main line has been repositioned 33 yards nearer the signal box and applies Down Main to Up Main.

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SECTION D

MISCELLANEOUS NOTICES

NES_31

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

* Denotes new or amended item.

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faced (32) * SIX WHEEL MILK TANKS

PAGE NES-D2 Gen. Insts. & Notices Booklet NE/S-31D. DELETE present item and SUBSTITUTE:-

TRAINS CONVEYING SIX WHEELED NON-PASSENGER CARRYING COACHING STOCK

Until further notice,

- (a) 6 wheeled non-passenger carrying Coaching Stock (except milk tanks) must be restricted to a maximum speed of 75m.p.h.
- (b) 6 wheeled Milk Tanks must be restricted to a maximum speed of 60m.p.h. when loaded and 50m.p.h. when empty.

In each case where these vehicles are marshalled in the train the Guard must advise the Driver that the speed of the train must not exceed that applicable to the vehicle(s) being conveyed at any point on the journey.

SPEEDS OF FREIGHT ROLLING STOCK

PAGE NES-D3 Gen. Insts. & Notices Booklet NE/S 31D

Description of Wagons	Loaded Wagons	Empty Wagons	
AMEND:-			
	m.p.h.	m.p.h.	
56 Ton Iron Ore	25	25	

LEEDS, WELLINGTON STREET HIGH LEVEL BRANCH

A temporary sleeper crossing has been provided, for use by contractors vehicles, over the single line between Geldard signal box and Wellington Street High Level Yard.

Drivers to keep a sharp look-out and sound horn or engine whistle when approaching the crossing.

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL).

Until further notice there is greatly increased use being made of the crossing by contractors vehicles Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

BETWEEN GASCOIGNE WOOD AND MICKLEFIELD JN.

The occupation level crossing situated at 6m. 44chs. is being heavily used by vehicles. Enginemen to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

(32)

SECTION D - MISCELLANEOUS NOTICES - continued

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. A new level crossing brought into use over the bown and op mann thos. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

SHARLSTON COLLIERY

A temporary level crossing has been provided approx. 150 yards south of the bunker, and is being used by heavy lorries.

Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing.

** QUARRY GAP

All trains entering Laisterdyke East Goods Yard must not proceed past the stop board at the Quarry (32)Gap end without first being instructed to do so by the shunter.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice	

KIRKSTALL C.E.G.B. POWER STATION

Until further notice-New lamp posts have been erected to the left of the Arrival line leading to the Oil Depot. One of these posts is closer to the Arrival line than the normal minimum clearance and Trainmen MUST TAKE EXTRA CARE.

Shutting of Locomotive Water Supplies

Location	Duration Commencing Permanently abandoned (34)		
Diggle Water Troughs			
	st be supplied to all Drivers, Guards, Signal	men and others concerned.	
31 July, 1968	MO.44/1383/NE/S No.32	E I PUDOF	
		F.J. BURGE Movements Manager mal time advise your superior	

FOR THE INFORMATION OF RAILWAY STAFF ONLY

NE/S

Barles



EASTERN (NE) REGION

No.33

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 17 AUGUST

то

FRIDAY 23 AUGUST 1968

INCLUSIVE

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

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- 44	1 0	D4	80	vva	38	

Lines affected

Remarks

SHAFTHOLME JUNCTION TO NORTHALLERTON (LONGLANDS JUNCTION)-continued

SUNDAY 18 AUGUST-continued

Northallerton and Thirsk

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A and B ted. as -continued 03 40 to 12 40 Up Fast and Up Slow (BLOCKED) Down Fast (BETWEEN TRAINS) 12 40 to 15 40 Up Slow (BLOCKED)

MONDAY to FRIDAY 19 to 23 AUGUST Skelton Jn. Down and Up Goods 03 40 to 15 40. Relaying between 23m. 53chs. and 23m. 50chs. Crane in use.

03 40 to 12 40 All Up traffic to travel over the Down Main/Fast line under arrangements for Single Line Working where more than one running line is available between Northallerton South crossover and Thirsk. All Down traffic to travel over the Down Slow Line between Thirsk and Longlands Junction (and over the Down Main line between Longlands Junction and Northallerton under the direction of the pilotman). 12 40 to 15 40 All Up traffic to travel over the Up Fast.

22 00 (Mon to Thur) to 06 00 (Tue to Fri) Switches and crossing tamping machine in use.

YORK YARDS DAILY UNTIL FURTHER NOTICE York Wagon Works All

York Yard North

6,7 and 8 Down Departures (BLOCKED by local arrangements)

SUNDAY 18 AUGUST York Yard South

Down and Up Doncaster Goods (BLOCKED) 07 00 to 17 00. Contractors demolishing buildings and abandoning track. Mechanical plant in use. (18/68)

07 00 to 17 00. Welding rail joints.

(18/68)

02 00 to 17 00. Changing switches. Crane in use.

CARCRUFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION)

DAILY UNTIL FURTHER Bentley Crossing and Gelderd Road Junction	NOTICE All	06 00 to 18 00. Contractors repairing bridges between 158 and 184 m.p. Scaffolding in use. (47/67)
South Kirkby Colliery	Nos. 7,8 and 9 Loaded Sidings, Empty Sidings and Loop (BLOCKED by local arrangements)	Reconstruction of Colliery sidings for installation of rapid loading bunker.
South Kirkby	All	Contractors installing loading plant. Mechanical plant in use.
Hemsworth South Jn.	All	08 00 to 16 00. Recovering abandoned materials. (19/68)
Fitzwilliam and Nostell	Down and Up Main	06 00 to 18 00. Contractors lifting and ballasting track between 169m.p. and 170m. 22chs.

(31/68)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY (WORTLEY J	UNCTION) TO HARROGAT	E (DRAGON)
DAILY UNTIL FURTHER I Wortley Junction and Horsforth	NOTICE. All	07 30 to 16 30. Repairs to Bridge No. 7 at 1m. 3chs. Plant in use.
Horsforth Station	Down and Up Main	08 00 to 19 00. Contractors reconstructing Bridge No. 20 . Cranes and plant in use.
Rigton and Harrogate South	Down and Up Main	07 00 to 17 00. Reconstruction of Bridge 42 at 18m. 11chs. (22/23/68)
Harrogate South and Dragon	AII	07 30 to 16 30. Cleaning and painting bridges. Ladders and trestles in use. (14/68)
Vortley Junction and Horsforth	All	08 00 to 18 00. Contractors attaching cables to Bridge No.7 at 1m. 26chs. Ladders in use. Commencing Monday 19 August. (33/68)

YORK TO SCARBOROUGH.

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DAILY UNTIL FURTHER NOTICE . Malton and All Seamer

SUNDAY 18 AUGUST Kirkham Abbey and Down and Up Main Malton

07 00 to 17 00. Cleaning and painting station buildings; ladders and trestles in use (14/68)

07 30 to 16 30. Painting Bridge No.13 at 18m. 36chs. Ladders and trestles in use.

YORK (SKELTON) TO HARROGATE (DRAGON)

DAILY UNTIL FURTHER NOTICE Skelton Junction and All Dragon Goldsborough and All Knaresborough

07 30 to 16 30, cleaning and painting bridges. Ladders and trestles in use. (14/68)

07 00 to 18 00, contractors demolishing former Knaresborough Goods signal box. Plant in use. (7/68)

FARNLEY BRANCH DAILY UNTIL FURTHER NOTICE Farnley Branch ALL

07 00 to 17 00. Cleaning and painting bridges. Scaffolding, trestles and ladders in use.

THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)

DAILY UNTIL FURTHER NOTICE L.N.W. Junction and Batley

Down and Up Main

Farnley Branch Jn. and Holbeck East Jn.

Down and Up Huddersfield Contractors repairing Bridges Nos. 6 and 8 between 321/2 and 33m.p. (49/67)

07 00 to 17 00. Mechanical excavator working adjacent to tracks between 41 and 42m.p.

(39/67)

SECTION B - TEMPORI	ARY ENGINEERING WORKS -		SECTION R
At or between	Lines affected	Remarks	SECTION B
MILFORD SOUTH AND	GASCOIGNE WOOD		At or betwee
DAILY UNTIL FURTHER	NOTICE	07 00 to 17 00. Contractors erecting cables over-	SHAFTHOL
Milford South and Gascoigne Wood	All	head at 7m. 3chs. (13/68)	DAILY UNTI Knottingley and Ferryb
		par dans boundary and	WEDNESDAY Knottingley Junction a
SWINTON (DEARNE JUN	NCTION) TO BURTON SALMO		THURSDAN
DAILY UNTIL FURTHER N Wath Junction and Dearne Junction	NOTICE All	08 00 to 16 00. Cleaning and painting Bridge No. 4 at 14¼m.p. Ladders and trestles in use. (47/67)	THURSDAY Shaftholme Askern
Dearne Junction and Hickleton Main Colliery Sidings	Down and Up Main	06 00 to 18 00. Alterations to Bolton on Dearne station platform between 16% m.p. and 16m. 10chs. (18/68)	HULL (WEST
Deame Junction and Hickleton Main Colliery Sidings	All	07 00 to 19 00, contractors demolishing tormer signal box at 15m. 47chs. Mechanical plant in use. (43/67)	DAILY UNT Bridlington
Hickleton Main Colliery Sidings and Frickley Colliery	Down and Up Main	07 00 to 19 00, trial boring at 12m. 51chs. and 12m. 23chs. Boring rigs erected.	Driffield SUNDAY 18
Frickley Colliery	All	(2/68) Contractors installing loading plant. Mechanical plant in use.	Thwaite Cro WEDNESDA
Moorthorpe and Ferrybridge	Down and Up Main	07 30 to 17 00. Repairs to Bridge 25 at 4 m. 52 chs. (27/68)	Walton Stree West Parad
Moorthorpe and Pontefract South	Down and Up Main	08 00 to 17 00. Constructing new face wall in Ackworth Cutting between 6¾ and 6¼ m.p.(28/68)	
SUNDAY 18 AUGUST Bolton on Dearne	All	07 30 to 17 00. Excavating on viaduct Bridge No.	THURSDAY West Parade Walton Stre
Hickleton Main Colliery Sidings	All	07 00 to 17 00. Alterations to 1	
Moorthorpe South and Moorthorpe Station	Down and Up Main	07 00 to 17 00 Reballaction in	HULL (BOT)
Ferrybridge	Down Main	boxes open. 07 30 to 16 30. Cherning	Wilmington Southcoate
		2m. 6chs. Signal box open.	Southcoates
		· · · · · · · · · · · · · · · · · · ·	SUNDAY 18 Marfleet and Southcoate

South Kirkby All

South Kirkby

All

07 30 to 17 00. Preparing for alterations to signalling and interlocking. (36/67) Contractors installing loading plant. Mechanical plant in use. (8.68)

Sculcoates and Spring! Nort

HULL YARDS

DAILY UNTIL FU Sculcoates

STOTION D. TENDODA	RY ENGINEERING WORKS- con	ntinued		SECTIO
	Lines affected	Remarks		At or b
At or between	Lines anectou	The second se		WAKE
HULL YARDS - continu	ued			DAIL
DAILY UNTIL FURTHER Alexandra Dock	NOTICE - continued	07 30 to 16 30, laying cables and preparing for alterations to signalling.		Wake
and Hessle Road Hessle Road and Alexandra Dock	Down and Up Alexanrda Dock	07 30 to 17 00. Contractors demolishing redundant signal boxes at Springbank North Junction, Springbank South Jn. and Sculcoates Jn. (27/68)		Wakef Calc
SUNDAY 18 AUGUST Hessle Road and Dairycoates West	Down and Up Goods	07 30 to 17 00. Renewing cables.		Crofto Feati
Sweet Dews	Down and Up Goods and Sidings (BLOCKED	07 30 to 17 00. Painting underside of Bridge No.2 (Craven Street). Ladders and trestles in use.	14	Sharls
	by local arrangement) Sidings	06 00 to 18 00. Relaying. Tracklayer in use.	NI	Shar
Neptune Street	(BLOCKED by local arrangement)	CONTRACTOR DE LA CONTRA		Snyda Pon
Inward Yard	Sidings (BLOCKED by local arrangement)	06 00 to 18 00. Replacing retarders. Cranes in use.		Feath
HULL DOCKS				Feath Stat
DAILY UNTIL FURTHER NO Graving Dock and Holderness Drain South	Down and Up Main	08 00 to 17 00, contractors laying cables along- side tracks. Mechanical plant in use.		Feathe Knott
South		(29/67)		Pontefi Knott
STAIRFOOT JUNCTION A	ND CUDWORTH STATION			Pontefr
DAILY UNTIL FURTHER NO Stairfoot Junction	Down and Up			Knottir
and Cudworth Station	Down and Up Main	Contractors repairing steel work to Bridge No. 12 Dearne Viaduct at 174m.p. Crane and mechanical plant in use. (43/67)		Knottir Junct East
HORNE JUNCTION TO ST	ADDLETHORPE			Rawclif Juncti Shed
Dutch River and	TICE	and the second sec		SUNDA
Thorne Colliery Dutch River and	Down and Up Main	07 00 to 18 00. Contractors erecting scaffold and	1.	Feather
Potters Grange	All	cables at 8m. 25chs. (15/16/68) 07 00 to 17 00, removal of water columns.	4	Statio
SUNDAY 18 AUGUST		(8/68)		
and a second sec	Down and Up Main	00 30 to 09 30. Welding rail joints at 11m. 27chs.		CUDWOR
GOOLE, RAWCLIFFE BRIDG		and the second se		DAILY U Dearne V
Nawcliffe Bridge and	GE TO BOOTHFERRY ROAD			Junctio
Boothferry Road	Down and Up Main	07 00 to 18 00. Contractors erecting scaffolding and cables at 0m. 69chs. (15/16/63)		Goldthor
STORE IN COMPANY IN COMPANY OF THE OWNER.				

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE)	EAST TO GOOLE (GOODS J	
DAILY UNTIL FURTHER	NOTICE	
Wakefield East	All	07 30 to 17 00. Preparing for signalling alterati (12/6
Wakefield East and Calder Bridge	All	07 30 to 17 30. Painting Bridges at 48¼m.p. Ladders, scaffolding and mechanical plant in use. (18/68
Crofton West and Featherstone	All	07 30 to 17 00. Preparing for alterations to signalling, installing cables and troughs. (22/23/68)
Sharlston Station	Down Main	07 30 to 17 00. Contractors removing station platforms at 51m. 70chs. Mechanical plant in
Sharlston	All	Contractors installing loading plant. Mechani
Snydale East and Pontefract West	Down and Up Main	08 00 to 17 00. Excavating for cable ducts un tracks between 52m. 52chs. and 55½ m.p. Mechanical excavator in use.
Featherstone Station	Down and Up Main	08 00 to 18 00. Contractors demolishing Up platform. Renewal of Level Crossing. Crane and mechanical plant in use. (32/68)
Featherstone Station	All	Gates and connections removed in preparation installing barriers. Signal box open. Commencing 07 00 Sunday 18 August.
Featherstone and Knottingley	Down and Up Main	08 00 to 16 00. Preparing for alterations to signalling. (25/68)
Pontefract East and Knottingley West Jn.	Down and Up Main	07 00 to 17 00. Contractors erecting scaffoldir and excavating alongside tracks at 58%m.p.
Pontefract Monkhill Station	All	(9/6 08 00 to 16 00. Constructing relay rooms and conveying material over crossing.
Knottingley	Down and Up Main	08 00 to 16 00 (Mon. to Fri.). Lifting station platforms. (10/68
Knottingley West Junction and East Junction	Down and Up Main	08 00 to 18 00. Contractors laying main betwee 57% and 58m.p.
Rawcliffe Bridge Junction and Engine Shed	Down and Up Main and Sidings	07 00 to 18 00. Contractors erecting scaffold at 73m. 11chs.
SUNDAY 18 AUGUST		(17/68)
Featherstone Station	Down and Up Main	07 00 to 18 00. Removal of level crossing gate and posts. Crane and plant in use.

DAILY UNTIL FURTHER NOTICE Dearne Valley South Down and Up Main Junction and Goldthorpe

Goldthorpe

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al

All

08 00 to 20 00. Contractors excavating cutting slope 62 and 62¼ m.p. Mechanical plant in use. (38/67)

Contractors installing loading plant. Mechanical plant in use. (8/68)

At or between	Lines affected	Remarks
DAILY UNTIL FURTHER	L JUNCTION) TO BRADFOR NOTICE - continued	D EXCHANGE - continued
Bramley and Laisterdyke East	All	08 00 to 18 00. Contractors thrust boring for gas mains under tracks at 5m. 69chs. (32/68)
Laisterdyke East and West	All	08 00 to 20 00. Contractors demolishing station buildings, booking hall and footbridge between 190m. 29chs. and 190½m.p. (14/68)
Laisterdyke East and Laisterdyke West	All	07 00 to 16 00. Repairs to Bridge No. 35 at 6m. 19chs.
Bradford Hammerton Street M.P.D.	All	07 30 to 17 00. Excavating under tracks.
SUNDAY 18 AUGUST Laisterdyke East and West	No.1 Down and No.2 Up Main (BLOCKED) No.2 Down and No.1 Up Main (BETWEEN TRAINS)	07 00 to 20 00. Contractors removing station platforms between 190m. 29chs. and 190½m.p. Mechanical excavators in use. All Down traffic to travel over No.2 Down and All Up traffic to travel over No.1 Up Main. Laist- erdyke West signal box open.
Bradford Exchange	All	07 30 to 17 00. Renewing connections.
MONDAY and TUESDAY 19 Wortley West and Bramley	and 20 AUGUST Down and Up Main	23 00 (Mon) to 05 00 (Tues). On track tamping machine in use, between ½ and 2½m.p.
WEDNESDAY to FRIDAY 21 Nortley West and Bramley	to 23 AUGUST Down and Up Main	23 00 (Wed and Thu) to 05 00 (Thu and Fri). On track tamping machine in use between ¼ and 2¼m.p.

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE

Milner Royd Junction and Dryclough Jn.	All	08 00 to 16 00. Repairs to retaining wall and Copley Viaduct between 29 and 295m.p.(17/68)
Low Moor No.1 and No.2 West	AII	08 00 to 17 00. Erecting poles and overhead wires at 37m. 31chs. (9/68)
Broomfield Carriage Sidings	All Sidings	08 00 to 17 00. Taking up duck boards between
Bowling Junction and Bradford Mill Lane	Down Goods	08 00 to 16 30. Welding rail joints between 39m. 22chs. and 39m. 18chs. Rail mounted
SUNDAY 18 AUGUST Low Moor No.2 West and Bowling Junction	Down and Up Main	00 01 to 09 00. Cleaning and repairing drains in Bowling Tunnel. Rail Motor in use. Both signal boxes open.
Bradford Springmill Street	Nos.3 to 7 Sidings (BLOCKED)	06 00 to 18 00. Relaying between No.3 and 7 Sidings. Crane in use. Sidings to be kept clear of traffic.
Bradford Exchange	All	07 30 to 17 00. Renewing connections.
MONDAY to FRIDAY 19 to Bowling Junction and Mill Lane Junction	o 23 AUGUST All	07 30 to 16 30 daily. Installing cable troughs.

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		CALCINEERING	WORKS - continued
SECTION B -	- TEMPORARY	ENGINELANO	II STATES

SECTION B - TENFORMAT ENGINE		Remarks
At or between	Lines affected	THE OLUGE THE STREET
BARNSLEY (EXCHAN	GE) (EXCLUSIVE) TO HORBU	RY JUNCTION
DAILY UNTIL FURTH Crigglestone Jn. and Horbury Jn.	ERNOTICE	07 00 to 17 00. Contractors reconstructing Bridge No.7 at 0m. 78chs. Cranes and plan use.
	TZUDUA 22 AUGUST	to an Eucoupting for roadway bet

MONDAY to FRIDAY 19 to 23 AUGUS Up Main Crigglestone and Haigh

ROYSTON JUNCTION TO MIDLAND JUNCTION

DAILY UNTIL FURTHER NOTICE All

Crigglestone East and Middlestown Junction it in

07 00 to 17 00. Excavating for roadway between 46 and 461/2m. p. Mechanical plant in use.

08 00 to 18 00. Contractors working at new bridge No.19 at 182m. 49chs. Mechanical plant in use (31/68)

CARFIELD STATION TO LEEDS CITY (NORTH JUNCTION)

DAILY UNTIL FURTHER NOTICE

Darfield Station and Down and Up Houghton C.S.

Darfield and Dearne Valley Colly. Sdgs.

Darfield and Houghton

Colliery Sidings

Oakenshaw South

Darfield and

Cudworth

Goods Down and Up Goods

Down and Up

Down and Up Main.

Down and Up Main

Down Main

Royston Junction and Down and Up Main

All

AII

All

Royston Junction and Oakenshaw North

Normanton Station South and Normanton Station North

Altofts Jn. Methley North Sidings

Methley North Sidings and Woodlesford

Waterloo Colliery Sidings and Stourton Jn.

Waterloo Colliery Sidings and Stourton Junction

Stourton Junction

All

All

08 00 to 16 00. Removing platforms at 171¼ m.p.

08 00 to 16 30 Monday to Friday, lifting track in conjunction with reconstruction of Bridge No. 169A 171¼ and 171½ m.p.

08 00 to 17 00, reconstruction of Bridge No. 169A at 1711/2 m.p.

Repairs to Bridge 177 at 172m. 75chs.

08 00 to 17 00. Demolition of station buildings at 181 m.p.

(25/68)

- 08 00 to 16 30. Repairs to bridge No. 206 at 182m. 12chs. (27/68)
- 07 30 to 16 30. Contractors cleaning out drains between 185 m.p. and 185 m. 31 chs. Machine in use. (10/68)
- 08 00 to 16 00. Demolition of Altofts and Whitwood Station buildings between 186 and 186¼ m.p. Mechanical plant in use. (49/67)
- 08 00 to 18 00. Contractors sheet piling at 189¼m.p.
- 08 00 to 17 00, Demolition of former Rothwell Haigh signal box at 191m. 76chs.

(25/68)

- 07 30 to 19 00. Contractors thrust boring under tracks at 192m. 11chs. Mechanical plant in use (15/16/68)
- 07 00 to 18 00. Thrust boring under tracks at 192m. 57chs. Mechanical plant in use. (12/68)

SECTION

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DARFIEL SUNDAY Swinton Hough Siding

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SUNDAY Houghton Sidings Cudwor

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MONDAY Swinton and Hou Sidings

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 AUGUST-HICKLETON MAIN COLLIERY SIDINGS

The facing and trailing connections from the Dearne Valley Branch will be secured permanently out of use in the normal position pending removal.

The following signals will be abolished:-Down Branch Distant Down Branch First Home

Up Branch Starting signal

Up Main Second Home

Up Main to Branch Second Home

SUNDAY 18 AUGUST-HUNSLET GOODS JUNCTION AND HUNSLET STATION JUNCTION

Hunslet Goods Junction

The connection from Up Main to Up Goods will be abolished. The Up Main Home to Up Goods signal and Hunslet Station Junction distant signal mounted below will be abolished.

DETAILS OF WORK ALREADY CARRIED OUT

**FITZWILLIAM

The trailing connection between the Down and Up Main lines, together with the slip connections Down Main to Up Goods and Down Main to Sidings have been abolished. The associated signals have also been abolished.

* *BATLEY

The Down Refuge Siding at Dewsbury, Wellington Road Station, has been taken out of use pending removal. The associated points Down Main - Refuge Siding worked from Dewsbury Ground Frame are secured permanently out of use in the normal position pending removal.

BOTANIC GARDENS

The red faced disc signal applying Coal Stage or Engine Shed line to Down Main has been replaced by a yellow faced disc. (34)

GOLDTHORPE COLLIERY

The trailing crossover between the Down and Up lines on the Cudworth side of the connection to the Colliery has been secured out of use pending removal. The Down line has been cut and buffer stops have been erected at a point nearly opposite the connection to the Colliery.

A run round has been provided over the Down and Up lines beyond the connection to the Colliery. (35/36)

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Mirfield

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

WORTLEY WEST, ARMLEY MOOR AND BRAMLEY

The Down and Up Goods lines between Wortley Vest, Armley Moor and Bramley have ceased to be used as running lines.

Wortley West

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The connections Up Goods to Up Main, Down Main to Down Goods and the Goods lines crossover have been secured out of use, in the normal position, pending removal.

Armley Moor

The Goods lines crossover has been secured out of use, in the normal position, pending removal. A portion of the Goods lines is being retained for use as Sidings, buffer stops being provided on both lines immediately to the East of the Goods lines crossover also on the Down Goods line 100 yards West of the slip connection Down Goods to Up Sidings and in an adjacent position on the Up Goods.

Bramley

The connections Down Goods to Down Main and Up main to Up Goods have been secured out of use, in the normal position, pending removal.

A portion of the Down Goods line is being retained as a Siding. Buffer stops are provided on the Down Goods line immediately to the East of the connections Down Goods to Down Main and Down Goods to Down Sidings, also on the Up Goods line on either side of the Goods lines crossover.

All associated signals and routes have been abolished.

(33)

HOLDSWORTH BRIDGE AND HALIFAX WEST

Holdsworth Bridge

The signal box together with all signals worked therefrom have been abolished with the exception of the Down Main Distant signals (Halifax West Down Main Outer Distant signals). All connections have been secured permanently out of use in the normal position pending removal.

Halifax West

The existing Down Main Inner Distant and Down Main to Down Goods Distant (beneath Holdsworth Bridge Home signals) have been abolished.

The Down Main Outer Distant signals have been renamed Down Main Distant signals.

**MIRFIELD NOS. 2 AND 3

Mirfield No.2

Nos. 1 and 2 Bay Platforms have been abandoned and all associated signalling abolished. The points leading from No.2 Bay to No.1 Bay have been secured out of use, in the normal position, pending removal.

Nos. 1 and 2 Bay Home signals (No.16) have been abolished.

Mirfield No.3

The following lines have been abandoned:-Nos. 1 and 2 Bay Platforms Main line connections to Down and Up Branch Down Loop between Mirfield No.3 and former Mirfield No.5 Nos. 1, 2 and 3 Down Sidings No.1 Short Cut No.2 Short Cut Shunting Neck All associated points have been secured out of use, in the normal position, pending removal and all associated signals abolished.

(33)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

* HEALEY MILLS

ALEY MILLS The normal direction of travel over Engine Line "P" is now West to East. Additional routes to Engine Line "P" are given at HM.149 (ex Down Slow) and 151 ground position

light signal (ex Engine Line 'R''), displaying a ''P'' indication. An additional route is given at 150 ground position light signal, Engine Line ''P'' towards HM.143 An additional route is given at 150 ground position light signal, engine Line "V") no longer applies to signal on the Down Slow. 177 ground position light signal (ex Engine Line "V") no longer applies to

An additional ground position light signal, No.171, is provided to the left (in the new direction of An additional ground position light signal, No. 171, is provided to the tort of additional ground position light signal, No. 171, is provided to the tort of the tort of the tort of the travel) of Engine Line "P" at the clearance point with Engine Line "V", applying Engine Line "P" to Engine Line "P' Engine Line "V".

WAKEFIELD (KIRKGATE) WEST

The following signals have been abolished:-

Up Slow Second Home to Up Branch

- Up Fast Second Home to Up Branch
- Up Slow Third Home
- Up Slow Second Home
- Up Fast Second Home to Up Slow

Up Platform First Home to Up Slow

Up Fast Third Home

Up Fast Second Home

Up Platform First Home to Up Fast

Up Passenger Loop Home

Goods Loop First Home to Up Fast

Up Goods Loop First Home to Up Loop

A new gantry has been provided at the west end of the Up Platforms, 953 yards before reaching the Up Fast and Up Slow Starting signals. Three aspect colour light signals with associated Theatre Type Route Indicators on the left of the respective signals, have been provided on this gantry with the following applications:-

Op Platform Home -	'B' indication Up Branch	
	'S' indication Up Slow	
	No indication Up Fast	
Up Passenger Loop Home -	'B' indication Up Branch	
	'S' indication Up Slow	
11 0 1 1	No indication Up Fast	
Up Goods Loop Home -	'B' indication Up Branch	
	'S' indication Up Slow	
	'F' indication Up Fast	
The new contract	No indication up Loop	

The new gantry also carries the following subsidiary signals:-Shunting Up Platform to Up Fast or to Up Slow (fitted below the route indicator to the left of the Up Platform Home) Shunting Up Passenger Loop to Up Fast

(fitted below the route indicator to the left of the Up Passenger Loop Home) Shunting Up Goods Loop to Up Loop or Up Fast (fitted below the route indicator to the left of the Up Goods Loop Home)

Telephones communicating with the signal box have been provided at the new gantry. The following new position light signals have been provided:-Shunting Up Slow or to Up Branch (situated to the left of the Up Slow adjacent to the trailing end of the connection from

Shunting Up Fast or to Up Slow or to Up Branch

(situated to the left of the Up Fast on bridge girder opposite the above mentioned

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SECTION D - MISCELLANEOUS NOTICES - continued

DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines. Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

BETWEEN SOUTHCOATES AND MARFLEET

Commencing Sunday 18 August a temporary level crossing over the Down Main and Down Siding has been constructed at the east end of the platform of the Old Southcoates Station for the use of contractors demolishing the station buildings.

Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

SHARLSTON COLLIERY

A temporary level crossing has been provided approx. 150 yards south of the bunker, and is being used by heavy lorries.

Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice	

situring of	Locomotiv	ve	Water	Suppl	ies
-------------	-----------	----	-------	-------	-----

Location	Duration	Commencing
Diggle Water Troughs	Permanently abandoned	(34)
A copy of this		
this notice mu	ist be supplied to all Drivers, Guards	, Signalmen and others concerned.
Vork		
York 7 August, 1968	MO.44/1383/NE/S No.33	and the second
7 August, 1968	MO.44/1383/NE/S No.33	F.J. BURGE
7 August, 1968	MO.44/1383/NE/S No.33	F.J. BURGE

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262/1



NE/S EASTERN (NE) REGION

No.34

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 24 AUGUST

FRIDAY 30 AUGUST 1968

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INCLUSIVE

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

SECTION B - TEMPORARY ENGINEERING WORKS - continued

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orking 16m, 18chs (8/68)

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ance. 27/68)

At or between	Lines affected	Remarks
	L (PARAGON)-continued	and the set of the set
DAILY UNTIL FURTH	ER NOTICE-continued	
Gascoigne Wood	AII	07 00 to 17 00. Demolishing buildings. Plant in use. (14/68)
Gascoigne Wood and Thorpe Gates	d Ali	07 00 to 18 00. Contractors demolishing former
Selby South and North	All	07 00 to 17 00, preparing for alteration to signalling. (7/68)
Barlby North and Hessle Haven	AII	07 30 to 16 30 (Mon. to Fri.) cleaning and paint- ing bridges and lineside buildings. Scaffold- ing and ladders in use.
Hessle Station	All	08 00 to 16 00. Renewing point connections.
Hessle Haven	AII	(2/68) 08 00 to 16 00. Renewing point connections.
Hessle Road and	Down and Up Main	(2/69
West Parade		07 00 to 17 00. Contractors working alongside tracks at 1m. 49chs.
SATURDAY and SUNDA Peckfield and	Up Main	AND TARA TO NOT THE AND
Gascoigne Wood	(BLOCKED) Down Main (BETWEEN TRAINS)	23 45 (Sat) to 08 30 (Sun). Repairs to Bridge No.3 and lifting track at 6m. 45chs. Road crane in in use.
Hessle Road and West Parade	Down and Up Main (BLOCKED)	23 00 (Sat) to 07 00 (Sun). Abandonments. Crane in use.
SUNDAY 25 AUGUST		All traffic diverted via Walton Street Springbank North Junction and Hessle Road.
Leeds City Station	No.10 Platform Line (BLOCKED)	07 00 to 17 00. Contractors reballasting plat- form line. Trains replatformed as necessary.
Neville Hill West	Loco and Diesel line	07 00 to 12 00. Alterations to signalling. (See Section 'C').
Barlby and Barlby North	All	03 30 to 12 30. Switches and crossing tamper in
Broomfleet and	Down Slow	use between 174m. 70chs. and 175m. 8chs.
Brough West	(BLOCKED) Down Fast (BETWEEN TRAINS)	07 30 to 16 00. Removal of signal gantries between 12 and 11m.p. Crane in use. All Down traffic to travel over the Down Fast.
Hessle Station and Hessle Haven	Down Slow (BLOCKED) Down and Up Fast and Up Slow (BETWEEN TRAINS)	07 00 to 17 00. Repairs to bridge No. 9 at 4¾ m.p. All Down traffic to travel over the Down Fast. Hessle Station signal box open.
West Parade and Paragon Wilford Same	All	06 00 to 16 00. Spot timbering between 0m. 48chs and 0 m.p.
Milford South	Nos. 2, 3 and 4 Down Sidings (BLOCKED by local arrangement)	06 00 to 16 00. Relaying. Crane in use.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

NES-25

* 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

RIDAY 30 AUGUST - FEATHERSTONE STATION LEVEL CROSSING

The level crossing gates will be replaced by lifting barriers.

Renewing connections. Signal

8 00 Monday 26 August.

olishing old loco shed at 207%

KINDAY 25 AUGUST-NEVILLE HILL WEST TO HUNSLET EAST

Trap points in Down branch also connections in the Down branch to Associated Delivery Sidings will be secured out of use pending removal.

The trap points in the loco and diesel line will be secured out of use pending removal.

DETAILS OF WORK ALREADY CARRIED OUT

HICKLETON MAIN COLLIERY SIDINGS

The facing and trailing connections from the Dearne Valley Branch have been secured permanently out fuse in the normal position pending removal.

The following signals have been abolished:-

Down Branch Distant Down Branch First Home Up Branch Starting signal Up Main Second Home Up Main to Branch Second Home

(37)

(37)

JUNSLET GOODS JUNCTION AND HUNSLET STATION JUNCTION

Hunslet Goods Junction

The connection from Up Main to Up Goods has been abolished. The Up Main Home to Up Goods signal and Hunslet Station Junction distant signal mounted below have been abolished. (37)

OTANIC GARDENS

The red faced disc signal applying Coal Stage or Engine Shed line to Down Main has been replaced by yellow faced disc. (34)

OLDTHORPE COLLIERY

The trailing crossover between the Down and Up lines on the Cudworth side of the connection to the colliery has been secured out of use pending removal. The Down line has been cut and buffer stops have een erected at a point nearly opposite the connection to the Colliery.

A run round has been provided over the Down and Up lines beyond the connection to the Colliery.

(35/36)

OLDSWORTH BRIDGE AND HALIFAX WEST

oldsworth Bridge

The signal box together with all signals worked therefrom have been abolished with the exception of he Down Main Distant signals (Halifax West Down Main Outer Distant signals). All connections have een secured permanently out of use in the normal position pending removal.

alifax West

The existing Down Main Inner Distant and Down Main to Down Goods Distant (beneath Holdsworth idge Home signals) have been abolished.

The Down Main Outer Distant signals have been renamed Down Main Distant signals.

(34)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

WAKEFIELD (KIRKGATE) WEST

The following signals have been abolished:-Up Slow Second Home to Up Branch Up Fast Second Home to Up Branch Up Slow Third Home Up Slow Second Home Up Fast Second Home to Up Slow Up Platform First Home to Up Slow Up Fast Third Home Up Fast Second Home Up Platform First Home to Up Fast Up Passenger Loop Home Goods Loop First Home to Up Fast Up Goods Loop First Home to Up Loop

A new gantry has been provided at the west end of the Up Platforms, 953 yards before reaching the Up Fast and Up Slow Starting signals. Three aspect colour light signals with associated Theatre Type Route Indicators on the left of the respective signals, have been provided on this gantry with the follo

owing applications	'B' indication Up Branch
Up Platform Home -	'S' indication Up Slow
	No indication Up Fast
Up Passenger Loop Home -	'B' indication Up Branch
Op Passenger Loop Home	'S' indication Up Slow
	No indication Up Fast
Up Goods Loop Home -	'B' indication Up Branch
Op Goods Loop Home	'S' indication Up Slow
	'F' indication Up Fast
	No indication up Loop
he new gantry also carries the fo	llowing subsidiary signals:

Th Shunting Up Platform to Up Fast or to Up Slow (fitted below the route indicator to the left of the Up Platform Home) Shunting Up Passenger Loop to Up Fast (fitted below the route indicator to the left of the Up Passenger Loop Home) Shunting Up Goods Loop to Up Loop or Up Fast (fitted below the route indicator to the left of the Up Goods Loop Home)

Telephones communicating with the signal box have been provided at the new gantry.

The following new position light signals have been provided:-

Shunting Up Slow or to Up Branch

(situated to the left of the Up Slow adjacent to the trailing end of the connection from Goods Loop to Up Fast)

Shunting Up Fast or to Up Slow or to Up Branch

(situated to the left of the Up Fast on bridge girder opposite the above mentioned position light signal).

SECTION D

* Items marked thus will

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PAGE NES-D3 Gen. Inst

Description of Wagons

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(35/36)

56 Ton Iron Ore

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TION D-MISCELLANEOUS NOTICES-continued

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES

crossing. E 161

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NINGTON COLLIERY JUNCTION TO KIRK SANDALL JUNCTION

ROCKWARE SIDING

Class 4 Trains, or other freight trains with a guard riding in the leading brakevan may be propelled from the Up Main or Up Goods line at Kirk Sandall Junction to the Rockware Siding and must be brought to a stand with the leading cab of the locomotive opposite the notice board which reads:-

"Thorn Lane Level Crossing 300 yards".

Trains being drawn or light locomotives must be brought to a stand before reaching the fouling point of the connection at the level crossing end of the run round siding. The shunting signals which authorise inward movements detect all points up to and including the spring points (which are normally set for the left hand siding) at the Kirk Sandall Junction end of the run round siding, and the latter points, except in the case of run round movements are not subject to the provisions of Rule 111(1V). All points within the private sidings together with those at the factory end of the run round siding are hand operated.

When an inward train has been brought to a stand on the siding and is ready to enter the private siding the guard must proceed to Thorn Lane Crossing open the gates for the passage of the train and padlock them in that position. The gates in the factory boundary fence will be operate by the firm's staff. When all gates are open for the train and the guard is satisfied the movement can be made safely, he must signal the Driver, by means of the bell plunger provided near the crossing and in accordance with Rule 117 or by hand signals.

During the time that a train is completely wihtin the private sidings the level crossing gates may be closed across the railway but in these circumstances no movement must be made beyond the notice board which controls trains leaving these sidings until the gates have again been opened for rail traffic and padlocked in that position.

When a train which has left the private siding is ready to proceed to Kirk Sandall Junction and the level crossing gates have been closed and padlocked across the railway the guard must advise the signalman at that box by telephone. The padlocks for the level crossing gates at Thorn Lane are of Self Locking type.

The guard of a train working to the private sidings will be supplied with a key when signing on duty. A key for emergency purposes is kept in Kirk Sandall Junction Signal Box.

COPY of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

gust, 1968

MO.44/1383/NE/S No.34

F.J. BURGE **Movements Manager**

^{ceipt} of this notice need not be acknowledged. If not received by the normal time advise your superior *r by telegram as follows:-

NILE SIG. NOTICE NE/S No. 34.

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FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262/1

No. 35/36



NE/S

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

THIS NOTICE APPLIES FOR TWO WEEKS

SATURDAY 31 AUGUST TO FRIDAY 13 SEPTEMBER 1968

INCLUSIVE

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

0 to 18 00, contractors demolishing goods rehouse. Plant in use. (43/67) 0 to 18 00. Contractors erecting poles and bles alongside track at 14m. 75chs. (31/68) 0 to 16 00. Preparing for signalling alter- ions. (9/68) 0 to 16 30. Unloading and installing cable bughs and cables. 0 to 17 00. Attaching gantry to bridge No. 28 10m. 63chs. Ladders and trestles in use. 0 to 15 00. Ballast cleaning between 2m. chs. and 2½ m.p. Ballast cleaner and tamper use. 1 traffic to travel over Leeds Lines. See sep- ate advice for altered train arrangements. 0 to 23 59. Tamping machine in use between . 70chs. and 2½ m.p. Down traffic to travel over the Down Leeds.
(43/67) 20 to 18 00. Contractors erecting poles and bles alongside track at 14m. 75chs. (31/68) 20 to 16 00. Preparing for signalling alter- ions. (9/68) 20 to 16 30. Unloading and installing cable bughs and cables. 20 to 17 00. Attaching gantry to bridge No. 28 10m. 63chs. Ladders and trestles in use. 20 to 15 00. Ballast cleaning between 2m. 20 chs. and 2½ m.p. Ballast cleaner and tamper 20 use. 21 traffic to travel over Leeds Lines. See sep- 21 traffic to travel over Leeds Lines. See sep- 21 traffic to travel over Leeds Lines. See sep- 22 to 23 59. Tamping machine in use between 23 70chs. and 2½ m.p. 24 to 23 59. Tamping machine in use between 25 m.p. and 2m. 70chs.
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rangements made to pass 2E63, 19 57 York to effield and 1C91, 19 30 Scarborough to Wake Id. All other Up traffic to travel over the Up eds.
5 to 13 30. Unloading material from train. Down traffic to travel over the Down Norman In line.
and a state of the state of the state
0 to 23 00. Tamping machines in use betweer and 7 m.p. I Up traffic to travel over the Up Normanton.
0 to 23 59. Tamping machines in use between and 10¼ m.p. Down traffic to travel over the Down Norman

Castleford Station

MONDAY to FRIDAY 9 to 13 SEPTEMBER

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Castleford Station and Up Main Cutsyke Junction (BLOCKED) 08 00 to 18 00 daily. Contractors re-constructing Bridge No. 1 at 0m. 12chs. Cranes and plant in use.

Bridge No.1 at 0m. 12chs. Cranes and plant

Single Line Working over Down Main.

in use.

		IES-20 Intinued	SECTION B - 1
SECTION B-TEMPORAR	Y ENGINEERING WORKS-con	Remarks	At or between
At or between	Lines affected	UNICTION) - continued	THLEY NOR
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS	JUNCTION,	
SUNDAY 8 SEPTEMBER Wakefield East and Calder Bridge	 continued 00 01 to 12 00 Down and Up Main (BLOCKED) 	00 01 to 12 00. Re-modelling between 47m. 74chs and 48m. 25chs. Cranes in use. All traffic diverted. See separate advice for altered train arran gements. Calder Bridge signal	Prince of Wa
		box open.	Cutsyke and Prince of Wa
Sharlston and Snydale East	Down and Up Main (BLOCKED)	07 00 to 17 00. Laying ducts at 52m.p.	Prince of Wale Pontefract W
Snydale East and Pontefract West	06 00 to 18 00 Down and Up Main (BLOCKED)	06 00 to 22 00. Relaying between 53m. 67chs. and 53m. 70chs. Twin jib Tracklayer and on track tamping machine in use. Both signal boxes open.	Prince of Wall and Pontefrac
	18 00 to 22 00 Down Main (BLOCKED) Up Main	DOVCO ober	SUNDAY 8 SE Cutsyke Junc Prince of W
	(BETWEEN TRAINS)	00.00 to 10.00 Louiss askla free to i	Prince of Wal
Knottingley and Featherstone	Up Main and Down Sidings at Pontefract East (BLOCKED)	06 00 to 18 00. Laying cable from train. Featherstone, Pontefract West, Pontefract East and Knottingley signal boxes open.	Pontefract i
Rawcliffe Bridge Junction	All	07 30 to 16 30. Changing switches and crossings at 72m. 26chs. Signal box open.	CHARLESWOR
Goole Bridge	All	07 00 to 15 00. Overhauling, Interlocking and renewing disengagers.	Charlesworth
SUNDAY and MONDAY 8 Wakefield East and Wakefield West o MONDAY to FRIDAY 9 to	All	00 01 (Sun) to 07 30 (Mon). Alterations to signalling. (See Section 'C').	Methley So
Featherstone	All		
TUESDAY to THURSDAY 1	0 4- 10 0500000	08 00 to 16 00 daily. Preparing for installation of track circuits.	HARE PARK T
Snydale East and	Down Main		
Pontefract (Monkhill) West	(BLOCKED)	21 30 (Tues and Wed) to 03 45 (Wed and Thurs). On track tamping machine working between 53m. 67chs.and 54m. 22chs.	DAILY UNTIL Crofton West Hare Park
		All Down traffic diverted. See separate advice for altered train arrangements.	
TURNERS LANE TO CALD	ER BRIDGE		ARDSLEY TO
SUNDAY 1 SEPTEMBER			DAILY UNTIL
Calder Bridge and Turners Lane	Down and Up Main	07.00	Ardsley and 1
	and entrance to Carriage Sidings	07 00 to 17 00. Changing P & C. Sidings to be left clear of traffic. Turners Lane signal box open.	
CUDWORTH DEARNE VALL	EY SOUTH JUNCTION TO	GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH	
DAILY UNTIL FURTHER NO	TICE	DEARNE VALLEY (DEARNE VALLEY COUTH	D
Dearne Valley South Junction and Goldthorpe	Down and Up Main	00 00 00 00 00 00 00 00 00 00 00 00 00	DUDLEY HILL DAILY UNTIL F
Goldthorpe		08 00 to 20 00. Contractors excavating cutting slope 62 and 62¼ m.p. Mechanical plant in	Dudley Hill a Laisterdyke
a station be	All	in and a second	a cerciyke

Laisterdyke Ea

chanical plant in (38/67)

Contractors installing loading plant. Mechanical plant in use. (8/68)

ECTION 8 - TEMPORARY ENGINEERING WORKS - continued

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SECTION B - TELM CHINA		Downarks	
At or between	Lines affected	Remarks	11.1
DARFIELD STATION T	O LEEDS CITY (NORTH JUN	CTION)	

DARFIELD STATION IC	JELEO OTT	
DAILY UNTIL FURTHER Darfield Station and	Down and Up	08 00 to 16 00. Removing platforms at 1711/4 m.p.
Houghton C.S. Darfield and Dearne Valley Colly. Sdgs.	Down and Up Goods	08 00 to 16 30 Monday to Friday, lifting track in conjunction with reconstruction of Bridge No. 169A 171¼ and 171½ m.p.
Darfield and Houghton	Down and Up Goods	08 00 to 17 00. Reconstruction of Bridge No. 169A at 171½m.p.
Colliery Sidings Darfield and Cudworth	Down and Up Main.	Repairs to Bridge 177 at 172m. 75chs.
Cudworth Station	All	08 00 to 18 00. Contractors demolishing station buildings and station footbridge at 175m. 3chs. Mechanical plant in use.
Royston Station	All	07 30 to 18 00. Contractors demolishing station buildings between 177m. 22chs. and 177m. 33chs. Mechanical plant in use.
Royston Junction and Oakenshaw South	Down and Up Main	08 00 to 17 00. Demolition of station buildings at 181 m.p.
Oakenshaw ooden		(25/68)
Royston Junction and Oakenshaw North	All	08 00 to 16 30. Repairs to bridge No. 206 at 182m. 12chs. (27/68)
Normanton Station South and Normanton Station North	All	07 30 to 16 30. Contractors cleaning out drains between 185 m.p. and 185 m. 31 chs. Machine in use. (10/68)
Altofts Jn. Methley North Sidings	Down and Up Main	08 00 to 16 00. Demolition of Altofts and Whitwood Station buildings between 186 and 186¼ m.p. Mechanical plant in use. (49/67)
Methley North Sidings and Woodlesford	Down Main	08 00 to 18 00. Contractors sheet piling at 1891/4 m.p.
Vaterloo Colliery Sidings and Stourton Jn.	All	08 00 to 17 00. Demolition of former Rothwell Haigh signal box at 191 m. 76 chs.
aterloo Colliery	A11	(25/68)
Sidings and Stourton Junction	AII	07 30 to 19 00. Contractors thrust boring under tracks at 192m. 11 chs. Mechanical plant in use. (15/16/68)
tourton Junction	All	07 00 to 18 00. Thrust boring under track at
UNDAY 1 SEPTEMBER		192 m. 57 chs. Mechanical plant in use. (12/68)
udworth Station	Down Slow and	
and Royston Junction	Up Fast (BLOCKED)	07 30 to 18 00. Thermit welding points and crossings at 176m. 39chs. and 176m. 35chs. All Down traffic to travel over the Down Fast and all Up traffic to travel over the Up Slow lines. Cudworth Station and Carlton Main and Bosyth Junction sized b
Carlton South Sidings	No.2 and 3	theory in Sunction Signal Doxes Open
	Sidings	06 00 to 18 00. Relaying between 176m. 31chs. and 176m. 10chs. Crane in use. Sidings to be kept clear of traffic. Carlton Main Sidings and Cudworth North Junction signal boxes open.
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SECTION	DRARY ENGINEERING WORKS	- continued	
At or between	Lines affected	Remarks	
LEEDS CITY TO SKIPT TUESDAY 10 SEPTEM	TON (SNAYGILL)-continued IBER		Service of the

Apperley Viaduct and Thackley Junction

09 00 to 16 00. On track tamping machine working between 204m. 6chs. and 204m. 35chs.

EMBSAY STATION TO SKIPTON NORTH JUNCTION

Down Main

DAILY UNTIL FURTHER NOTICE

Embsay Jn. and All Skipton Station North Junction

08 00 to 18 00. Painting Bridge No.5 between 2 and 2¼m.p. Ladders in use.

SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) STATION

DAILY UNTIL FURTHER NOTICE Shipley and All Frizinghall

07 30 to 19 00. Reconstruction of Bridge No.3 at 206m. 36chs. Contractors on site. Cranes and plant in use.

Commencing Wednesday 4 September.

(35/36/68)

Manningham M.P.D.

Down and Up Goods

Contractors demolishing old loco shed at 207% m.p.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

NES-32

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 8 SEPTEMBER-NEVILLE HILL Neville Hill M.P.D.

The East end Engine Release Line will be realigned via the site of the new Exmover Plant. The ground operated signal from the Loco Line will be abolished.

Three Notice Boards worded 'STOP, PROCEED IF LINE CLEAR' will be erected as follows:-

From D.M.U. Servicing Shed at clearance point with the Loco Line adjacent to hand points leading to D.M.U. Repair Shed.

From Loco Line at clearance point with connections to and from D.M.U. Servicing Shed and Repair Shed.

From D.M.U. Repair Shed at clearance point with Loco Line.

Neville Hill East

The following signals will be abolished:-

Ground disc, Loco Line to Down Goods

Ground disc, D.M.U. Servicing Shed to Down Goods

A new ground disc signal left of the Engine Release Line at clearance point with the Down Goods line will be provided. A telephone will be provided at this signal. (39)

SUNDAY 8 SEPTEMBER-BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD (KIRKGATE) EAST AND CALDER BRIDGE.

The former Up Through line between Wakefield (Kirkgate) East and Wakefield (Kirkgate) West will be re-instated.

Wakefield (Kirkgate) West

The facing connection from Up Platform to Up Slow will be re-instated.

The following signals will be abolished :-

Up Platform Inner Distant

Up Platform Distant from Up Branch

The following new signals will be brought into use :-A three aspect colour light signal (No.47) with associated theatre type route indicator to the left of the signal situated to the right of the existing colour light signals on the gantry at the West end of the Up Platform, with the following application :-

Up Through Home - Indication 'B' to Up Branch

- Indication 'S' to Up Slow

A subsidiary signal will be fitted below the route indicator applying to Shunting movements along the Up Slow line.

Up Through Distant signal from Up Main (below Wakefield East Up Main to Up Through Home signal). Up Through or Up Main Distant signal (below Wakefield East Up Goods Home signal)

Wakefield (Kirkgate) East

The following connections will be secured permanently out of use, in the normal position, pending removal :-Up Branch - Up Platform

Carriage Sidings to Up Passenger Loop Down Branch - Carriage Sidings Carriage Sidings to Up Branch Up Goods - Down Main No.1 Siding - Up Goods Trap Points in No.1 Siding and Up Goods Up Goods - Up Passenger Loop Up Passenger Loop - Up Goods Sidings - Up Passenger Loop or Up Goods Up Main - Up Passenger Loop Trailing points in Up Platform from Up Branch SECTION

DETAILS

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK REFERRED TO IN SECTION B - continued.

SUNDAY 8 SEPTEMBER-BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND SUNDAY WAKEFIELD (KIRKGATE) EAST AND CALDER BRIDGE-continued wakefield (Kirkgate) East-continued

The following signals will be abolished :--Up Branch to Up Platform Home Up Platform Starting Up Main to Up Passenger Loop Up Main to Up Passenger Loop Calling-On No.1 Siding or Up Goods to Up Passenger Loop No.1 Siding or Up Goods to Up Goods Up Branch to Up Platform Calling-On Up Platform Calling-On Shunting - Goods Down Direction Shunting - Up Branch Shunting - Carriage Sidings to Up Passenger Loop Shunting - Carriage Sidings to Up Platform Shunting - Up Passenger Loop Shunting - Up Branch to Carriage Sidings Shunting - Up Platform to Up Branch Shunting - No.1 Siding Up Direction Shunting - West Sidings to Goods or to Up Passenger Loop Shunting - Up Goods to West Siding 1 or 2 Shunting - Up Goods to Down Main Shunting - Up Goods Shunting - Up Goods to No.1 Siding Shunting - Up Passenger Loop to Up Goods Shunting - Goods to Up Goods Shunting - Up Passenger Loop to Up Main Shunting - Down Branch to Up Platform or to Up Through

Down Platform - Carriage Sidings (Subsidiary signal). Down Through - Carriage Sidings (Subsidiary signal).

The relevant route indicators will be abolished.

The following route indications will be re-instated :-

'M' Up Goods to Up Through 'M' Shunting - Down Main to Up Through

The following signals will be re-instated :-

Up Main to Up Through Home 2 No.1 Siding to Up Through Shunting - Up Through to Up Main

Altered signal :-

The shunting signal applying Up Passenger Loop to Carriage Siding or to Up Branch will be repositioned approximately 58 yards nearer to the signal box and will, in future, apply Up Passenger Loop to Up Branch.

Altered points :-

The facing connection Up Goods to Up Main will be remodelled and facing trap points will be provided in the Up Goods line approximately 32 yards East of the existing facing points ; immediately in advance of the Up Goods Home 2 signal.

The following points will be re-instated :-

Facing connection Up Main to Up Platform/Up Through lines.

(39)

SUNDAY 8 SEPTEMBER - HEBDEN BRIDGE

The Down Sidings Shunt Spur will be abolished. The double disc assembly, applying Down Siding to Neck or Down Main will be altered to a single disc, applying Down Siding to Down Main. (39)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT

NEVILLE HILL WEST TO HUNSLET EAST

Trap points in Down branch also connections in the Down branch to Associated Delivery Sidings have been secured out of use pending removal. The trap points in the loco and diesel line have been secured out of use pending removal. (37)

HICKLETON MAIN COLLIERY SIDINGS

The facing and trailing connections from the Dearne Valley Branch have been secured permanently out of use in the normal position pending removal.

The following signals have been abolished:-

Down Branch Distant Down Branch First Home Up Branch Starting signal Up Main Second Home Up Main to Branch Second Home

HUNSLET GOODS JUNCTION AND HUNSLET STATION JUNCTION

Hunslet Goods Junction

The connection from Up Main to Up Goods has been abolished. The Up Main Home to Up Goods signal and Hunslet Station Junction distant signal mounted below have been abolished. (37)

GOLDTHORPE COLLIERY

The trailing crossover between the Down and Up lines on the Cudworth side of the connection to the Colliery has been removed. The Down line has been cut and slewed into the Up line at a point approaching the Colliery connection.

A run round has been provided over the Down and Up lines beyond the connection to the Colliery. (Amended Item) (39)

FEATHERSTONE STATION LEVEL CROSSING

The level crossing gates replaced by lifting barriers.

(37)

(37)

SECTION DETAI

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

* WAKEFIELD (KIRKGATE) WEST

The following signals have been abolished:-

Up Slow Second Home to Up Branch

Up Fast Second Home to Up Branch

Up Slow Third Home

Up Slow Second Home

Up Fast Second Home to Up Slow

Up Platform First Home to Up Slow

Up Fast Third Home

Up Fast Second Home

Up Platform First Home to Up Fast Up Passenger Loop Home

Goods Loop First Home to Up Fast

Up Goods Loop First Home to Up Loop

A new gantry has been provided at the west end of the Up Platforms, 953 yards before reaching the Up Fast and Up Slow Starting signals. Three aspect colour light signals with associated Theatre Type Route Indicators on the left of the respective signals, have been provided on this gantry with the following applications:-

Up Platform Home -

Up Passenger Loop Home

Up Goods Loop Home -

'B' indication Up Branch 'S' indication Up Slow No indication Up Fast 'B' indication Up Branch 'S' indication Up Slow No indication Up Fast 'B' indication Up Branch 'S' indication Up Slow 'F' indication Up Fast No indication up Loop

The new gantry also carries the following subsidiary signals:-Shunting Up Platform to Up Fast or to Up Slow

(fitted below the route indicator to the left of the Up Platform Home) Shunting Up Passenger Loop to Up Fast (fitted below the route indicator to the left of the Up Passenger Loop Home) Shunting Up Goods Loop to Up Loop or Up Fast (fitted below the route indicator to the left of the Up Goods Loop Home)

Telephones communicating with the signal box have been provided at the new gantry.

The following new position light signals have been provided:-

Shunting Up Slow or to Up Branch (situated to the left of the Up Slow adjacent to the trailing end of the connection from Goods Loop to Up Fast) Shunting Up Fast or to Up Slow or to Up Branch (situated to the left of the Up Fast on bridge girder opposite the above mentioned position light signal).

(35/36)

SECTION D

MISCELLANEOUS NOTICES

Items marked thus will not appear in future issues and a note must be taken of them by all concerned.
Denotes new or amended item.

** DAIRYCOATES WEST

A new level crossing brought into use over the Down and Up Main lines.

Drivers to keep a sharp lookout and sound engine whistles or horns when approaching the crossing. (35/36)

BETWEEN SOUTHCOATES AND MARFLEET

A temporary level crossing over the Down Main and Down Siding has been constructed at the east end of the platform of the Old Southcoates Station for the use of contractors demolishing the station buildings.

Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing,

ARDSLEY AND TINGLEY

Commencing Tuesday 3 September a temporary level crossing will be installed and used by contractors plant and vehicles in connection with the construction of new bridge No.22c at 180m. 12chs. Drivers to keep a sharp lookout and sound engine whistle when approaching the crossing.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing	
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice		

Shutting of Locomotive Water Supplies

ocation	Duration Com	mencing
Diggle Water Troughs	Permanently abandoned	(35/36)
A copy of this notice mu	St be supplied to all Drivers Oracle at	
A copy of this notice mu	st be supplied to all Drivers, Guards, Signalm	en and others concerned.
A copy of this notice mus York 21 pugust, 1968	st be supplied to all Drivers, Guards, Signalm MO.44/1383/NE/S No.35/36	F.J. BURGE
York 21 pugust, 1968		F.J. BURGE

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1



NE/S

EASTERN (NE) REGION

No.38

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 21 SEPTEMBER

TO

FRIDAY 27 SEPTEMBER 1968

INCLUSIVE

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

		;-12			
SECTION B - TEMPORA	SECTION B - TEMPORARY ENGINEERING WORKS - continued.				
At or between	Lines affected				
LEEDS CITY TO HULL (F DAILY UNTIL FURTHER Leeds City East and Neville Hill West	PARAGON) NOTICE All	08 00 to 15 30. Repairs to parapet on bridges 6, 33 and 37 between 19m. 2chs. and 19m. 49chs.			
West Leeds City and Neville Hill East	AII	07 30 to 17 00. Preparing for signalling alterations. (19/68)			
and Neville Hill and Departure line taining walls. Ladder		07 30 to 17 00. Erection of signal gantries in re- taining walls. Ladders in use. Scaffolding erected with limited clearance. Drivers to keep a sharp look-out. (27/68)			
Neville Hill West	Up Main and Up Goods	08 00 to 16 30. Excavating for inspection chamber alongside Up Goods at 18m. 74chs. (14/68			
Neville Hill West and Marsh Lane Junction	Up Main Up Goods	07 30 to 17 00. Repairing retaining wall between 19m. 77chs. and 20m. 7chs. Scaffolding erected Restricted clearance-Drivers to keep a sharp lookout.			
Neville Hill West and East	All	Contractors constructing new Carriage Depot on Down Side. Cranes and plant in use. (44/67)			
Neville Hill West and Cross Gates	All	07 30 to 17 00. Preparing for resignalling. (36/67)			
Neville Hill East and Garforth	All	08 00 to 17 00. Renewal of Manston level crossing gates between 15 and 15½ m.p. (37/68)			
Neville Hill East and Garforth	AII	08 00 to 16 00. Mechanical Excavator working adjacent to track between 18m.p. and 16m. 18chs. (8/68)			
Killingbeck and Cross Gates	AII	08 00 to 18 00. Contractor laying sewer through Bridge No.25 at 16m. 73chs.			
Cross Gates and Micklefield Station	All	07 30 to 17 00. Installing cable troughs. (37/67)			
Garforth and Chaloners Whin	A11	08 00 to 16 30. Unloading and installing cable troughs and cables.			
Gascoigne Wood	All	07 00 to 17 00. Demolishing buildings. Plant in			
Gascoigne Wood and Thorpe Gates	All	07 00 to 18 00. Contractors demolishing former			
Selby South and North	All	07 00 to 17 00, preparing for alteration to signalling.			
Barlby North and Hessle Haven	AII	07 30 to 16 30 (Mon. to Fri.) cleaning and paint- ing bridges and lineside buildings. Scaffolding and ladders in use.			
Hessle Station	All	08 00 to 16 00. Renewing point connections			

Hessle Station All Hessle Haven All

Hessle Road and West Parade

Down and Up Main

(2/68) 07 00 to 17 00. Contractors working alongside tracks at 1m. 49chs.

08 00 to 16 00. Renewing point connections.

07 30 to 16 30 daily. Renewing point, facing point lock and signal connections.

08 00 to 16 00. Renewing point connections.

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	NES- Y ENGINEERING WORKS - CO		
	Lines affected	Remarks	SECT
At or between		A REAL PROPERTY OF CONTRACTOR AND	At or
HULL (BOTANIC GARDEN	NS) TO HEDON		THOR
DAILY UNTIL FURTHER N Wilmington and Southcoates	Down and Up Main	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼ m.p. Ladders and trestles in use. (31/67) 07 00 to 17 00. Contractors demolishing Old	DAILY Dutch Thorr
Southcoates	Down and Up Main	Southcoates station buildings. Plant in use.	Dutch Potte
			SUND Boothf Saltn
HULL VARDS	and the same same same		
DANLY UNTIL FURTHER No Sculcoates	OTICE Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use. (8/68)	GOOLE
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3½ m.p. (24)	DAILY Rawcli
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.	Booth
lessle Road and Alexandra Dock	Down and Up Alexandra Dock	07 30 to 17 00. Contractors demolishing redundant signal boxes at Springbank North Junction, Springbank South Jn. and Sculcoates Jn. (27/68)	WAKEF
SWEET DEWS	Down and Up Goods and Sidings (BLOCKED by local arrangement)	07 30 to 17 00. Painting underside of Bridge No. 3 Southcoates Lane. Ladders and trestles in use	DAILY Wakefie Wakefie
Burleigh Street	Down and Up Main (BLOCKED)	06 00 to 18 00. Providing switches and crossings. Crane in use.	Calde
leptune Street	Sidings (BLOCKED	06 00 to 18 00. Relaying. Crane in use.	Calder I Crofto
	by local arrangement)		Crofton V Feather
IULL DOCKS			Sharlsto
DAILY UNTIL FURTHER NO	OTICE		and roto
Graving Dock and Holderness Drain South	Down and Up Main	08 00 to 17 00. Contractors laying cables alongside tracks. Mechanical plant in use.	Sharlston
SATURDAY and SUNDAY Sweet Dews Sidings and King George Dock	21 and 22 SEPTEMBER Down Goods (BLOCKED)	12 00 (Sat) (or after press	Snydale E Pontefra
SUNDAY 22 SEPTEMBER		12 00 (Sat) (or after passage of last train) to 17 00 (Sun). Relaying between Southcoates Lane Bridge and King George Dock, King George Dock signal box open.	Featherst
King George Dock	All	07 30 to 16 30. Overhauling and testing interlock- ing. Signal box open.	Featherstor
		and box open.	Featherston

Featherston

Pontefract N

Pontefract E Knottingle

Passenger

Knottingley

STAIRFOOT JUNCTION AND CUDWORTH STATION DAILY UNTIL FURTHER NOTICE Stairfoot Junction Down and Up and Cudworth Station Main

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Contractors repairing steel work to Bridge No. 12 Dearne Viaduct at 174 Dearne Viaduct at 174m.p. Crane and mechaning 43/0 1

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At or between	Lines affected	Remarks
THORNE JUNCTION TO	STADDLETHORPE	second solution or take one came and the second of
DAILY UNTIL FURTHER	NOTICE	07.00 + 10.00 0 + 11.00
Dutch River and Thorne Colliery	Down and Up Main	07 00 to 18 00. Contractors erecting scaffold and cables at 8m. 25chs. (15/16/68)
Dutch River and Potters Grange	AII	07 00 to 17 00. Removal of water columns. (8/68)
SUNDAY 22 SEPTEMBER Boothferry Road and Saltmarshe	Up Main (BLOCKED)	06 00 to 16 00. Repairing Bridge No. 4 at 5m. 1ch. and renewal of guard rail on Goole Swing Bridge. Single line working over the Down Main.
DOOLS DAWOULEEE PDID	GE TO BOOTHFERRY ROAD	
DAILY UNTIL FURTHER N		
Rawcliffe Bridge and Boothferry Road	Down and Up Main	07 00 to 18 00. Contractors erecting scaffolding and cables at 0m. 69chs. (15/16/68)
NAKEFIELD (KIRKGATE) E DAILY UNTIL FURTHER N	AST TO GOOLE (GOODS .	JUNCTION)
Wakefield East	AII	07 30 to 17 00. Preparing for signalling alterations (12/68)
Vakefield East and Calder Bridge	AII	07 30 to 17 30. Painting Bridges at 48¼m.p. Ladders, scaffolding and mechanical plant in use (18/68)
alder Bridge and Crofton East	Down and Up Main	07 00 to 17 00. Contractor repairing Bridge No.11 at 49m. 30chs. (35/36/68)
rofton West and Featherstone	AII	07 30 to 17 00. Preparing for alterations to signalling, installing cables and troughs. (22/23/68)
harlston Station	Down Main	07 30 to 17 00. Contractors removing station platforms at 51m. 70chs. Mechanical plant in use. (10/68)
harlston	All	Contractors installing loading plant. Mechanical plant in use. (6/68)
nydale East and Pontefract West	Down and Up Main	08 00 to 17 00. Excavating for cable ducts under tracks between 52m. 52chs. and 55½ m.p. Mechanical excavator in use.
Featherstone Station	Down and Up Main	08 00 to 18 00. Contractors demolishing Up platform. Renewal of Level Crossing. Crane and mechanical plant in use. (32/68)
eatherstone Station	All	Gates and connections removed in preparation for installing barriers. Signal box open.
eatherstone and Knottingley	Down and Up Main	08 00 to 16 00. Preparing for alterations to signalling. (25/68)
Pontefract Monkhill Passenger Station	Down and Up Main	07 30 to 17 00. Contractors demolishing part of Down Platform at 56m. 37chs. Mechanical plant
Pontefract East and Knottingley West Jn.	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks at 58% m.p. (9/68)
		10.1451

(9/68)

	SECTION B - TEMPORAR	NE RY ENGINEERING WORKS	Continued
1	At or between	Lines affected	Remarks
1	LEEDS CITY TO SKIPTON	I (STATION SOUTH)-conti	nued.
	SUNDAY 22 SEPTEMBER		
3.	Leeds City North Jn. and Wortley Jn.	All	07 30 to 17 00. Testing cables.
	Apperley Jn. and Guiseley Jn.	Down Main (BLOCKED)	06 00 to 18 00. Rerailing and loading rails between 203m. 29chs. and 204m. 35chs. Single Line Working over the Up Main. Robell cranes in use. Apperley Junction and Apperley Viaduct and Guiseley Junction signal boxes open.
	Hirstwood and Keignley Station Jn.	06 00 to 15 00 Down Main (BLOCKED) 15 00 to 18 00 Down and Up Main	06 00 to 18 00. Contractors erecting new beams to Bridge No.58 at 208m. 1ch. Cranes and plant in use. 06 00 to 15 00 Single line working over Up Main. Hirstwood, Keighley Station Jn. and
		(BETWEEN TRAINS)	Bingley Station signal boxes open.
	Cononley and Skipton North Jn.	04 00 to 14 00 Down and Up (BLOCKED) 14 00 to 18 30	04 00 to 20 30. Remodelling between 220 and 221½m.p. 14 00 to 18 30. Single line working over Down Cononley signal box open.
		Up	conomey signar box open.
		(BLOCKED)	
		18 30 to 20 30 Down and Up (BETWEEN TRAINS)	
	SUNDAY and MONDAY 22	and 23 SEPTEMBER	
	Whitehall Junction and Wortley Junction	Down and Up Shipley Slow (BLOCKED)	04 45 to 08 15 (Sun) and 23 30 (Sun) to 01 00 (Mon). Contractors demolishing Bridge No.13 at 195m. 67chs. Crane in use.
	SUNDAY to FRIDAY 22 to		
	Leeds Shipley Junction	All	07 30 to 17 00 each day. Providing power suppl
	MONDAY to FRIDAY 23 to	27 SEDTEMPED	and renewing electric locks. Signal box open.
**	Bingley Junction	All	08 00 to 16 00 each day. Providing power suppl
	HUNSLET LANE GOODS BI		
	DAILY UNTIL FURTHER NO Hunslet Goods Jn. and		
	Hunslet Lane Goods Yard	AII	07 30 to 19 00. Contractors reconstructing Bridges 258 and 259 between 194m. 54chs. an 194m. 60chs. Cranes and plant in use overhea
	SUNDAY 22 SEPTEMBER		Commencing Monday 23 September
	Hunslet Goods Junction	All	
	and Hunslet Lane Goods Yard	(BLOCKED)	07 30 to 17 00. Welding rail joints. Trolleys in use. Hunslet Goods Junction signal box open.
			orginal box open.
	EMBSAY STATION TO SKIPT	TON NORTH JUNCTION	
	DAILY UNTIL FURTHER NO Embsay Jn. and	TICE	
	Skipton Station North Junction	All	08 00 to 18 00. Painting Bridge No.5 between 2 and 2¼m.p. Ladders in use.

oronion a man	RY ENGINEERING WORKS	Remarks
At or between	Lines affected	UNICTION)
	UCTION) TO GUISELEY (E	SHOLT JUNCTION
SHIPLEY (GUISELEY JOI DAILY UNTIL FURTHER Guiseley Junction and Esholt Junction	NCTION) TO GUISELEY (E NOTICE All	at 1m. 50chs. Mechanical plant in use. (37/68
Guiseley Junction and Esholt Junction	AII	08 00 to 17 00. Contractors repairing Bridge No. 9 at 2m. 20chs. Mechanical plant in use. (37/68

GRASSINGTON BRANCH DAILY UNTIL FURTHER NOTICE Embsay Junction All and Rylstone

08 00 to 17 00. Contractors repairing Bridge No. 6 at 1m. 1½chs. Mechanical plant in use. (37/68)

SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) STATION

DAILY UNTIL FURTHER NOTICE Shipley and All

Frizinghall

Manningham M.P.D.

Down and Up Goods

Shipley Goods Cover Shipley Goods Cover Co

07 30 to 19 00. Reconstruction of Bridge No.3 at 206m. 36chs. Contractors on site. Cranes and plant in use. (35/36/68)

Contractors demolishing old loco shed at 2071/2 m.p.

23 00 (Sat) to 05 00 (Mon). Contractors repairing Bridge No.3 at 206m. 36chs. Shipley Goods signal box open.

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.

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DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

NEVILLE HILL

Neville Hill M.P.D.

The East end Engine Release Line has been realigned via the site of the new Exmover Plant. The ground operated signal from the Loco Line has been abolished.

Three Notice Boards worded 'STOP PROCEED IF LINE CLEAR' have been erected as follows:-From D.M.U. Servicing Shed at clearance point with the Loco Line adjacent to hand points leading

From Loco Line at clearance point with connections to and from D.M.U. Servicing Shed and

From D.M.U. Repair Shed at clearance point with Loco Line.

Neville Hill East

The following signals have been abolished:-Ground disc, Loco Line to Down Goods

Ground disc, D.M.U. Servicing Shed to Down Goods

A new ground disc signal left of the Engine Release Line at clearance point with the Down Goods line has been provided. A telephone has been provided at this signal. (39)

FEATHERSTONE STATION

The trailing crossover between the Down and Up Main lines has been secured out of use, in the normal position pending removal.

The following shunting signals have been abolished:-

Up Goods to Down Main Up Main to Down Main Down Main to Up Main

(40)

PONTEFRACT WEST

The trailing connection from Up Main to the Up Sidings has been abolished. The shunting signal controlling movements from the Up Sidings has been abolished.

The shunting signal positioned between the Up and Down Main at the signal box end of the above points now applies to the Goods Yard only.

Temporary Buffer Stops have been erected at Pontefract West end of the Up Sidings.

New item (41)

GOLDTHORPE COLLIERY

The trailing crossover between the Down and Up lines on the Cudworth side of the connection to the Colliery has been removed. The Down line has been cut and slewed into the Up line at a point approaching the Colliery connection.

A run round has been provided over the Down and Up lines beyond the connection to the Colliery.

(39)

Bridge No.14 se. (37/68) Bridge No. 9 e. (37/68)

idge No. 6 (37/68)

No.3 at es and (36/68) 2071/2

pairing ds sig-



SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GOLDTHORPE COLLIERY-PROVISION OF RAPID LOADING FACILITIES

The following new points have been brought into use :-Spring points North of Bunker leading from Departure Line to Arrival line or Departure line, (set

normally for Departure line). Spring points North of Bunker leading from the Departure line towards the Bunker or to the

Engine Run Round line, (set normally towards the Bunker). Spring points South of Bunker leading from the Empty Siding to the Engine Run Round line, (Set normally for the Engine Run Round line).

The following Ground Position Light Signals have been brought into use :-

1. - Situated 5 yards South of Bunker controlling movements from Empties Siding to Departure

Line.

2. - Situated 150 yards North of Bunker on the Departure Line controlling movements towards the Bunker and Empties Siding.

3. - Situated 150 yards North of Bunker on Arrival Line controlling movements towards the Bunker and Empties Siding.

Control during loading

Three Loading Control signals (See below for aspects to be displayed), have been provided adjacent to the Departure line, positioned as follows :-

- A 55 yards North of Bunker
- 220 yards North of Bunker B

C - 385 yards North of Bunker

General

All signals are controlled by the Bunker Operator.

An emergency stop switch is provided at the Bunker to enable the Guard to stop the train. if necessary, during loading.

A notice board worded STOP TELEPHONE has been provided on the left hand side of the Engine Run Round line, 11 yards South of the Bunker.

Telephone communication is provided between the Notice Board, Bunker, Weigh Office and Cudworth Station Signal box.

The notice board and telephone on the Departure line 190 yards North of the Bunker has been abolished.

The One Engine in Steam working formerly in operation from a point 190 yards North of the Bunker towards the Colliery has been abolished.

Reference should be made to the diagram following this notice.

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS LOADING CONTROL SIGNALS A, B AND C

STOP IMMEDIATELY



PREPARE TO STOP

MOVE AT LOW SPEED IN



DIRECTION FOR LOADING



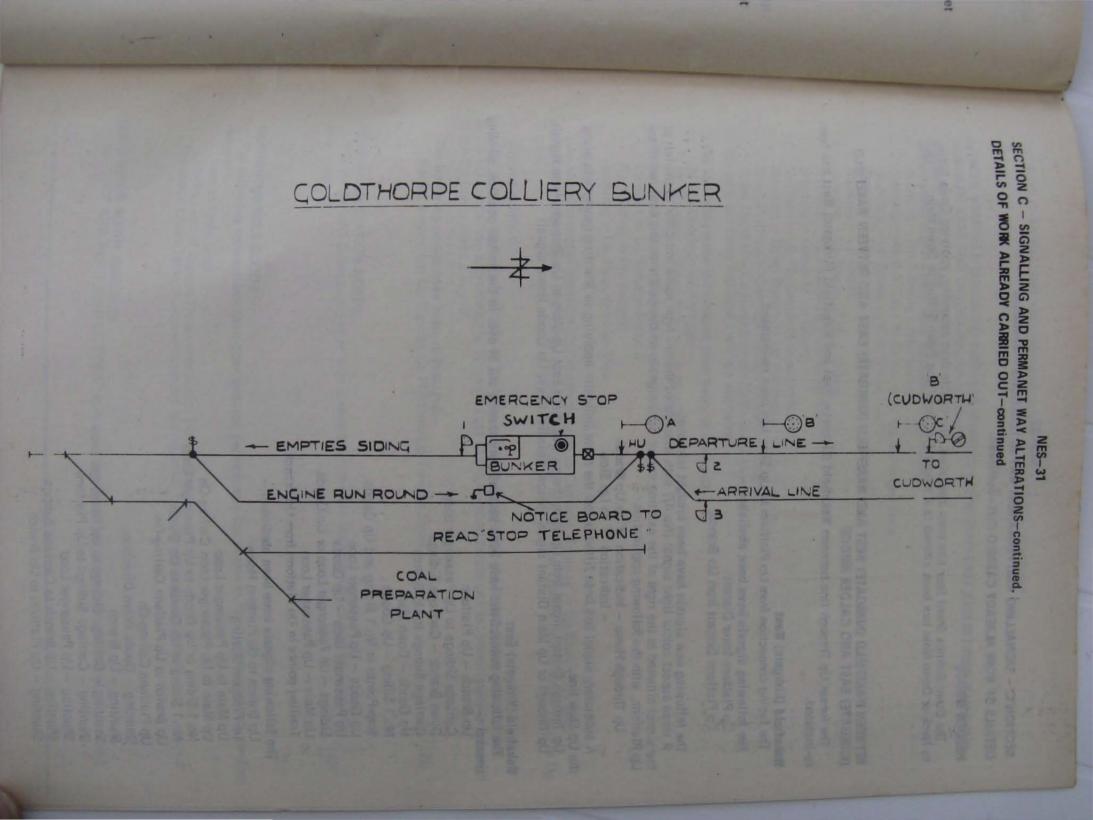
MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS

INDICATIONS APPLICABLE WHEN LOADING ONLY

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SECTION DETAILS



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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT-continued.

HEBDEN BRIDGE

The Down Sidings Shunt Spur has been abolished. The double disc assembly, applying Down Siding to Neck or Down Main has been altered to a single disc, applying Down Siding to Down Main.

BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD (KIRKGATE) EAST AND CALDER BRIDGE

The former Up Through line between Wakefield (Kirkgate) East and Wakefield (Kirkgate) West has been re-instated.

Wakefield (Kirkgate) West

The facing connection from Up Platform to Up Slow has been re-instated.

The following signals have been abolished:-

Up Platform Inner Distant

Up Platform Distant from Up Branch

The following new signals have been brought into use:-

A three aspect colour light signal (No.47) with associated theatre type route indicator to the left of the signal situated to the right of the existing colour light signals on the gantry at the West end of the Up Platform, with the following application :-

Up Through Home - Indication 'B' to Up Branch

- Indication 'S' to Up Slow

A subsidiary signal has been fitted below the route indicator applying to Shunting movements along the Up Slow line.

Up Through Distant signal from Up Main (below Wakefield East Up Main to Up Through Home signal). Up Through or Up Main Distant signal (below Wakefield East Up Goods Home signal)

Wakefield (Kirkgate) East

The following connections have been secured permanently out of use, in the normal position, pending removal :-

Up Branch - Up Platform Carriage Sidings to Up Passenger Loop Down Branch - Carriage Sidings Carriage Sidings to Up Branch Up Goods - Down Main No.1 Siding - Up Goods Trap Points in No.1 Siding and Up Goods Up Goods - Up Passenger Loop Up Passenger Loop - Up Goods Sidings - Up Passenger Loop or Up Goods Up Main - Up Passenger Loop Trailing points in Up Platform from Up Branch

The following signals have been abolished:-

Up Branch to Up Platform Home Up Platform Starting Up Main to Up Passenger Loop Up Main to Up Passenger Loop Calling-On No.1 Siding or Up Goods to Up Passenger Loop No.1 Siding or Up Goods to Up Goods Up Branch to Up Platform Calling-On Up Platform Calling-On Shunting - Goods Down Direction Shunting - Up Branch Shunting - Carriage Sidings to Up Passenger Loop Shunting - Carriage Sidings to Up Platform Shunting - Up Passenger Loop Shunting - Up Branch to Carriage Sidings Shunting - Up Platform to Up Branch

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD

wakefield (Kirkgate) East-continued

The following signals have been abolished - continued Shunting - No.1 Siding Up Direction

- Shunting West Sidings to Goods or to Up Passenger Loop Shunting - Up Goods to West Siding 1 or 2
 - Shunting Up Goods to Down Main
 - Shunting Up Goods

Shunting - Up Goods to No.1 Siding

Shunting - Up Passenger Loop to Up Goods

Shunting - Goods to Up Goods

Shunting - Up Passenger Loop to Up Main

Shunting - Down Branch to Up Platform or to Up Through Down Platform - Carriage Sidings (Subsidiary signal).

Down Through - Carriage Sidings (Subsidiary signal). The relevant route indicators will be abolished.

The following route indications have been re-instated:-

'M' Up Goods to Up Through

'M' Shunting - Down Main to Up Through

The following signals have been re-instated:-

Up Main to Up Through Home 2 No.1 Siding to Up Through Shunting - Up Through to Up Main

Altered signal :-

The shunting signal applying Up Passenger Loop to Carriage Siding or to Up Branch has been repositioned approximately 58 yards nearer to the signal box and now applies Up Passenger Loop to Up

Altered points :-

The facing connection Up Goods to Up Main has been remodelled and facing trap points provided in the Up Goods line approximately 32 yards East of the existing facing points; immediately in advance of the Up Goods Home 2 signal.

The following points have been re-instated:-

Facing connection Up Main to Up Platform/Up Through lines.

(39)

NORMANTON STATION NORTH

The former MPD Sidings, together with connections thereto and associated signals have been abolished. (40)

NORMANTON NO.1 GOODS

The following connections have been secured permanently out of use in the reverse position pending removal :-

Yard to Table Road

Trailing end of Ground Frame connection from Independent line.

The signals from Table Road and adjacent siding to Up Goods have been abolished.

NORMANTON NORTH JUNCTION

All "STOP AND AWAIT INSTRUCTIONS" boards in the North Yard have been abolished.

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SECTI

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SECTION D

MISCELLANEOUS NOTICES

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

★ Denotes new or amended item.

BETWEEN SOUTHCOATES AND MARFLEET

A temporary level crossing over the Down Main and Down Siding has been constructed at the east end of the platform of the Old Southcoates Station for the use of contractors demolishing the station buildings. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

ARDSLEY AND TINGLEY

A temporary level crossing has been installed and used by contractors plant and vehicles in connection with the construction of new bridge No.22c. at 180m. 12chs. Drivers to keep a sharp lookout and sound engine whistle when approaching the crossing.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
nis tonker iner	n Street. D.M.U. Depot. ling siding will be shortened b sitioned as necessary. Contrac Alterations to over- head crane. Provision of ducts and alteratio to East end doors.	Until further notic	Contractors concrete the apron t on site. e

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SECTION D-MISCELLANEOUS NOTICES-continued

ALTERATIONS TO N.E.R. SECTIONAL APPENDIX (SOUTHERN SECTION)

PAGES 311/312 (Pages 111/112 Supp. No.3) CUDWORTH (DEARNE VALLEY SOUTH JN.) TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)

GOLDTHORPE COLLIERY

Trains arriving for Bunker loading must proceed through the Bunker at a maximum speed of 3m.p.h. to enable "Tare" weighing to be carried out and must be brought to a stand on the empty siding. The to enable "rate then be detached for the purpose of running round and proceed via the engine run-round locomotive must then be detached for the purpose of running round and proceed via the engine run-round locomotive must then be detached for the purpose of running round and proceed via the engine run-roun line to the "STOP TELEPHONE" notice board situated adjacent to the bunker. After proceeding through the bunker back on to the train and when No.1 GPL signal is cleared the driver must engage slow speed control to maintain a speed of 1/2m.p.h. and proceed through the bunker for loading and gross weighing. The train will be brought to a stand by means of the bunker loading signals when the first wagon of the train is under the bunker and will be signalled forward by the bunker loading signals when the first wagon of the to commence. The guard must position himself at the bunker during the loading operation and operate the bunker loading signals by means of the line side switch to stop the train, should this be necessary at any time during the movement and must not allow loading to recommence until he is satisfied it is safe to do so. When the loading movement is complete and the train has proceeded to the farthest bunker loading signal the guard will collect the train waybill from the bunker operator and inform him the train is ready to depart.

Conventional trains must proceed to the colliery via the empties siding line and depart from the colliery via the run-round line.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

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11 September, 1968

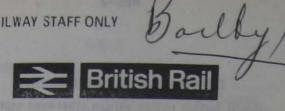
MO.44/1383/NE/S No.38

F.J. BURGE Movements Manager

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior Officer by telegram as follows:-

NILE SIG: NOTICE NE/S No.38

FOR THE INFORMATION OF RAILWAY STAFF ONLY



B.R.31262/1

NE/S EASTERN (NE) REGION NO.39

TEMPORARY SPEED RESTRICTIONS

PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

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SATURDAY 28 SEPTEMBER

FRIDAY 4 OCTOBER 1968

TO

INCLUSIVE

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

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

	Lines affected	Remarks
SOWERBY BRIDGE (MI	LNER ROYD JUNCTION) TO BE	RADFORD EXCHANGE-continued
CUNDAY 29 SEPTEMB	ER	
Halifax East and Lightcliffe	00 01 to 18 00 Down and Up Main (BLOCKED) 18 00 to 23 59 Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	00 01 to 23 59. Deep re-ballasting between 32m. 73chs. and 33m. 10chs. Twin Jib Tracklayer, Traxcavator and on track tamping machine in us 00 01 to 18 00 All traffic diverted. See separate advice for altered train arrangements. 18 00 to 23 59. Single Line working over the Up Main line. Both signal boxes open.
Bradford Exchange	Nos.8, 9 and 10 Platforms and Carriage Washing Sidings	07 30 to 16 30. Welding switches.
TUESDAY AND WEDNES	SDAY 1 AND 2 OCTOBER	
Halifax East and Lightcliffe	Down Main (BLOCKED except as shown in remarks)	23 00 (Tues) to 06 30 (Wed). On track tamping machine working between 32m. 73chs. and 33m. 10chs. Arrangements made to pass 1C89, 03 06 Huddersfield to Bradford and 1C66 03 18 Huddersfield to Bradford. All other traffic diverted. See special traffic notice.
ALL AND TO TO THE		
REETLAND TO DRYCLO AILY UNTIL FURTHER I reetland and Dryclough Junction		07 30 to 17 00. Contractors trimming and felling trees and bushes on lineside between
AILY UNTIL FURTHER I	NOTICE	Om. 1ch and 1m. 10chs. (35/36)
AILY UNTIL FURTHER I reetland and Dryclough Junction JNDAY 29 SEPTEMBER	NOTICE All	felling trees and bushes on lineside between
AILY UNTIL FURTHER I reetland and Dryclough Junction JNDAY 29 SEPTEMBER reetland	OWLING JUNCTION	Om. 1ch and 1m. 10chs. (35/36)
AILY UNTIL FURTHER I reetland and Dryclough Junction JNDAY 29 SEPTEMBER reetland	OWLING JUNCTION	Om. 1ch and 1m. 10chs. (35/36)
AILY UNTIL FURTHER I reetland and Dryclough Junction JNDAY 29 SEPTEMBER reetland NISTERDYKE WEST TO B AILY UNTIL FURTHER N all Lane	OWLING JUNCTION	Gates and connections removed in preparation for installing manned barriers. Signal box open Sundays. Commencing 07 30 Sunday 29 September.
AILY UNTIL FURTHER I reetland and Dryclough Junction JNDAY 29 SEPTEMBER reetland AILY UNTIL FURTHER N all Lane wiling Station and owling Junction	OWLING JUNCTION	Gates and connections removed in preparation fo installing manned barriers. Signal box open Sundays. Commencing 07 30 Sunday 29 September. (39/68) 07 30 to 15 00. Renewing level crossing at Hall Lane between 191½ and 1914 m.p.
AILY UNTIL FURTHER I reetland and Dryclough Junction JNDAY 29 SEPTEMBER reetland AISTERDYKE WEST TO B AILY UNTIL FURTHER N III Lane	NOTICE AII AII OWLING JUNCTION IOTICE AII	Gates and connections removed in preparation for installing manned barriers. Signal box open Sundays. Commencing 07 30 Sunday 29 September. (39/68) 07 30 to 15 00. Renewing level crossing at U-U

and .p. 17/68) trees

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SECTION C

NES-29

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY and SUNDAY 28 and 29 SEPTEMBER-BARLBY NORTH

The following signals will be abolished :-Down Hull to Down Branch Second Home Down Branch Starting Signal Shunting Down Hull to Up Main Up Branch Inner Home Up Branch Outer Home Up Branch Distant

The following connections will be abolished :-

The facing connections Down Hull to Down Branch Slip Lead between Down and Up Hull leading to Up Branch

Altered Connections

The trailing connection in the Up Hull from the Up Branch will be connected to the trailing connection in the Down Hull and renamed Hull Lines Crossover.

The Down and Up Branch lines to Market Weighton will be abolished.

(42)

(42)

SUNDAY 29 SEPTEMBER-WAKEFIELD WEST

The following additional route indications will be brought into use :-Up Platform Home (No.55) - F indication Up Fast

- Up Passenger Loop Home (No.59) F indication Up Fast
- Up Goods Loop Home (No.62) L indication Up Loop

SUNDAY 29 SEPTEMBER-NEVILLE HILL WEST AND NEVILLE HILL EAST

The Down Goods line between Marsh Lane Junction and Neville Hill West will be severed and will become the Down Goods Loop/Depot Arrival Line. The remainder of the Down Goods line will form a Shunt Neck and will be buffer stopped at the clearance point with the connection from Siding Line to Down Main

Neville Hill West

The following points will be abolished :-

Up Goods – Down Goods Up Main – Down Goods Down Main – Down Goods

The following signals will be abolished :-

Down Main Home (No.1) Down Main Starting (with Neville Hill East Distant below) Down Main to Down Goods Starting Down Main to Siding Line Starting Down Goods First Home (No.5) Down Goods Second Home (with Neville Hill East Distant below) Down Goods to Siding Line Second Home Siding Line Home Shunting Up Goods or to Down Goods or Siding Line Shunting Up Main or to Down Goods or Siding Line Shunting Down Goods to Up Goods Shunting Down Goods to Up Goods

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued
DETAILS OF WORK REFERRED TO IN SECTION B-CONTINUED
SUNDAY 29 SEPTEMBER-NEVILLE HILL WEST AND NEVILLE HILL EAST - continued
Neville Hill West - continued The following new colour light signals will be erected :- 771 Siding Line 772 Down Goods Loop 773 Down Main 775 Siding Line 774 Ground position light subsidary signal situated adjacent to the new Depot Arrival line at the into use on 6th October. 774 Ground position light subsidary signal situated adjacent to the new Depot Arrival line at the clearance point with the new connection from Siding line to Down Main line and applicable to movements to the Siding line.
FRIDAY 4 OCTOBER-NEVILLE HILL WEST
The following points will be disconnected and secured out of use :- Shunt Neck (former Down Goods) to Siding Line Siding Line to M.P.D. Loco Line to Diesel Line Up Branch to Back Siding Up Goods to Down Branch
(42)
SUNDAY 20 SEDTEMOTE
SUNDAY 29 SEPTEMBER-CHURCH FENTON SOUTH
The trailing connection from Up Normanton to Up Goods Yard will be secured permanently out of use n the normal position pending removal. The Down Siding Shunt Spur will be shortened by 20 yards. The shunting signal (lower arm of three) applying Up Normanton to Up Goods Yard will be abolished. Itered Signalling The shunting signal from Goods Yard to Up Normanton or Up Goods will, in future apply only to Goods Loop. (42)
IESDAY 1 OCTOBER-BURTON SALMON
The trailing connection to SALMON
The trailing connection Up Goods to Goods Yard, farthest from the signal box, will be secured manently out of use in the normal position pending removal. The shunting signal applying from Up Goods to Down Goods and Goods Yard will in future apply the Down Goods only. The shunting signal Goods Yard to Up Goods will be abolished. Temporary stops will be provided in the Up Sidings adjacent to loading dock. (42)
DNESDAY 2 OCTORED HAVE
e will be elevated to a height of 10 feet above rail level.
NDAY 29 SEPTEMPER AN
(42) NDAY 29 SEPTEMBER-BETWEEN CUDWORTH SOUTH JUNCTION AND MONCKION EMPTY SIDINGS The H.B. lines between Cudworth South Junction and Monckton Empty Siding Signal Boxes will be andoned except that the Down Line between Cudworth South Junction and Cudworth Yard South be retained as the Down Arrival Siding worked under "No Block Regulations" so far as they can be blied. Buffer stops will be erected on Nos. 1 and 2 Up Sidings between Cudworth Station and Cudworth ath Junction at the South Junction end. The connections thereto including the track points at Cudworth

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SECTION DETAILS C

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued

SUNDAY 29 SEPTEMBER - BETWEEN CUDWORTH SOUTH JUNCTION AND MONCKTON EMPTY SIDINGS -continued

Cudworth South Junction

The following connections will be removed:-Trailing crossover between the Down and Up H.B. lines. Up H, and B, to Up Slow

The following signals will be abolished:-

Down H. and B. starting signal Shunting Up Sidings to Down H. and B. Up H. and B. Home Shunting Up H. and B. to Up Sidings Shunting Down H. and B. to Up Sidings

Altered Signalling

The Down Slow to Down H. and B. Home signal will be fitted with a miniature arm applying Down Slow to Down Arrival Siding.

Cudworth Yard South

The signal box together with all signals worked therefrom will be abolished.

All connections will be dispensed with except the following which will be converted to hand operation:-

Down Main (now Down Arrival Siding) to Up Goods

Up Goods to Sidings

A notice board worded 'STOP FOR ORDERS' will be erected to the left of the Down Arrival siding before reaching the former Down Main to Up Goods connection.

Cudworth Yard North

The signal box together will all signals worked therefrom will be abolished. All connections will be dispensed with except the following which will be converted to hand operation:-Up Goods to Down Goods

Monckton Empty Sidings

The signal box together with all points and signals worked therefrom will be abolished.

SATURDAY 28 SEPTEMBER-HULL INWARD YARD

An illuminated notice board "STOP/PROCEED IF LINE CLEAR" will be provided positioned between the North Departure Lines and No.1 Down North Main Line and will apply to movements from the Mineral Exchange Sidings towards No.1 Down North Main line.

(42)

DETAILS OF WORK ALREADY CARRIED OUT

** NEVILLE HILL

Neville Hill M.P.D.

The East end Engine Release Line has been realigned via the site of the new Exmover Plant. The ground operated signal from the Loco Line has been abolished. Three Notice Boards worded 'STOP PROCEED IF LINE CLEAR' have been erected as follows:-

From D.M.U. Servicing Shed at clearance point with the Loco Line adjacent to hand points leading

From Loco Line at clearance point with connections to and from D.M.U. Servicing Shed and From D.M.U. Repair Shed at clearance point with Loco Line.

Neville Hill East

The following signals have been abolished:-

Ground disc, Loco Line to Down Goods

Ground disc, D.M.U. Servicing Shed to Down Goods

A new ground disc signal left of the Engine Release Line at clearance point with the Down Goods line has been provided. A telephone has been provided at this signal.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK REFERRED TO IN SECTION B-continued

SUNDAY 29 SEPTEMBER - BETWEEN CUDWORTH SOUTH JUNCTION AND MONCKTON EMPTY SIDINGS -continued

Cudworth South Junction

The following connections will be removed:-Trailing crossover between the Down and Up H.B. lines. Up H. and B. to Up Slow

The following signals will be abolished:-

Down H. and B. starting signal Shunting Up Sidings to Down H. and B. Up H. and B. Home Shunting Up H. and B. to Up Sidings Shunting Down H. and B. to Up Sidings

Altered Signalling

The Down Slow to Down H. and B. Home signal will be fitted with a miniature arm applying Down Slow to Down Arrival Siding.

Cudworth Yard South

The signal box together with all signals worked therefrom will be abolished. All connections will be dispensed with except the following which will be converted to hand operation:-

Down Main (now Down Arrival Siding) to Up Goods

Up Goods to Sidings

A notice board worded 'STOP FOR ORDERS' will be erected to the left of the Down Arrival siding before reaching the former Down Main to Up Goods connection.

Cudworth Yard North

The signal box together will all signals worked therefrom will be abolished. All connections will be dispensed with except the following which will be converted to hand operation:-Up Goods to Down Goods

Monckton Empty Sidings

The signal box together with all points and signals worked therefrom will be abolished.

SATURDAY 28 SEPTEMBER-HULL INWARD YARD

An illuminated notice board "STOP/PROCEED IF LINE CLEAR" will be provided positioned between the North Departure Lines and No.1 Down North Main Line and will apply to movements from the Mineral Exchange Sidings towards No.1 Down North Main line.

DETAILS OF WORK ALREADY CARRIED OUT

* NEVILLE HILL

Neville Hill M.P.D.

The East end Engine Release Line has been realigned via the site of the new Exmover Plant. The ground operated signal from the Loco Line has been abolished.

Three Notice Boards worded 'STOP PROCEED IF LINE CLEAR' have been erected as follows:-

From D.M.U. Servicing Shed at clearance point with the Loco Line adjacent to hand points leading to D.M.U. Repair Shed.

From Loco Line at clearance point with connections to and from D.M.U. Servicing Shed and Repair Shed.

From D.M.U. Repair Shed at clearance point with Loco Line.

Neville Hill East

The following signals have been abolished:-

Ground disc, Loco Line to Down Goods

Ground disc, D.M.U. Servicing Shed to Down Goods

A new ground disc signal left of the Engine Release Line at clearance point with the Down Goods line has been provided. A telephone has been provided at this signal, (39)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

FEATHERSTONE STATION

The trailing crossover between the Down and Up Main lines has been secured out of use, in the normal position pending removal.

The following shunting signals have been abolished:-Up Goods to Down Main Up Main to Down Main Down Main to Up Main

PONTEFRACT WEST

The trailing connection from Up Main to the Up Sidings has been abolished. The shunting signal controlling movements from the Up Sidings has been abolished.

The shunting signal positioned between the Up and Down Main at the signal box end of the above points now applies to the Goods Yard only.

Temporary Buffer Stops have been erected at Pontefract West end of the Up Sidings.

(New item) (41)

*- GOLDTHORPE COLLIERY

The trailing crossover between the Down and Up lines on the Cudworth side of the connection to the Colliery has been removed. The Down line has been cut and slewed into the Up line at a point approaching the Colliery connection.

A run round has been provided over the Down and Up lines beyond the connection to the Colliery.

GOLDTHORPE COLLIERY-PROVISION OF RAPID LOADING FACILITIES

The following new points have been brought into use :--

Spring points North of Bunker leading from Departure Line to Arrival line or Departure line, (set normally for Departure line).

Spring points North of Bunker leading from the Departure line towards the Bunker or to the Engine Run Round line, (set normally towards the Bunker).

Spring points South of Bunker leading from the Empty Siding to the Engine Run Round line, (Set normally for the Engine Run Round line).

- The following Ground Position Light Signals have been brought into use :-
- 1. Situated 5 yards South of Bunker controlling movements from Empties Siding to Departure
- 2. Situated 150 yards North of Bunker on the Departure Line controlling movements towards the
- 3. Situated 150 yards North of Bunker on Arrival Line controlling movements towards the Bunker

Control during loading

Three Loading Control signals (See below for aspects to be displayed), have been provided adjacent to the Departure line, positioned as follows :-

A - 55 yards North of Bunker 8

- 220 yards North of Bunker
- 385 yards North of Bunker

SECTION C-DETAILS OF GOLDTHOR Ge

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT - continued

COLDTHORPE COLLIERY-PROVISION OF RAPID LOADING FACILITIES-continued

All signals are controlled by the Bunker Operator.

if necessary, during loading,

An emergency stop switch is provided at the Bunker to enable the Guard to stop the train, A notice board worded STOP TELEPHONE has been provided on the left hand side of the Engine Run Round line, 11 yards South of the Bunker,

Telephone communication is provided between the Notice Board, Bunker, Weigh Office and Cudworth Station Signal box.

The notice board and telephone on the Departure line 190 yards North of the Bunker has been abolished.

The One Engine in Steam working formerly in operation from a point 190 yards North of the

Bunker towards the Colliery has been abolished. Reference should be made to the diagram following this notice.

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A, B AND C

STOP IMMEDIATELY



PREPARE TO STOP

MOVE AT LOW SPEED IN DIRECTION FOR LOADING

MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS

INDICATIONS APPLICABLE WHEN LOADING ONLY

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W = WHITE

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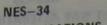
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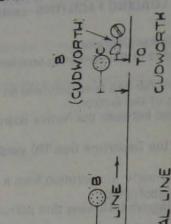
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READ STOP

PREPARATION PLANT

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SECTION C - SIGNALLING AND PERMANET WAY ALTERATIONS-continued. DETAILS OF WORK ALREADY CARRIED OUT-continued



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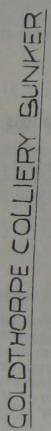
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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT-continued.

* HEBDEN BRIDGE

The Down Sidings Shunt Spur has been abolished. The double disc assembly, applying Down Siding to Neck or Down Main has been altered to a single disc, applying Down Siding to Down Main. (39)

* BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD (KIRKGATE) EAST AND CALDER BRIDGE

The former Up Through line between Wakefield (Kirkgate) East and Wakefield (Kirkgate) West has been re-instated.

Wakefield (Kirkgate) West

The facing connection from Up Platform to Up Slow has been re-instated.

The following signals have been abolished:-

Up Platform Inner Distant

Up Platform Distant from Up Branch

The following new signals have been brought into use:-

A three aspect colour light signal (No.47) with associated theatre type route indicator to the left of the signal situated to the right of the existing colour light signals on the gantry at the West end of the Up Platform, with the following application :-

Up Through Home – Indication 'B' to Up Branch – Indication 'S' to Up Slow

A subsidiary signal has been fitted below the route indicator applying to Shunting movements along the Up Slow line.

Up Through Distant signal from Up Main (below Wakefield East Up Main to Up Through Home signal). Up Through or Up Main Distant signal (below Wakefield East Up Goods Home signal)

Wakefield (Kirkgate) East

The following connections have been secured permanently out of use, in the normal position, pending removal :-

Up Branch - Up Platform Carriage Sidings to Up Passenger Loop Down Branch - Carriage Sidings Carriage Sidings to Up Branch Up Goods - Down Main No.1 Siding - Up Goods Trap Points in No.1 Siding and Up Goods Up Goods - Up Passenger Loop Up Passenger Loop - Up Goods Sidings - Up Passenger Loop or Up Goods Up Main - Up Passenger Loop Trailing points in Up Platform from Up Branch

The following signals have been abolished:-Up Branch to Up Platform Home **Up Platform Starting** Up Main to Up Passenger Loop Up Main to Up Passenger Loop Calling-On No.1 Siding or Up Goods to Up Passenger Loop No.1 Siding or Up Goods to Up Goods Up Branch to Up Platform Calling-On Up Platform Calling-On Shunting - Goods Down Direction Shunting - Up Branch Shunting - Carriage Sidings to Up Passenger Loop Shunting - Carriage Sidings to Up Platform Shunting - Up Passenger Loop Shunting - Up Branch to Carriage Sidings Shunting - Up Platform to Up Branch

NES-36 SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued	SECTION
SECTION C-SIGNALLING AND PERMANENT WAT sometimed	1. CT (1. C.)
DETAILS OF WORK ALREADY CARRIED OUT - continued	1 1 1 1 7 3 CM
BETWEEN WAKEFIELD (KIRKGATE) WEST AND WARE (KIRKGATE) EAST AND CALDER BRIDGE-continued.	
Wakefield (Kirkgate) East-continued The following signals have been abolished - continued The following signals have been abolished - continued Shunting - No.1 Siding Up Direction Shunting - West Sidings to Goods or to Up Passenger Loop Shunting - Up Goods to West Siding 1 or 2 Shunting - Up Goods to Down Main Shunting - Up Goods Shuntin	• Items
Shunting - Goods to Up Main Shunting - Up Passenger Loop to Up Main Shunting - Down Branch to Up Platform or to Up Through Shunting - Down Branch to Up Platform or to Up Through Down Platform - Carriage Sidings (Subsidiary signal). Down Through - Carriage Sidings (Subsidiary signal). The relevant route indicators will be abolished.	A ter of the p Engir
The following route indications have been re-instated:- 'M' Up Goods to Up Through 'M' Shunting - Down Main to Up Through	
The following signals have been re-instated:- Up Main to Up Through Home 2 No.1 Siding to Up Through Shunting - Up Through to Up Main	*
Altered signal :- The shunting signal applying Up Passenger Loop to Carriage Siding or to Up Branch has been repositioned approximately 58 yards nearer to the signal box and now applies Up Passenger Loop to Up Branch.	A S 28 Sep
Altered points :- The facing connection Up Goods to Up Main has been remodelled and facing trap points provided in the Up Goods line approximately 32 yards East of the existing facing points; immediately in advance if the Up Goods Home 2 signal.	
The following points have been re-instated:- Facing connection Up Main to Up Platform/Up Through lines. (39)	* An on the
NORMANTON STATION NORTH The former MPD Sidings, together with connections thereto and associated signals have been abolished.	on the
abolished. (40)	SHING
NORMANTON NO.1 GOODS The following connections have been secured permanently out of use in the reverse position pending removal :-	A t crossi
Yard to Table Road Trailing end of Ground Frame connection from Independent line. The signals from Table Road and adjacent siding to Up Goods have been abolished. (40)	approz Repair
All "STOP AND AWAIT INSTRUCTIONS"	Place
All "STOP AND AWAIT INSTRUCTIONS" boards in the North Yard have been abolished. (40)	Bradfo Th Train:
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SECTION D

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MISCELLANEOUS NOTICES

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

Cenotes new or amended item.

BETWEEN SOUTHCOATES AND MARFLEET

A temporary level crossing over the Down Main and Down Siding has been constructed at the east end of the platform of the Old Southcoates Station for the use of contractors demolishing the station buildings. Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962) B.R. RULE BOOK 1950 (Reprint)

A Supplement No. 3 has been issued to the B.R. Rule Book (B.R. 87109) and will be operative from 28 September.

BETWEEN SEAMER WEST AND GRISTHORPE

A whistle board has been erected on the Up Main on the Hull to Seamer line near the 48m.p., ½ mile on the approach side of the Killerby occupation crossing. (42)

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Trains to be re-posit	Street. D.M.U. Depot. Ig siding will be shortened by ioned as necessary. Contract	approx. 100-ft. whilst	Contractors concrete the apron.
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alteration to East end doors.	Until further notice	

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SECTION D-MISCELLANEOUS NOTICES-continued

ALTERATIONS TO N.E.R. SECTIONAL APPENDIX (SOUTHERN SECTION)

PAGES 311/312 (Pages 111/112 Supp. No.3)

CUDWORTH (DEARNE VALLEY SOUTH JN.) TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)

ADD:-

GOLDTHORPE COLLIERY

Trains arriving for Bunker loading must proceed through the Bunker at a maximum speed of 3m.p.h. to enable "Tare" weighing to be carried out and must be brought to a stand on the empty siding. The to enable fare weighing to de drached for the purpose of running round and proceed via the engine run-round locomotive must then be detached for the purpose of running round and proceed via the engine run-round locomotive must then be detached to the particle adjacent to the bunker. After proceeding through line to the "STOP TELEPHONE" notice board situated adjacent to the bunker. After proceeding through the bunker back on to the train and when No.1 GPL signal is cleared the driver must engage slow speed control to maintain a speed of 1/2m.p.h. and proceed through the bunker for loading and gross weighing. The train will be brought to a stand by means of the bunker loading signals when the first wagon of the train is under the bunker and will be signalled forward by the bunker loading signals when loading is to commence. The guard must position himself at the bunker during the loading operation and operate the bunker loading signals by means of the line side switch to stop the train, should this be necessary at any time during the movement and must not allow loading to recommence until he is satisfied it is safe to do so. When the loading movement is complete and the train has proceeded to the farthest bunker loading signal the guard will collect the train waybill from the bunker operator and inform him the train is ready to depart.

Conventional trains must proceed to the colliery via the empties siding line and depart from the colliery via the run-round line.

GENERAL INSTRUCTIONS AND NOTICES BOOKLET E.S. No.39D

PAGE ES-D2 ADD:-

MISCELLANEOUS NOTICES

BETWEEN BLANKNEY AND POTTERHANWORTH

Contractors heavy vehicles will be frequently using a temporary level crossing, constructed at the North end of Blankney station at 731/4 m.p., between 07 00 and 16 00 daily. DRIVERS TO KEEP A SHARP LOOKOUT AND SOUND HORN OR ENGINE WHISTLE WHEN APPROACHING THIS CROSSING.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York 18 September, 1968

MO.44/1383/NE/S No.39

F.J. BURGE Movements Manager

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior ticer by telegram as follows:-

NILE SIG: NOTICE NE/S No. 39

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1

No.40



NE/S EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 5 OCTOBER

FRIDAY 11 OCTOBER 1968

INCLUSIVE

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

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SECTION B - TEMPORARY ENGINEERING WORKS

Lines affected

Down and Up Main

Remarks

LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)-continued

SUNDAY 6 OCTOBER

Rigton and Harrogate South

MONDAY to FRIDAY 7 to 11 OCTOBER Horsforth and Down Main Harrogate South A bameric officer particular

07 30 to 17 00. Repairing walls and pointing at Crimple Viaduct at 15m. 64chs. Both signal boxes open.

22 00 (Mon. to Thurs.) to 06 30 (Tues. to Fri.). On track tamping machine in use between 412 m.p. and 18 m.p. Horsforth, Rigton and Harrogate South signal boxes open.

YORK TO SCARBOROUGH

DAILY UNTIL FURTHER NOTICE All Malton and Seamer

Ganton and Seamer

SUNDAY 6 OCTOBER Scarborough and Londesborough Road

TUESDAY 8 OCTOBER Weaverthorpe

THURSDAY 10 OCTOBER Kirkham Abbey

Sidings (BLOCKED by local arrangements)

Down and Up Main

buildings. Ladders and trestles in use. (14/68) 08 00 to 16 30. Repairing telegraph pole route. Commencing Monday, 7 October.

07 00 to 17 00. Cleaning and painting station

06 00 to 18 00. Relaying. Crane in use.

09 30 to 15 30. Testing controls.

09 30 to 15 30. Testing controls.

Ladders and trestles in use.

YORK (SKELTON) TO HARROGATE (DRAGON)

DAILY UNTIL FURTHER NOTICE

Skelton Junction and All Dragon Goldsborough and All Knaresborough

MONDAY to WEDNESDAY 7 to 9 OCTOBER Dragon and Up Main Starbeck North (BLOCKED)

STARBECK NORTH TO MELMERBY GROUND FRAME DAILY UNTIL FURTHER NOTICE Starbeck North and All Melmerby Ground Frame

FARNLEY BRANCH DAILY UNTIL FURTHER NOTICE Famley Branch All Tamping machine in use between 0 m. 4 chs. and 0m. 76 chs.

22 00 (Mon and Tue) to 06 00 (Tue and Wed).

07 30 to 16 30. Cleaning and painting bridges.

07 00 to 18 00. Contractors demolishing former

Knaresborough Goods signal box. Plant in use

(14/68)

(7/68)

07 00 to 17 00. Contractors demolishing old signal box at Nidd Bridge station. Plant in use.

07 00 to 17 00. Cleaning and painting bridges. Scaffolding, trestles and ladders in use.

SECTION B-TEMP

At or between

THORNHILL (L.N. DAILY UNTIL FU L.N.W. Junction Batley

Farnley Branch and Holbeck East Jn.

> Farnley Jn. and Holbeck East

Morley and Ho East Junctio

SUNDAY 6 OC **Dewsbury** Sta Morley Low

LEEDS CITY

DAILY UNTI Leeds City E and Nevill West

Leeds City Neville H Marsh Lane and Nevil

West

Neville Hi

Neville Hi and Mars Junction

Neville Hi and East

Neville Hi Cross Ga Neville Hi and Garf Neville H and Garf

Killingbed Cross G

Cross Ga Micklefi

Garforth Chalone Gascoign

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		ES-20	SECTION B-T
	Y ENGINEERING WORKS -	continued	At or between
			HEBDEN BRID
At or between	Lines anectos	ADFORD EXCHANGE	DAILY UNTIL
SOWERBY BRIDGE (MILNE DAILY UNTIL FURTHER M Milner Royd Junction and Dryclough Jn. Milner Royd Jn. and Halifax West Broomfield Carriage Sidings WEDNESDAY and THURSD Greetland and Elland	Down and Up Main	 08 00 to 16 00. Repairs to retaining wall and Copley Viaduct between 29 and 29½ m.p. (17/68) 07 30 to 16 30. Contractors cutting down trees and bushes on lineside between 29m. 21chs. and 32m. 16chs. (39/68) 08 00 to 17 00. Taking up duck boards between sidings. (25/68) 22 00 (Wed) to 06 00 (Thurs). On track tamping and lining machine in use between 31m. 22chs. and 30m. 76chs. 	Wakefield Ea Horbury Ju Wakefield Ea and West Wakefield K Station an Turners La Locke's Sid and Goost SATURDAY Bradley Wo Junction Brighoust
GREETLAND TO DRYCLOU DAILY UNTIL FURTHER NO Greetland and Dryclough Junction		07 30 to 17 00. Contractors trimming and felling trees and bushes on lineside between Om. 1ch and 1m. 10chs. (35/36)	SUNDAY (Eastwood Brighous
LAISTERDYKE WEST TO BO	WLING JUNCTION		
DAILY UNTIL FURTHER NO Hall Lane		Gates and connections removed in preparation for installing manned barriers. Signal box open Sundays. (39/68)	Mirfield I L.N.W.
Bowling Station and Bowling Junction	Down and Up Main	07 30 to 15 00. Renewing level crossing at Hall Lane between 191½ and 191¾ m.p. (39/68)	
ATURDAY TO MONDAY 5 aisterdyke West and Bowling Junction	TO 7 OCTOBER Down and Up Main (BLOCKED)	12 00 (Sat) to 03 00 (Mon). Renewing Hall Lane level crossing between 191m. 60chs. and 191m. 62chs. Crane in use. All traffic diverted. See separate advice for alt- ered train arrangements. Laisterdyke West, Hall Lane and Bowling Junction signal boxes open.	L.N.W.Ju Healey Healey Healey Wakefi
EBDEN BRIDGE TO NORM	ANTON, GOOSE HILL		Wakefiel
EBDEN BRIDGE TO NORM	ANTON, GOOSE HILL		Wakefi

AILY LINITH FUR

astwood and Hebden Bridge	All
uddendenfoot and Sowerby Bridge West	Down Main
Sowerby Bridge Station and Greetland	All
lealey Mills Yard	All
lorbury Jn.	All

07 30 to 17 00. Contractors trimming and felling lineside trees and bushes between 22% and 24 m.p.

08 00 to 16 30. Repairs to retaining wall between 26 and 261/2m.p. Scaffolding erected and ladders (28/67) in use.

08 00 to 16 00. Repairs to retaining wall between 29 and 29¾ m.p.

(17/68)

08 00 to 16 00. On track tamping machines in use. (10/68)

08 00 to 18 00, contractors constructing Bridge No.225A at 451/2 m.p. Cranes and plant in use. WEDNES Heaton Mirfiel

Mondat

MONDA Hebden

TUESDA

Juncto

The second se	ARY ENGINEERING WORKS	Remarks	SECTION
At or between	Lines affected	Terms	At or betw
DIGGLE TO MIREIELD	HEATON LODGE JUNCTIC	IN)	
DAILY UNTIL FURTHER	NOTICE	and lowcent Sat, and Sun,), Repairing	CLAYTON
Diggle and Marsden	Down and Up Main	08 00 to 17 00 (except during tunnel between 15 and 18¼ m.p. Enginemen to sound horns or whistles in the tunnel. 07 00 to 17 00. Renewing point machines and	DAILY UN Clayton W Junction West Sta
Huddersfield	All	07 00 to 17 00. Referring per 100 and 100 testing cables. (9/68)	Clayton W Clayton
SUNDAY 6 OCTOBER Diggle and Marsden	Down and Up Main	08 00 to 17 30. Testing rails in Standedge Tunnel between 15m. 10chs. and 18¼m.p.	Clayton
TUESDAY 8 OCTOBER	Up Fast	60 01 to 06 00. On track tamping and lining	
Heaton Lodge Junction and	(BLOCKED)	between 29¼ and 25¼m.p.	THORNHI
Huddersfield	(BLOOKLD)	All Up traffic to travel over the Up Slow.	DAILY UN
WEDNESDAY 9 OCTOBER		·	Heckmond and Cle
Huddersfield and	Down Fast	00 01 to 06 00. On track tamping and lining between 25% and 29%m.p.	and cre
Heaton Lodge Junction	(BLOCKED)	All Down traffic to travel over the Down Slow	
		line.	
THURSDAY 10 OCTOBER Huddersfield and	Dawa Class	an of a DC DD. Tauging and lining but	BARNSLEY
Heaton Lodge	Down Slow (BLOCKED	00 01 to 06 00. Tamping and lining between 25% and 29%m.p.	DAILY UN
Junction	except as shown	All Down traffic to travel over the Down Fast	Crigglest
Contraction of the	in remarks)	except that arrangements made to pass 1C89	Horbury
		03 06 Huddersfield to Bradford Exchange and	
A Contraction of the second		1C66 03 18 Huddersfield to Bradford Exchange	
		over the Down Slow between Huddersfield and Bradley Junction.	5
	diagonal diagona	brauley Sunction.	HORBURY
			DAILY U
PENISTONE HUDDERSEIEL			Horbury a
DAILY UNTIL FURTHER NO	D JONCTION (EXCLUSIV)	E) TO HUDDERSFIELD (SPRINGWOOD JUNCTION)	Station
Penistone (Huddersfield	All		Criggles
Junction) to		07 00 to 19 00. Contractors painting Bridges	
Huddersfield Springwood Jn.			
		between 10 and 10¼ m.p. Trestles, ladders and scaffolding in use.	ROYSTON
Clayton West and Springwood Junction	All	J 400.	DAILY UN
Huddersfield	All	07 30 to 17 00. Preparing for signalling alterations.	Crigglesto
(Springwood Junction)	All	08 00 to 18 00 Contract (37/68)	Middlest
and Lockwood		Paddock Viaduct and along side tracks between Om. 48chs. and Om. 72chs	
Brockholes Station	Up Main		
Rerry Prov. Ct		08 00 to 16 00. Repairs to platform walls at 4m.	DARFIELD
Berry Brow Station	Down and Up Main	08 00 to 17 co (22/23/68)	DAILY UNI
MONDAY to FRIDAY,7 to 11 Penistone Huddersfield	OCTORER	08 00 to 17 00. Demolition of station footbridge.	Darfield St.
Penistone Huddersfield Jn. and Clayton West	All	(25/68)	Houghton
Jn.		07 30 to 16 30 daily. Installing cable troughs in Cumberworth Tunnel.	Darfield an
TUESDAY and WEDNESDAY, Clayton West Jn. and	8 and 9 OCTORER	Cumberworth Tunnel.	Valley Co
L skwood	Down Main	23.00 /7	Darfield and
	(BLOCKED)	23 00 (Tue.) to 06 15 (Wed.). On track tamping/	Colliery S
10	and the second second	lining machines working between 5m. 60chs. and 6m. 28chs. Both signal boxes open.	Darfield an
		BOUL STUDE DES	
		boxes open.	Cudworth Cudworth S

WORKS - continued

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SECTION B - TEMPORA	RY ENGINEERING WORKS -	Remarks	
At or between	Lines affected		
SHIPLEY (GUISELEY JU	NCTION) TO GUISELEY (ESI	HOLT JUNCTION	* * /10
DAILY UNTIL FURTHER Guiseley Junction	NOTICE	at 1m. 50chs. Mechanical plant in use. (37/68)	
and Esholt Junction Guiseley Junction and Esholt Junction	All	08 00 to 17 00. Contractors repairing Bridge No.9 at 2m. 20chs. Mechanical plant in use. (37/68)	THURSDA The le
			signal bo
GRASSINGTON BRANCH			SATURDA
DAILY UNTIL FURTHER	NOTICE	08 00 to 17 00. Contractors repairing Bridge No.6	Revise details a
Embsay Junction and Rylstone	AII	at 1m. 1½chs. Mechanical plant in use. (37/68)	receive a
			Manste The mi
	ON) TO BRADFORD (FORST	ER SOUARE) STATION	crossing Supple
DAILY UNTIL FURTHER N		and the second sec	and have
Shipley and	All	07 30 to 19 00. Reconstruction of Bridge No.3 at	
Frizinghall		206m. 36chs. Contractors on site. Cranes and plant in use. (35/36/68)	SUNDAY The co
Manningham M.P.D.	Down and Up Goods	Contractors demolishing old loco shed at 207%	secured
		m.p.	The fo
SATURDAY to MONDAY 5 Shipley Goods	to 7 OCTOBER All (BLOCKED)	23 00 (Sat) to 05 00 (Mon). Repairing Bridge No.3 at 206m. 36½chs. Signal box open.	
SUNDAY 6 OCTOBER			
Shipley Leeds Junction and Bradford Junction	Down and Up Main (BLOCKED)	06 00 to 20 00. Relaying between 205m. 69chs. and 205m. 79chs. Twin jib tracklayer, traxcavator and on track tamping machine in use. Both signal	The s in future
MONDAY to FRIDAY 7 to 1	11 OCTORE?	boxes open.	The U
Shipley Leeds Junction and Manningham	Down and Up Main (BLOCKED)	22 30 (Mon to Thurs) to 06 30 (Tues to Fri). On track tamping machine in use between 205m. 69	WEDNES
Station Junction	And the set of the set of the	chs. and 208m. 40chs.	The s
Manningham Station	All	All traffic to travel over the Down and Up Goods lines between Leeds Junction and Manningham	Up Brand
Junction and Bradford Forster Square	(BETWEEN TRAINS)	Station Junction.	CUDID AN
- dame			SUNDAY The tr
SUNDAY & OCTORD JUNC	TION TO SHIPLEY BINGLEY	JUNCTION	
SUNDAY 6 OCTOBER Bingley Junction	and the second hard the		
	All	07 30 to 17 00. Installing C.B. apparatus and alterations to signalling. (See Section 'C'). Signal box open.	BARLBY N The fo Do
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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

THURSDAY 10 OCTOBER-BRAYTON

The level crossing gates will be replaced by power operated lifting barriers controlled from the (43) signal box.

SATURDAY 5 and SUNDAY 6 OCTOBER-BETWEEN LEEDS (NEVILLE HILL WEST) AND GARFORTH

Revised signalling will be brought into use between Leeds (Neville Hill West) and Garforth, Full details are published in Supplementary Notice No. 40A and all the staff concerned must ensure that they receive a copy.

Manston Level Crossing

The miniature Red/Green warning lights will NOT be brought into use on 6 October and the level crossing will continue to be manned until further notice.

Supplementary Notice No. 40A and the diagram attached thereto must be amended accordingly.

(43)

SUNDAY 6 OCTOBER-WHITWOOD

The connections Up Refuge Siding (former Up Goods) to Up Main and Up Main to Colliery will be secured permanently out of use in the normal position pending removal.

The following signals will be abolished:-

Up Refuge Siding to Colliery

- Up Refuge Siding to Up Branch
- Up Refuge Siding to Up Main
- Up Main to Colliery

Shunting Colliery to Up Main or Up Refuge Siding

The shunting signal between Up Main and Up Goods at the signal box end of Main crossover will, in future, apply Up Main to Down Main or Potteries. The Up Refuge Siding and Colliery line will be abolished. (43)

WEDNESDAY 9 OCTOBER - ARDSLEY STATION

The shunting signal applying Down Branch to Up Branch will be repositioned between the Down and Up Branch lines as a ground disc signal. (43)

SUNDAY 6 OCTOBER-SHIPLEY BINGLEY JUNCTION

The trailing crossover between the Down and Up Bradford lines will be abolished.

(43)

DETAILS OF WORK ALREADY CARRIED OUT

BARLBY NORTH

The following signals have been abolished:-Down Hull to Down Branch Second Home Down Branch Starting Signal Shunting Down Hull to Up Main Up Branch Inner Home Up Branch Outer Home ⁹Up Branch Distant

The following connections have been abolished:-The facing connections Down Hull to Down Branch Slip Lead between Down and Up Hull leading to Up Branch

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT- continued

BARLBY NORTH - continued

Altered Connections

The trailing connection in the Up Hull from the Up Branch have been connected to the trailing connection in the Down Hull and renamed Hull Lines Crossover. The Down and Up Branch lines to Market Weighton have been abolished.

WAKEFIELD WEST

The following additional route indications have been brought into use:-Up Platform Home (No.55) - F indication Up Fast Up Passenger Loop Home (No.59) - F indication Up Fast Up Goods Loop Home (No.62) - L indication Up Loop

NEVILLE HILL WEST AND NEVILLE HILL EAST

The Down Goods line between Marsh Lane Junction and Neville Hill West has been severed and is now the Down Goods Loop/Depot Arrival Line. The remainder of the Down Goods line is now a Shunt Neck and is buffer stopped at the clearance point with the connection from Siding Line to Down Main.

Neville Hill West

The following points have been abolished:-Up Goods - Down Goods Up Main - Down Goods Down Main - Down Goods

The following signals have been abolished:-Down Main Home (No. 1)

Down Main Starting (with Neville Hill East Distant below) Down Main to Down Goods Starting

Down Main to Siding Line Starting

Down Goods First Home (No.5)

Down Goods Second Home (with Neville Hill East Distant below) Down Goods to Siding Line Second Home

Siding Line Home

Shunting Up Goods or to Down Goods or Siding Line Shunting Up Main or to Down Goods or Siding Line

Shunting Down Goods to Up Goods

Shunting Down Goods to Up Main

The following new colour light signals have been erected:-

The following points have been disconnected and secured out of use:-

Shunt Neck (former Down Goods) to Siding Line

772 Down Goods Loop 773 Down Main

Siding Line to M.P.D.

Loco Line to Diesel Line

Up Branch to Back Siding

Up Goods to Down Branch

NEVILLE HILL WEST

. The signals have been positioned approximately 150 yds. after passing the existing Down Main and Down Goods Home signals and the aspects have been fixed at red. The signals are hand signalled until brought

774 Ground position light subsidary signal situated adjacent to the new Depot Arrival line at the clearance point with the new connection from Siding line to Down Main line and applicable to movements

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Altered Signalli The Down Slo Slow to Down Ar

Cudworth Yard St The signal box All connection operation:-

Down Main Up Goods t A notice board before reaching the

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

CHURCH FENTON SOUTH

The trailing connection from Up Normanton to Up Goods Yard has been secured permanently out of use in the normal position pending removal. The Down Siding Shunt Spur has been shortened by 20 yards.

The shunting signal (lower arm of three) applying Up Normanton to Up Goods Yard has been abolished. Altered Signalling

The shunting signal from Goods Yard to Up Normanton or Up Goods will now apply only to Up Goods. LOOD. (42)

SURTON SALMON

The trailing connection Up Goods to Goods Yard, farthest from the signal box, has been secured permanently out of use in the normal position pending removal.

The shunting signal applying from Up Goods to Down Goods and Goods Yard will now apply to the Down Goods only.

(42)

The shunting signal Goods Yard to Up Goods has been abolished.

Temporary stops have been provided in the Up Sidings adjacent to loading dock.

KNOTTINGLEY

No.387 Ground position light signal applying from Shunting Sidings to Up Goole or Down Branch line has been elevated to a height of 10 feet above rail level. (42)

BETWEEN CUDWORTH SOUTH JUNCTION AND MONCKTON EMPTY SIDINGS

The H.B. lines between Cudworth South Junction and Monckton Empty Siding Signal Boxes have been abandoned except that the Down line between Cudworth South Junction and Cudworth Yard South has been retained as the Down Arrival Siding worked under "No Block Regulations" so far as they can be applied.

Buffer stops have been erected on Nos. 1 and 2 Up Sidings between Cudworth Station and Cudworth South Junction at the South Junction end. The connections thereto including the track points at Cudworth South Junction have been abolished.

Cudworth South Junction

The following connections have been removed:-

Trailing crossover between the Down and Up H.B. lines. Up H. and B. to Up Slow

The following signals have been abolished.

Down H. and B. starting signal Shunting Up Sidings to Down H. and B. Up H. and B. Home Shunting Up H. and B. to Up Sidings Shunting Down H. and B. to Up Sidings

Altered Signalling

The Down Slow to Down H. and B. Home signal has been fitted with a miniature arm applying Down Slow to Down Arrival Siding.

Cudworth Yard South

The signal box together with all signals worked therefrom has been abolished.

All connections have been dispensed with except the following which have been converted to hand operation:-

Down Main (now Down Arrival Siding) to Up Goods Up Goods to Sidings

A notice board worded 'STOP FOR ORDERS' has been erected to the left of the Down Arrival siding before reaching the former Down Main to Up Goods connection.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

BETWEEN CUDWORTH SOUTH JUNCTION AND MONCKTON EMPTY SIDINGS - continued

Cudworth Yard North

The signal box together will all signals worked therefrom has been abolished. All connections have been dispensed with except the following which have been converted to hand operation:-Up Goods to Down Goods

Monckton Empty Sidings

The signal box together with all points and signals worked therefrom has been abolished. (42)

HULL INWARD YARD

An illuminated notice board "STOP/PROCEED IF LINE CLEAR" has been provided positioned between the North Departure Lines and No.1 Down North Main Line and applies to movements from the Mineral Exchange Sidings towards No.1 Down North Main line. (42)

*** FEATHERSTONE STATION**

The trailing crossover between the Down and Up Main lines has been secured out of use, in the normal position pending removal.

The following shunting signals have been abolished:-

Up Goods to Down Main Up Main to Down Main Down Main to Up Main

(40)

PONTEFRACT WEST

The trailing connection from Up Main to the Up Sidings has been abolished. The shunting signal controlling movements from the Up Sidings has been abolished.

The shunting signal positioned between the Up and Down Main at the signal box end of the above points now applies to the Goods Yard only. Temporary Buffer Stops have been erected at Pontefract West end of the Up Sidings.

(41)

* GOLDTHORPE COLLIERY-PROVISION OF RAPID LOADING FACILITIES The following new points have been brought into use :-

Spring points North of Bunker leading from Departure Line to Arrival line or Departure line, (set normally for Departure line). Spring points North of Bunker leading from the Departure line towards the Bunker or to the

Engine Run Round line, (set normally towards the Bunker). Spring points South of Bunker leading from the Empty Siding to the Engine Run Round line. (Set

normally for the Engine Run Round line).

- The following Ground Position Light Signals have been brought into use :-
- 1. Situated 5 yards South of Bunker controlling movements from Empties Siding to Departure 2. - Situated 150 yards North of Bunker on the Departure Line controlling movements towards the
- 3. Situated 150 yards North of Bunker on Arrival Line controlling movements towards the Bunker

Control during loading

Three Loading Control signals (See below for aspects to be displayed), have been provided adjacent to the Departure line, positioned as follows :-

- A 55 yards North of Bunker
 - 220 yards North of Bunker
- C 385 yards North of Bunker

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GOLDTHORPE COLLIERY-PROVISION OF RAPID LOADING FACILITIES-continued

General

All signals are controlled by the Bunker Operator.

An emergency stop switch is provided at the Bunker to enable the Guard to stop the train, if necessary, during loading, A notice board worded STOP TELEPHONE has been provided on the left hand side of the

Engine Run Round line, 11 yards South of the Bunker.

Telephone communication is provided between the Notice Board, Bunker, Weigh Office and Cudworth Station Signal box.

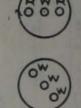
The notice board and telephone on the Departure line 190 yards North of the Bunker has been abolished.

The One Engine in Steam working formerly in operation from a point 190 yards North of the Bunker towards the Colliery has been abolished. Reference should be made to the diagram following this notice.

ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS

LOADING CONTROL SIGNALS A, B AND C

STOP IMMEDIATELY



PREPARE TO STOP

O OW O

MOVE AT LOW SPEED IN DIRECTION FOR LOADING



MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING FLASHING WHITE LIGHTS

INDICATIONS APPLICABLE WHEN LOADING ONLY

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W = WHITE

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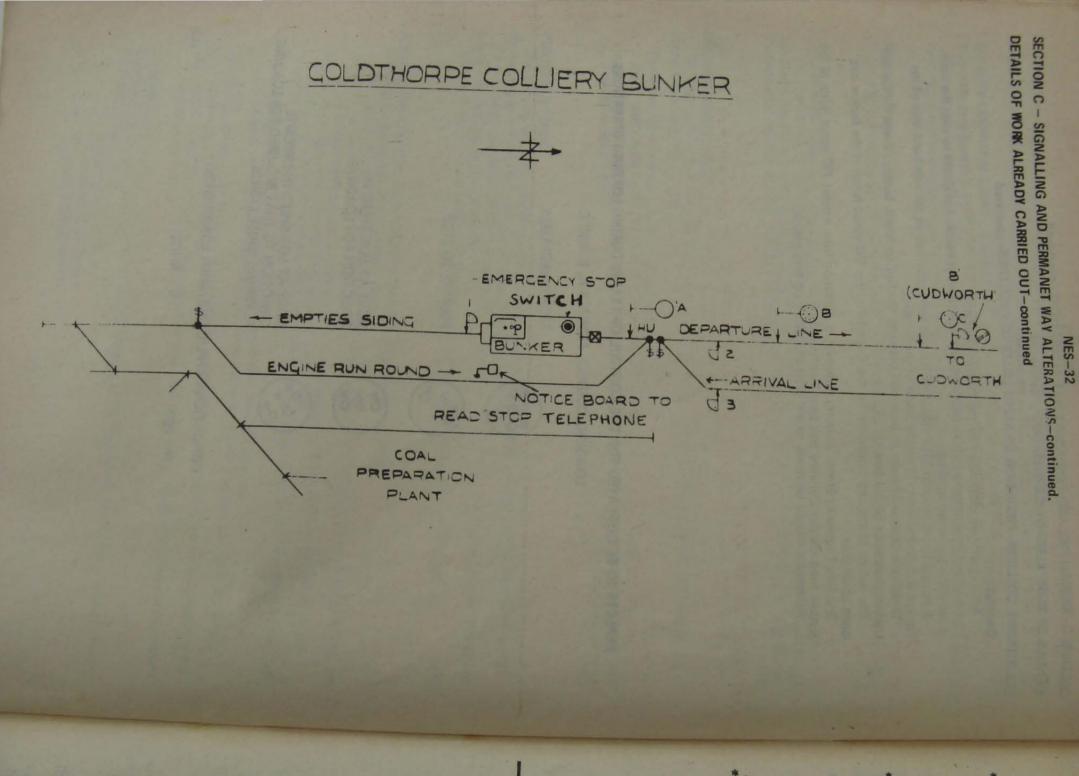
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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NORMANTON STATION NORTH

The former MPD Sidings, together with connections thereto and associated signals have been abolished.

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* NORMANTON NO.1 GOODS

The following connections have been secured permanently out of use in the reverse position pending removal :--Yard to Table Road

Trailing end of Ground Frame connection from Independent line. The signals from Table Road and adjacent siding to Up Goods have been abolished.

*NORMANTON NORTH JUNCTION

All "STOP AND AWAIT INSTRUCTIONS" boards in the North Yard have been abolished. (40)

BRIDLINGTON

The former Loco Shed Sidings and turntable are now out of use and a temporary sleeper chock has been fixed on the approach line pending erection of a buffer stop, to provide a shunt neck 50 yards long to the Up Sidings. (New Item) (43)

SECTION D

MISCELLANEOUS NOTICES

NES-34

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

Denotes new or amended item.

BETWEEN SOUTHCOATES AND MARFLEET

A temporary level crossing over the Down Main and Down Siding has been constructed at the east end of the platform of the Old Southcoates Station for the use of contractors demolishing the station buildings.

Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

B.R. RULE BOOK 1950 (Reprint)

A Supplement No. 3 has been issued to the B.R. Rule Book (B.R. 87109) and will be operative from 28 September.

BETWEEN SEAMER WEST AND GRISTHORPE

A whistle board has been erected on the Up Main on the Hull to Seamer line near the 48m.p., 1/4 mile on the approach side of the Killerby occupation crossing. (42)

BETWEEN GRISTHORPE AND SEAMER EAST

The whistle board sited 20 yards on the approach side of the 471/2 m.p. on the Down has been resited and is now 45 yards on the approach side of the 471/2 m.p. (43)

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP - TELEPHONE" Board protecting the East end connections

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board. Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No. 783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise move-

(Applies from Sunday 6 October)

SECTION

Repairs a

Place

Bradford The ta Trains to

Healey N M.P.C. (All lines

The a have con for the v Regional found en destinat

PAGE ES ADD:-

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PAGE 234 LEEDS CI DELETE:-Manston

A copy

York 25 Septem

Receipt Officer by

NES-35 SECTION D-MISCELLANEOUS NOTICES-continued

Repairs at Motive Power Depots, Carriage Shed

Place	Nature of Work	Dunnet	
Bradford Hammerton	n Street, D.M.U. Depot.	Duration	Commencing
Trains to be re-pos	itioned as necessary	Drox 100 ft	
Ifamo to the	Contractor'	s men and and	Contractors concrete the apro
Healey Mills	n Street, D.M.U. Depot, ing siding will be shortened by a itioned as necessary. Contractor' Alterations to over- head crane. Provision	s men and equipment Until further notice	

* B.R. VANFIT No. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries. A careful watch should be maintained for the vehicle and if found, its whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York. Telephone P.O. 53022, extension 2458 quoting reference MO. 13.009. If found empty, it should be held for further instructions, but in the event of it being en route loaded, the destination and consignee should be noted and advised to the above office.

GENERAL INSTRUCTIONS AND NOTICES BOOKLET E.S. No.39D

MISCELLANEOUS NOTICES

PAGE ES-D2 ADD:-

BETWEEN BLANKNEY AND POTTERHANWORTH

Contractors heavy vehicles will be frequently using a temporary level crossing, constructed at the North end of Blankney station at 73¼ m.p., between 07 00 and 16 00 daily.

DRIVERS TO KEEP A SHARP LOOKOUT AND SOUND HORN OR ENGINE WHISTLE WHEN APPROACHING THIS CROSSING.

ALTERATIONS TO NER SECTIONAL APPENDIX SOUTHERN SECTION

TABLE P.3

Name of Crossing	Located Between	at
DELETE:-	sts and Notices No.39D) RAGON)	
Manston	Neville Hill East Junction – Garforth	14 miles 77 chs.
A copy of this potice m		
A copy of this notice mu		ignalmen and others concerned.
September, 1968	ust be supplied to all Drivers, Guards, S MO.44/1383/NE/S No.40.	F.J. BURGE

NILE SIG: NOTICE NE/S No. 40

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concorood

d at the east end station buildings. ing the crossing.

m.p., ¼ mile (42)

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FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1



NE/S

EASTERN (NE) REGION

No.41

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 12 OCTOBER

TO

FRIDAY 18 OCTOBER 1968

INCLUSIVE

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

SECTION B-TEMPORARY ENGINEERING WORKS-continued.

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (F		and the second sec
DAILY UNTIL FURTHER	NOTICE	
Leeds City and Neville Hill East	All	07 30 to 17 00. Preparing for signalling alterations. (19/68)
Marsh Lane Goods and Neville Hill West	Marsh Lane Arrival and Departure line Down Goods and Up Slow	07 30 to 17 00. Erection of signal gantries in re- taining walls. Ladders in use. Scaffolding erected with limited clearance. Drivers to keep a sharp look-out. (27/68)
Neville Hill West	Up Main and Up Goods	08 00 to 16 30. Excavating for inspection chambe alongside Up Goods at 18m. 74chs. (14/68)
Neville Hill West and Marsh Lane Junction	Up Main Up Goods	07 30 to 17 00. Repairing retaining wall between 19m. 77chs. and 20m. 7chs. Scaffolding erected. Restricted clearance-Drivers to keep a sharp lookout.
Neville Hill West and East	All	Contractors constructing new Carriage Depot on Down Side. Cranes and plant in use. (44/67)
Neville Hill West and Cross Gates	All	07 30 to 17 00. Preparing for resignalling. (36/67)
Neville Hill East and Garforth	All	08 00 to 17 00. Renewal of Manston level crossing gates between 15 and 15% m.p. (37/68)
Neville Hill East and Garforth	All	08 00 to 16 00. Mechanical Excavator working adjacent to track between 18m.p. and 16m. 18chs. (8/68)
illingbeck and Cross Gates	All	08 00 to 18 00. Contractor laying sewer through Bridge No.25 at 16m. 73chs.
Cross Gates and Micklefield Station	All	07 30 to 17 00. Installing cable troughs. (37/67)
Garforth and Chaloners Whin	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
Gascoigne Wood	All	07 00 to 17 00. Demolishing buildings. Plant in use. (14/68)
Gascoigne Wood and Thorpe Gates	All	07 00 to 18 00. Contractors demolishing former Hagg Lane signal box. Plant in use. (7/68)
Selby South and North	All	07 00 to 17 00, preparing for alteration to signalling.
Barlby North and Hessle Haven	All	07 30 to 16 30 (Mon. to Fri.) cleaning and paint- ing bridges and lineside buildings. Scaffolding and ladders in use.
Hessle Station	All	08 00 to 16 00. Renewing point connections. (2/68)
Hessle Station	All	07 30 to 16 30 daily. Renewing point, facing poin lock and signal connections.
Hessle Haven	All	08 00 to 16 00. Renewing point connections. (2/68)
Hessle Road and West Parade	Down and Up Main	07 00 to 17 00. Contractors working alongside tracks at 1m. 49chs.
SUNDAY 13 OCTOBER		
Leeds City (East End)	06 00 to 13 00 'D' Line, (BLOCKED) 13 00 to 20 00 'C' Line, (BLOCKED)	06 00 to 20 00. Changing switches at No.444B and No.441B Points. Trains re-platformed as necessary.

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SECTION B - TEMPOR	ARY ENGINEERING	WORKS - continued
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At or between	Lines affected	Remarks
NORMANTON (ALTOFTS	S) TO YORK (CHALONERS WH	IN) - continued
DAILY UNTIL FURTHER Sherburn-in-Elmet North and Bolton Percy	NOTICE-continued	08 00 to 16 00. Preparing for signalling alter- ations. (9/68)
Garforth and York (Chaloners Whin)	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
SUNDAY 13 OCTOBER Sherburn-in-Elmet North and Church Fenton South	Down Main and Down Goods (BLOCKED) Up Main (BETWEEN TRAINS)	06 00 to 18 00. Providing facing crossover betwee 10m. 74chs. and 10m. 70chs. Cranes in use. Single Line Working over the Up Main Line.
Church Fenton North and York Chaloners Whin	Down and Up Normanton (BLOCKED) Up Leeds (BETWEEN TRAINS)	 07 00 to 17 00. Cleaning out switches and crossings between 10m. 33chs. and 10m. 25chs. renewing culvert between 9½ and 9m. 45chs. also rebuilding manholes between 2m. 70chs. and 2½m.p. Plant in use. All traffic to travel over the Down and Up Leeds lines. Bus service in operation for Ulleskelf passengers. See separate advice for altered train arrangements.
HURSDAY 17 OCTOBER Ailford South and Burton Salmon	Up Main (BLOCKED)	11 00 to 14 00. Tamping machine in use between 14m. 77chs. and 15m. 47chs. All Up traffic to travel over the Up Goods line under Absolute Block Working regulations.
AILY UNTIL FURTHER		A REAL PROPERTY AND A REAL
utsyke	All	08 00 to 16 00. Preparing for Bignalling alter- ations. (8/68)
astleford Cutsyke Junction and Castleford Station	Down and Up Main	07 00 to 19 00. Contractors reconstructing Bridge No.1 at 0 m. 12 chs. Cranes and plant in use.

MILFORD SOUTH AND GASCOIGNE WOOD

DAILY UNTIL FURTHER NOTICE Milford South and All Gascoigne Wood

07 00 to 17 00. Contractors erecting cables overhead at 7m. 3chs. (13/68)

08 00 to 16 00. Cleaning and painting Bridge

10chs.

No.4 at 141/m.p. Ladders and trestles in use.

06 00 to 18 00. Alterations to Bolton on Dearne

SWINTON (DEARNE JUNCTION) TO BURTON SALMON DAILY UNTIL FURTHER NOTICE Wath Junction and All **Dearne Junction**

Dearne Junction and **Hickleton Main**

Down and Up Main

Colliery Sidings

station platform between 46% m.p. and 16m.

(47/67)

(18/68)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks	At or b
SWINTON (DEARNE JUNG	CTION) TO BURTON SALMON	v-continued.	HULL
DAILY UNTIL FURTHER N Hickleton Main Colliery Sidings and Frickley Colliery	VOTICE – continued Down and Up Main	07 00 to 19 00, trail boring at 12m. 51chs. and 12m. 23chs. Boring rigs erected. (2/68)	DAILY
Frickley Colliery	All	Contractors installing loading plant. Mechanical plant in use. (8/58)	Sculco
Moorthorpe and Ferrybridge	Down and Up Main	07 30 to 17 00. Repairs to Bridge 25 at 4 m. 52 chs. (27/68)	Alexa
Moorthorpe and Pontefract South	Down and Up Main	08 00 to 17 00. Constructing new face wall in Ackworth Cutting between 6¾ and 6¼ m.p.(28/68)	Hess
		A designed of the second second	SUNE Hess Ale
MOORTHORPE STATION TO	SOUTH KIRKBY JUNCTION		AIC
DAILY UNTIL FURTHER NO	TICE	07 20 to 17 00 Proparing for alteration	

South Kirkby	All	07 30 to 17 00. Preparing for alterations to signalling and interlocking. (36/67)
South Kirkby	All	Contractors installing loading plant. Mechanical plant in use. (8/68)

SHAFTHOLME TO FERRYBRIDGE

DAILY UNTIL FURTHER NOTICE Womersley and Down and Up Knottingley

Knottingley West Jn. and Ferrybridge Down and Up Main

HULL (WEST PARADE) TO SEAMER WEST

SUNDAY 13 OCTOBER Bridlington Quay

All

HULL (BOTANIC GARDENS) TO HEDON

DAILY UNTIL FURTHER NOTICE Wilmington All

Wilmington and Southcoates

Down and Up Main

Southcoates

Down and Up Main

08 00 to 16 30. Preparing for alterations to Chiddling Stubbs and Spring Lodge automatic half-barriers circuits.

Hand-signalling in operation.

07 00 to 17 00. Contractors erecting scaffolding* and excavating alongside tracks. (9/68)

07 00 to 17 00. Cleaning out gate ducts. Servicing all main and wicket gate connections. Signal box open.

07 00 to 17 00. Contractors demolishing platforms at Wilmington Old station. Plant in use. Commencing Monday 14 October.

07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼ m.p. Ladders and trestles in use. (31/67)

07 00 to 17 00. Contractors demolishing Old Southcoates station buildings. Plant in use.

SECTION

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STAIRF DAILY Stairfoo and C

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

NFS-28

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 OCTOBER - KING GEORGE DOCK

The following connections will be abolished :--

Down Goods to Down Mineral Up Goods to Up Mineral Down Mineral to Up Mineral (N.E.) Up Mineral to Down Mineral (N.E.) Down Mineral to Coal Sidings Coal Sidings to Up Mineral Crossover Up Mineral H.&B. to Down Mineral H.&B.

The following signals will be abolished :-Down Goods to Down Mineral

Up Mineral (N.E.) to Up Goods Down Mineral to Coaling Berth Down Mineral (N.E.) to Coal Sidings No.2 Down Mineral to Coal Siding No.1 Up Mineral to Coal Sidings 1 and 2 Down Mineral to Up Mineral (N.E.) Coal Sidings to Up Mineral (N.E.) Coal Sidings to Up Mineral H.&B. Down Mineral H.&B. to Coaling Berth Down Mineral H.&B. to Coal Sidings 1 and 2 Up Mineral H.&B. to Coal Sidings 1 and 2

SUNDAY 13 OCTOBER - FEATHERSTONE STATION

The Up Siding and Ground Frame, together with the associated shunting signal will be abolished. The trailing end of the connection Up Main to Up Goods will be converted to spring points. The shunting signals applying, Down Goods to Down Neck and Down Neck to Down Goods will be abolished. (44)

WEDNESDAY 16 OCTOBER - CROFTON EAST

The trailing crossover adjacent to the signal box will be secured permanently out of use in the normal ' position pending removal. The associated signal will be abolished. (44)

WEDNESDAY 16 OCTOBER - PRINCE OF WALES

The facing connection Down Main to Down Goods will be secured out of use, in the normal position, until further notice. (44)

WEDNESDAY 16 OCTOBER - PONTEFRACT WEST

The facing connection Down Main to Down Goods will be secured permanently out of use, in the normal position pending removal. The connection Down Goods to Down Sidings will be secured out of use in the reverse position until further notice.

The following signals will be abolished :-Shunting Down Goods to Down Sidings Shunting Down Sidings to Down Goods Shunting Down Goods to Up Main Down Goods Inner Home Down Goods Outer Home Down Main to Down Goods Home

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BETWEEN LEED

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Manston Leve The miniatu will continue t Supplement

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SECTION C-SIG

BRAYTON

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT

BRAYTON

The level crossing gates have been replaced by power operated lifting barriers controlled from the signal box.

BARLEY NORTH

The following signals have been abolished:-Down Hull to Down Branch Second Home Down Branch Starting Signal Shunting Down Hull to Up Main Up Branch Inner Home Up Branch Outer Home Up Branch Distant

The following connections have been abolished:-The facing connections Down Hull to Down Branch Slip Lead between Down and Up Hull leading to Up Branch

Altered Connections

The trailing connection in the Up Hull from the Up Branch have been connected to the trailing connection in the Down Hull and renamed Hull Lines Crossover.

The Down and Up Branch lines to Market Weighton have been abolished.

WAKEFIELD WEST

The following additional route indications have been brought into use:-

Up Platform Home (No.55) - F indication Up Fast

Up Passenger Loop Home (No.59) - F indication Up Fast

Up Goods Loop Home (No.62) - L indication Up Loop

BETWEEN LEEDS (NEVILLE HILL WEST) AND GARFORTH

Revised signalling has been brought into use between Leeds (Neville Hill West) and Garforth. Full details are published in Supplementary Notice No.40A and all the staff concerned must ensure that they have received a copy.

Manston Level Crossing

The miniature Red/Green warning lights were NOT brought into use on 6 October and the level crossing will continue to be manned until further notice.

Supplementary Notice No. 40A and the diagram attached thereto must be amended accordingly.

(42)

(43)

(42)

ARDSLEY STATION

The shunting signal applying Down Branch to Up Branch has been repositioned between the Down and Up Branch lines as a ground disc signal. (43)

NEVILLE HILL WEST AND NEVILLE HILL EAST

The Down Goods line between Marsh Lane Junction and Neville Hill West has been severed and is now the Down Goods Loop/Depot Arrival Line. The remainder of the Down Goods line is now a Shunt Neck and is buffer stopped at the clearance point with the connection from Siding Line to Down Main.

Neville Hill West

The following points have been abolished:-Up Goods - Down Goods Up Main - Down Goods Down Main - Down Goods

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT

BRAYTON

The level crossing gates have been replaced by power operated lifting barriers controlled from the signal box.

(43)

BARLEY NORTH

The following signals have been abolished:-Down Hull to Down Branch Second Home Down Branch Starting Signal Shunting Down Hull to Up Main Up Branch Inner Home Up Branch Outer Home Up Branch Distant

The following connections have been abolished:-The facing connections Down Hull to Down Branch Slip Lead between Down and Up Hull leading to Up Branch

Altered Connections

The trailing connection in the Up Hull from the Up Branch have been connected to the trailing connection in the Down Hull and renamed Hull Lines Crossover.

The Down and Up Branch lines to Market Weighton have been abolished.

WAKEFIELD WEST

The following additional route indications have been brought into use:-Up Platform Home (No.55) - F indication Up Fast Up Passenger Loop Home (No.59) - F indication Up Fast Up Goods Loop Home (No.62) - L indication Up Loop

(42)

(42)

BETWEEN LEEDS (NEVILLE HILL WEST) AND GARFORTH

Revised signalling has been brought into use between Leeds (Neville Hill West) and Garforth, Full details are published in Supplementary Notice No.40A and all the staff concerned must ensure that they have received a copy.

Manston Level Crossing

The miniature Red/Green warning lights were NOT brought into use on 6 October and the level crossing will continue to be manned until further notice.

Supplementary Notice No. 40A and the diagram attached thereto must be amended accordingly.

(43)

ARDSLEY STATION

The shunting signal applying Down Branch to Up Branch has been repositioned between the Down and Up Branch lines as a ground disc signal. (43)

NEVILLE HILL WEST AND NEVILLE HILL EAST

The Down Goods line between Marsh Lane Junction and Neville Hill West has been severed and is now the Down Goods Loop/Depot Arrival Line. The remainder of the Down Goods line is now a Shunt Neck and is buffer stopped at the clearance point with the connection from Siding Line to Down Main. Neville Hill West

The following points have been abolished:-Up Goods - Down Goods Up Main - Down Goods Down Main - Down Goods

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued	KNOTTING
DETAILS OF WORK ALREADY CANNED	KN0111
NEVILLE HILL WEST AND NEVILLE HILL EAST -continued.	line has be
	Illie
Neville Hill West-continued The following signals have been abolished:-	Contraction of the
Down Main Hone (with Neville Hill East Distant below)	
Down Main to Siding Line Starting	TWEEN
	BETWEEN The H.
Down Goods to Starting Line Second	abandone
Siding Line Home Shunting Up Goods or to Down Goods or Siding Line	heen reta
Shunting Up Goods or to Down Goods of Siding Line Shunting Up Main or to Down Goods or Siding Line Shunting Down Goods to Up Goods Shunting Down Goods to Up Goods	1 annlied.
Shupting Down Goods to Up Wath	Buffer South Jun
The following new colour light signals have been erected	South Jur
771 Siding Line I the signals and the aspects	Cudworth
The bound Main have been fixed at red. The signals are hand signalized until brought	The fo
into use on 6 October.	Tra
774 Ground position light subsidiary signal situated adjacent to the new population point applicable to movements clearance point with the new connection from Siding line to Down Main line and applicable to movements (42)	♥ Up
to the Siding line. (42)	The fo
	Do
NEVILLE HILL WEST	U
The following points have been disconnected and secured out of use:-	Sh
Shunt Neck (former Down Goods) to Siding Line	Sł
Siding Line to M.P.D.	Alter
Loco Line to Diesel Line Up Branch to Back Siding	, The I
Up Goods to Down Branch (42)	Slow to
	Cudwort
CHURCH FENTOR SOUTH	The
	All o
The trailing connection from Up Normanton to Up Goods Yard has been secured permanently out of use in the normal position pending removal.	operatio
The Down Siding Shunt Spar has been shortened by 20 yeards	
the shallting signal (lower arm of three) applying Up Normanton to Up Goods Yard has been abolished.	A no
Altered Signalling	before r
The shunting signal from Goods Yard to Up Normanton or Up Goods will new apply only to Up Goods Loop.	Cudwor
(42)	The
BURTON SALMON	been di
The trailing connection the o	La construction de la constructi
The trailing connection Up Goods to Goods Yard, farthest from the signal box, has been secured permanently out of use in the normal position pending removal.	Monckt
Down Goods only	The
The shunting signal Goods Yard to Up Goods has been abolished.	
op Signa deal	1 North Contraction
BRIDLINGTON	
The former Loco Shed Sidings and turntable are now out of use and a tame	HULL I

pending erection of a buffer stop, to provide a shunt neck 50 yards long to the Up Sidings.

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SECTION C DETAILS OF NOTTINGL No. 387 he has be

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued.

KNOTTINGLEY

No. 387 Ground position light signal applying from Shunting Sidings to Up Goole or Down Branch line has been elevated to a height of 10 feet above rail level. (42)

RETWEEN CUDWORTH SOUTH JUNCTION AND MONCKTON EMPTY SIDINGS

The H.B. lines between Cudworth South Junction and Monckton Empty Siding Signal Boxes have been abandoned except that the Down line between Cudworth South Junction and Cudworth Yard South has been retained as the Down Arrival Siding worked under "No Block Regulations" so far as they can be applied.

Buffer stops have been erected on Nos. 1 and 2 Up Sidings between Cudworth Station and Cudworth South Junction at the South Junction end. The connections thereto including the track points at Cudworth South Junction have been abolished.

Cudworth South Junction

The following connections have been removed:-

Trailing crossover between the Down and Up H.B. lines.

Up H. and B. to Up Slow

The following signals have been abolished.

Down H. and B. starting signal Shunting Up Sidings to Down H. and B. Up H. and B. Home Shunting Up H. and B. to Up Sidings Shunting Down H. and B. to Up Sidings

Altered Signalling

The Down Slow to Down H. and B. Home signal has been fitted with a miniature arm applying Down Slow to Down Arrival Siding.

Cudworth Yard South

The signal box together with all signals worked therefrom has been abolished.

All connections have been dispensed with except the following which have been converted to hand operation:-

Down Main (now Down Arrival Siding) to Up Goods

Up Goods to Sidings

A notice board worded 'STOP FOR ORDERS' has been erected to the left of the Down Arrival siding before reaching the former Down Main to Up Goods connection.

Cudworth Yard North

The signal box together will all signals worked therefrom has been abolished. All connections have been dispensed with except the following which have been converted to hand operation:-Up Goods to Down Goods

Monckton Empty Sidings

The signal box together with all points and signals worked therefrom has been abolished. (42)

HULL INWARD YARD

An illuminated notice board "STOP/PROCEED IF LINE CLEAR" has been provided positioned between the North Departure Lines and No.1 Down North Main Line and applies to movements from the Mineral (42)Exchange Sidings towards No.1 Down North Main line.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

PONTEFRACT WEST

The trailing connection from Up Main to the Up Sidings has been abolished. The shunting signal controlling movements from the Up Sidings has been abolished.

The shunting signal positioned between the Up and Down Main at the signal box end of the above points now applies to the Goods Yard only.

Temporary Buffer Stops have been erected at Pontefract West end of the Up Sidings.

WHITWOOD

The connections Up Refuge Siding (former Up Goods) to Up main and Up Main to Colliery have been secured permanently out of use in the normal position pending removal.

The following signals have been abolished :-

Up Refuge Siding to Colliery Up Refuge Siding to Up Branch Up Refuge Siding to Up Main Up Main to Colliery Shunting Colliery to Up Main or Up Refuge Siding

The shunting signal between Up Main and Up Goods at the signal box end of Main crossover now applies Up Main to Down Main or Potteries.

The Up Refuge Siding and Colliery line has been abolished.

HALL LANE

The level crossing gates have been replaced by electrically operated lifting barriers.

(New item) (44)

SHIPLEY BINGLEY JUNCTION

The trailing crossover between the Down and Up Bradford lines have been abolished. (43)

(43)

(41)

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SECTION D

MISCELLANEOUS MOTICES

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

* Denotes new or amended item.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

B.R. RULE BOOK 1950 (Reprint)

A Supplement No. 3 has been issued to the B.R. Rule Book (B.R. 87109) and is now operative.

BETWEEN SOUTHCOATES AND MARFLEET

A temporary level crossing over the Down Main and Down Siding has been constructed at the east end of the platform of the Old Southcoates Station for the use of contractors demolishing the station buildings

Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

BETWEEN SEAMER WEST AND GRISTHORPE

A whistle board has been erected on the Up Main on the Hull to Seamer line near the 48m.p., ¼ mile on the approach side of the Killerby occupation crossing. (42)

BETWEEN GRISTHORPE AND SEAMER EAST

The whistle board sited 20 yards on the approach side of the 47% m.p. on the Down has been resited and is now 45 yards on the approach side of the 47% m.p. (43)

PONTEFRACT WEST AND EAST

Commencing 07 30 Hours Wednesday 16 October a temporary sleeper crossing has been installed at the West end of Pontefract (Monkhill) Station. The crossing will be used by Contractors' plant between the hours of 07 30-17 00 and Drivers must keep a sharp lookout and sound horns or engine whistles when approaching the crossing. Hand-signalmen will be in attendance.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP - TELEPHONE" Board protecting the East end connections of the Up Sidings.

Irainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board.

Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No.783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise movements past the Stop Board.

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SECTION D-MISCELLANEOUS NOTICES-continued

Repairs at Motive Power Depots, Carriage Shed etc.

to East end doors.

				A REAL PROPERTY AND A REAL PROPERTY AND A
Place	Nature of Work	Duration	Commencing	From
The section friendly	n Street. D.M.U. Depot. ing siding has been shortened by itioned as necessary. Contractor	r's men and equipment		PAGE 2 LEEDS (AMEN
Healey Mills M.P.D. (All lines)	Alterations to over- head crane. Provision of ducts and alterations	Until further notic		Leeds N West J 775 Si

(All lines),

B.R. VANFIT No. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries. A careful watch should be maintained for the vehicle and if found, its whereabouts notified immediately to the Freight Holling Stock Section, Regional Headquarters, York. Telephone P.O. 53022, extension 2458 quoting reference MO. 13. 009. If found empty, it should be held for further instructions, but in the event of it being en route loaded, the destination and consignee should be noted and advised to the above office.

GENERAL INSTRUCTIONS AND NOTICES BOOKLET E.S. No.39D

MISCELLANEOUS NOTICES

PAGE ES-D2 ADD:-

BETWEEN BLANKNEY AND POTTERHANWORTH Contractors heavy vehicles will be frequently using a temporary level crossing, constructed at the North end of Blankney station at 731/4 m.p., between 07 00 and 16 00 daily.

DRIVERS TO KEEP A SHARP LOOKOUT AND SOUND HORN OR ENGINE WHISTLE WHEN APPROACHING THIS CROSSING.

ALTERATIONS TO NER SECTIONAL APPENDIX (SOUTHERN SECTION)

From	*	TABLE 'F'	274 Contraction of the second
	To Ipp. No.3, Page 32 Gen. I (PARAGON) ETC.	Line	No. of vehicles and special conditions
AMEND:- Neville Hill	(PARAGON) ETC.	nsts. and Notices No.3	9D)
West Junction	Marsh Lane Junction	roo Signal	15 fitted wagons without Brake vall

SECTION

203 CIT VD:-Nev Jun 775 Signa

Name of Cr

PAGE 234 LEEDS CIT DELETE:-Manston

A copy o

York 2 October,

Receipt of Officer by te FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1

No.42



NE/S

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 19 OCTOBER

то

FRIDAY 25 OCTOBER 1968

INCLUSIVE

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

SECTION B - TEMPORARY ENGINEERING WORKS - continued

Lines affected

Remarks

At or between

YORK TO SCARBOROUGH

DAILY UNTIL FURTHER NOTICE All Malton and Seamer

Ganton and Seamer

SUNDAY 20 OCTOBER Scarborough and Washbeck

Sidings (BLOCKED by local arrangement)

Down and Up Main

MONDAY to WEDNESDAY 21 to 23 OCTOBER Down and Up Main York and

Bootham

(BLOCKED)

MONDAY to FRIDAY 21 to 25 OCTOBER Down and Up Main Seamer West and Washbeck

ALL

WEDNESDAY 23 OCTOBER Knapton

WEDNESDAY to FRIDAY 23 to 25 OCTOBER Down and Up Main York and (BLOCKED) Burton Lane

YORK (SKELTON) TO HARROGATE (DRAGON)

DAILY UNTIL FURTHER NOTICE Skelton Junction and All Dragon

Goldsborough and Knaresborough

Cattal

WEDNESDAY 23 OCTOBER Hammerton and

Down and Up Main

All

STARBECK NORTH TO MELMERBY GROUND FRAME DAILY UNTIL FURTHER NOTICE Starbeck North and Melmerby Ground Frame All

FARNLEY BRANCH DAILY UNTIL FURTHER NOTICE Farnley Branch All 07 00 to 17 00. Cleaning and painting station buildings. Ladders and trestles in use.(14/68) 08 00 to 16 30. Repairing telegraph pole route

06 00 to 18 00 Relaying. Crane in use,

22 00(Mon and Tues) to 04 00(Tues and wed) switches and crossing tamper in use between 1m.p. and 1m.p.8chs. Burton Lane signal box open.

09 00 to 16 00 daily. On track curve corrector in use between 381/2 and 411/4m.p.

07 00 to 17 00. Renewing Gate machine. Signal box open.

22 30(Wed and Thu) to 03 30(Thu and Fri), Switches and crossing Tamper in use between Om 18chs, and Om. 26chs.

07 30 to 16 30. Cleaning and painting bridges. Ladders and trestles in use. (14/68)

07 00 to 18 00. Contractors demolishing former Knaresborough Goods signal box, Plant in use. (7/68)

09 00 to 12 00. Contractors erecting overhead wires at 8m. 79chs.

07 00 to 17 00. Contractors demolishing old signal box at Nidd Bridge station, Plant in use.

07 00 to 17 00. Cleaning and painting bridges. Scaffolding, trestles and ladders in use,

SECTION B-TEMPORA

At or between

THORNHILL (L.N.W. J DAILY UNTIL FURTHE L. and N.W. Junction and Batley

Farnley Branch Jn. and Holbeck East Jn.

Farnley Jn. and Holbeck East Jn.

Morley and Holbeck East Junction

SUNDAY 20 OCTOR L. and N.W. Junctin and Batley

LEEDS CITY TO HU DAILY UNTIL FURT

Leeds City and Neville Hill East Marsh Lane Goods and Neville Hill

West

Neville Hill West

Neville Hill West and Marsh Lane Junction

Neville Hill West and East

Neville Hill West and Cross Gates

Neville Hill East and Garforth

Neville Hill East and Garforth

Killingbeck and **Cross Gates**

Cross Gates and **Micklefield Stat**

Garforth and Chaloners Whin

Gascoigne Wood

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SECTION B-TEMPORARY ENGINEERING WORKS-continued. Lines affected Remarks At or between THORNHILL (L.N. W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) DAILY UNTIL FURTHER NOTICE Contractors repairing Bridges Nos. 6 and 8 Down and Up Main L. and N.W. Junction between 321/2 and 33m.p. (49/67)and Batley 07 00 to 17 00. Mechanical excavator working Down and Up Farnley Branch Jn. adjacent to tracks between 41 and 42m.p. Huddersfield and Holbeck (39/67)East Jn. 07 30 to 17 00. Repairing Bridge No.6 and 41m. All Famley Jn. and 43chs. (40/68)Holbeck East Jn. 07 30 to 17 00. Contractors repairing culvert at Morley and Holbeck All 40m. 33chs. (40/68)East Junction SUNDAY 20 OCTOBER All 07 30 to 17 00. Testing cables. L. and N.W. Junction and Batley LEEDS CITY TO HULL (PARAGON) DAILY UNTIL FURTHER NOTICE 07 30 to 17 00. Preparing for signalling All Leeds City and alterations. Neville Hill East (19/68) 07 30 to 17 00. Erection of signal gantries in re-Marsh Lane Arrival Marsh Lane Goods and Departure line and Neville Hill taining walls. Ladders in use. Scaffolding erected with limited clearance. Down Goods and West Up Slow Drivers to keep a sharp look-out (27/68)08 00 to 16 30. Excavating for inspection chamber Up Main and Neville Hill West Up Goods alongside Up Goods at 18m. 74chs. (14/68)Neville Hill West Up Main 07 30 to 17 00. Repairing retaining wall between and Marsh Lane Up Goods 19m, 77chs, and 20m, 7chs, Scaffolding erected, Junction Restricted clearance-Drivers to keep a sharp lookout. Neville Hill West AII Contractors constructing new Carriage Depot on and East Down Side. Cranes and plant in use. (44/67)Neville Hill West AII 07 30 to 17 00. Preparing for resignalling. and Cross Gates (36/67)Neville Hill East All 08 00 to 17 00. Renewal of Manston level crossing and Garforth gates between 15 and 151/2m.p. (37/68)Neville Hill East All 08 00 to 16 00, Mechanical Excavator working and Garforth adjacent to track between 18m.p. and 16m. 18chs. (8/68)Killingbeck and All 08 00 to 18 00. Contractor laying sewer through Cross Gates Bridge No.25 at 16m. 73chs. Cross Gates and AII 07 30 to 17 00. Installing cable troughs. **Micklefield Station** (37/67)Garforth and AII 08 00 to 16 30. Unloading and installing cable Chaloners Whin troughs and cables. Gascoigne Wood AII 07 00 to 17 00. Demolishing buildings. Plant in use. (14/68)Gascoigne Wood AII 07 00 to 18 00. Contractors demolishing former and Thorpe Gates Hagg Lane signal box. Plant in use. (7/68)Gasgoigne Woodland All 07 00 to 17 00. Contractors demolishing redundant Thorpe Gates signal box at Hambleton. Plant in use.

Commencing Monday 21 October. (4

(42/68)

At or between	Lines affected	Remarks
GELDARD TO WELLINGT	TON STREET HIGH LEVEL BRAI	NCH
MONDAY to FRIDAY 21	to 25 OCTOBER	
Geldard Junction	All	08 00 to 16 00 daily. Welding rail joints. Trolleys in use.
NORMANTON (ALTOFTS)	TO YORK (CHALONERS WHI	N)
AILY UNTIL FURTHER N	IOTICE	apple of particular of
Surton Salmon	Up Siding and Warehouse Siding	07 00 to 18 00. Contractors demolishing goods warehouse. Plant in use. (43/67)
Ailford South and North	All	07 00 to 18 00. Contractors erecting poles and cables alongside track at 14m. 75chs. (31/68)
nerburn-in-Elmet North and Bolton Percy	All	08 00 to 16 00. Preparing for signalling alter- ations. (9/68)
arforth and York Chaloners Whin)	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
NDAY 20 OCTOBER		and the part of the second second
rston	All	07 00 to 17 00. Overhauling interlocking. Signal box open.
ton Salmon and ilford South	Down Goods and Up Main	07 00 to 17 00. Renewing signal gantry at Hillam No.5 home signal. Mobile crane in use.
urch Fenton North and haloners Whin	Down and Up Normanton (BLOCKED) Down and Up Leeds (BETWEEN TRAINS)	06 00 to 16 00. Remodelling switches and cross- ings between 10m. 67chs. and 10m. 27chs. also renewing culvert at 9½ m.p. Plant and cranes in use. All treffic to travel over Leeds lines. Road ser-
VDAY and TUESDAY 21	and 22 OCTOBER	vice in operation for Ulleskelf. See S.T.N.
loners Whin and urch Fenton North	Up Leeds (BLOCKED)	18 00 to 23 00 each day. Tamping machine in use between 6½ m.p. and 7m. 59chs. All Up traffic to travel over the Up Normanton line.
DAY 25 OCTOBER		ine.
ord South and ton Salmon	Up Main (BLOCKED)	11 00 to 14 00. Tamping machine in use between 14m. 77chs. and 15m. 47chs.
		All Up traffic to travel over the Up Goods line under Absolute Block Working Regulations.

DAILY UNTIL FURTHER NOTICE Cutsyke

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Castleford Cutsyke Down and Up Main Junction and **Castleford Station**

MILFORD SOUTH AND GASCOIGNE WOOD

DAILY UNTIL FURTHER NOTICE Milford South and All Gascoigne Wood

08 00 to 16 00. Preparing for signalling alterations. (8/68) 1

07 00 to 19 00. Contractors reconstructing Bridge No.1 at 0 m. 12 chs. Cranes and plant in use.

07 00 to 17 00. Contractors erecting cables overhead at 7m. 3chs. (13/68)

At or between	Lines affected	
Art		Remarks
ROYSTON JUNCTION TO DAILY UNTIL FURTHER Crigglestone East and Middlestown Junction	O MIDLAND JUNCTION NOTICE All	08 00 to 18 00. Contractors working at new bridge No.19 at 182m. 49chs. Mechanical plant in use. (31/68)
DARFIELD STATION TO I	EEDS CITY (NORTH JUNC)	TION)
DAILY UNTIL FURTHER N Darfield Station and Houghton C.S.	Down and Up	08 00 to 16 00. Removing platforms at 171¼ m.p.
Darfield and Dearne Valley Colly. Sdgs.	Down and Up Goods	08 00 to 16 30 Monday to Friday, lifting track in conjunction with reconstruction of Bridge No. 169A 171¼ and 171½ m.p.
Darfield and Houghton Colliery Sidings	Down and Up Goods	08 00 to 17 00. Reconstruction of Bridge No. 169A at 1711/2 m.p.
Cudworth Station	All	08 00 to 18 00. Contractors demolishing station buildings and station footbridge at 175m. 3chs. Mechanical plant in use.
Royston Station	All	07 30 to 18 00. Contractors demolishing station buildings between 177m. 22chs. and 177m. 33chs. Mechanical plant in use.
Royston Junction and Oakenshaw South	Down and Up Main	08 00 to 17 00. Demolition of station buildings at 181 m.p. (25/68)
Royston Junction and Oakenshaw North	AII	08 00 to 16 30. Repairs to Bridge No.206 at 182m. 12chs. (27/68)
Altofts Jn. Methley North Sidings	Down and Up Main	08 00 to 16 00. Demolition of Altofts and Whitwood Station buildings between 186 and 186¼ m.p. Mechanical plant in use. (49/67)
Waterloo Colliery Sidings and Stourton Jn.	AII	08 00 to 17 00. Demolition of former Rothwell Haigh signal box at 191 m. 76 chs. (25/68)
Naterloo Colliery Sidings and Stourton Junction	AII	07 30 to 19 00. Contractors thrust boring under tracks at 192m. 11 chs. Mechanical plant in use. (15/16/68)
Stourton Junction	AII	07 00 to 18 00. Thrust boring under track at 192 m. 57 chs. Mechanical plant in use. (12/68)
Hunslet Goods Junction and Engine Shed Junction	AII	08 00 to 16 30. Repairing Bridge No.6 at 195m. 9chs. Ladders in use.
SUNDAY 20 OCTOBER Cudworth Station	All	09 00 to 13 00. Removing station footbridge at 175m. 8chs. Crane in use. Cudworth Station signal box open.
and Leeds City (North Junction)	Down and Up Normanton (BLOCKED)	04 00 to 23 59. Relaying and reballasting between 195m. 46chs. and 195m. 48chs. also renewing connections. All traffic diverted. See separate advice for
		altered train arrangements.

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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

NES-26

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 22 OCTOBER-EMBSAY STATION AND EMBSAY JUNCTION

Embsay Station and Embsay Junction

The Down and Up Main lines will be abandoned.

Embsay Station

The signalbox, together with all signals worked therefrom will be abolished. All connections will be secured in the normal position pending removal.

Embsay Junction

The connections. Branch to Down Main and Up Main to Branch will be secured in the reverse position pending removal.

The following signals will be abolished :-

Down Main Distant Down Main First Home Down Main Second Home Shunting Up Main to Down Main Up Main Home Up Main Starter

(45)

WEDNESDAY 23 OCTOBER-DUDLEY HILL GROUND FRAME

The points now worked by the single lever ground frame will be converted to hand operation. The Ground Frame will be repositioned opposite the hand points leading from Goods Yard to Shunt Spur (45)1, which will, in future, be operated by the Ground Frame.

THURSDAY 24 and FRIDAY 25 OCTOBER-BETWEEN KNOTTINGLEY AND HENSALL

Revised signalling will be brought into use between Knottingley and Hensall. Full details are published in Supplementary Notice No.42A and all staff concerned must ensure that they receive a copy. (45)

DETAILS OF WORK ALREADY CARRIED OUT

BRAYTON

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (43)

BARLBY NORTH

The following signals have been abolished:-Down Hull to Down Branch Second Home Down Branch Starting Signal Shunting Down Hull to Up Main Up Branch Inner Home Up Branch Outer Home Up Branch Distant

The following connections have been abolished:-The facing connections Down Hull to Down Branch Slip Lead between Down and Up Hull leading to Up Branch. SECTION DETAILS

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 22 OCTOBER-EMBSAY STATION AND EMBSAY JUNCTION

Embsay Station and Embsay Junction

The Down and Up Main lines will be abandoned.

Embsay Station

The signalbox, together with all signals worked therefrom will be abolished.

All connections will be secured in the normal position pending removal.

Embsay Junction

The connections. Branch to Down Main and Up Main to Branch will be secured in the reverse position pending removal.

The following signals will be abolished :-

Down Main Distant Down Main First Home Down Main Second Home Shunting Up Main to Down Main Up Main Home **Up Main Starter**

WEDNESDAY 23 OCTOBER-DUDLEY HILL GROUND FRAME

The points now worked by the single lever ground frame will be converted to hand operation. The Ground Frame will be repositioned opposite the hand points leading from Goods Yard to Shunt Spur 1, which will, in future, be operated by the Ground Frame. (45)

THURSDAY 24 and FRIDAY 25 OCTOBER-BETWEEN KNOTTINGLEY AND HENSALL

Revised signalling will be brought into use between Knottingley and Hensall. Full details are published in Supplementary Notice No.42A and all staff concerned must ensure that they receive a copy. (45)

DETAILS OF WORK ALREADY CARRIED OUT

BRAYTON

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (43)

* * BARLEY NORTH

The following signals have been abolished:-Down Hull to Down Branch Second Home Down Branch Starting Signal Shunting Down Hull to Up Main Up Branch Inner Home Up Branch Outer Home Up Branch Distant

The following connections have been abolished:-The facing connections Down Hull to Down Branch Slip Lead between Down and Up Hull leading to Up Branch SECTION C DETAILS O

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

BARLBY NORTH - continued

Altered Connections

The trailing connection in the Up Hull from the Up Branch have been connected to the trailing connection in the Down Hull and renamed Hull Lines Crossover. The Down and Up Branch lines to Market Weighton have been abolished.

* WAKEFIELD WEST

The following additional route indications have been brought into use:-Up Platform Home (No.55) - F indication Up Fast Up Passenger Loop Home (No.59) - F indication Up Fast Up Goods Loop Home (No.62) - L indication Up Loop

position

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BETWEEN LEEDS (NEVILLE HILL WEST) AND GARFORTH

Revised signalling has been brought into use between Leeds (Neville Hill West) and Garforth. Full details are published in Supplementary Notice No.40A and all the staff concerned must ensure that they have received a copy.

Manston Level Crossing

The miniature Red/Green warning lights were NOT brought into use on 6 October and the level crossing will continue to be manned until further notice.

Supplementary Notice No. 40A and the diagram attached thereto must be amended accordingly.

(43)

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(42)

KING GEORGE DOCK

The following connections have been abolished:-Down Goods to Down Mineral Up Goods to Up Mineral Down Mineral to Up Mineral (N.E.) Up Mineral to Down Mineral (N.E.) Down Mineral to Coal Sidings Coal Sidings to Up Mineral Crossover Up Mineral H.&B. to Down Mineral H.&B.

The following signals have been abolished:-

Down Goods to Down Mineral Up Mineral (N.E.) to Up Goods Down Mineral to Coaling Berth Down Mineral (N.E.) to Coal Sidings No.2 Down Mineral to Coal Siding No.1 Up Mineral to Coal Sidings 1 and 2 Down Mineral to Up Mineral (N.E.) Coal Sidings to Up Mineral (N.E.) Coal Sidings to Up Mineral H.&B. Down Mineral H.&B. to Coaling Berth Down Mineral H.&B. to Coal Sidings 1 and 2 Up Mineral H.&B. to Coal Sidings 1 and 2

**NEVILLE HILL WEST AND NEVILLE HILL EAST

The Down Goods line between Marsh Lane Junction and Neville Hill West has been severed and is now the Down Goods line between Marsh Lane Junction and remainder of the Down Goods line is now a Shunt Neck and is here a shunt line. The remainder of the Down Goods line is now a Shunt Neck and is buffer stopped at the clearance point with the connection from Siding Line to Down Main.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued
DETAILS OF WORK ALREADY CARRIED OUT-continued
NEVILLE HILL WEST AND NEVILLE HILL EAST -continued
Neville Hill West
The following points have been abolished:-
Up Goods - Down Goods
Up Main – Down Goods Down Main – Down Goods
The following signals have been abolished:-
Down Main Home (No.1)
Down Main Starting (with Neville Hill East Distant below)
Down Main to Down Goods Starting Down Main to Siding Line Starting
Down Goods First Home (No.5)
Down Goods Second Home (with Neville Hill East Distant below)
Down Goods to Siding Line Second Home
Siding Line Home
Shunting Up Goods or to Down Goods or Siding Line
Shunting Up Main or to Down Goods or Siding Line Shunting Down Goods to Up Goods
Shunting Down Goods to Up Main
The following new colour light signals have been erected:-
771 Siding Line). The signals have been positioned approximately 150 yds. after passing
772 Down Goods Loop the existing Down Main and Down Goods Home signals and the aspects
773 Down Main have been fixed at red. The signals are hand signalled until brought

at red. The signa nave been fixed into use on 6 October.

774 Ground position light subsidary signal situated adjacent to the new Depot Arrival line at the clearance point with the new connection from Siding line to Down Main line and applicable to movements (42)to the Siding line.

NEVILLE HILL WEST

The following points have been disconnected and secured out of use:-Shunt Neck (former Down Goods) to Siding Line Siding Line to M.P.D. Loco Line to Diesel Line Up Branch to Back Siding Up Goods to Down Branch

* CHURCH FENTON SOUTH

The trailing connection from Up Normanton to Up Goods Yard has been secured permanently out of use in the normal position pending removal.

The Down Siding Shunt Spur has been shortened by 20 yards.

The shunting signal (lower arm of three) applying Up Normanton to Up Goods Yard has been abolished. Altered Signalling

The shunting signal from Goods Yard to Up Normanton or Up Goods will now apply only to Up Goods Loop. (42)

CHURCH FENTON SOUTH

The Down Siding has been abolished and the associated trap points secured in the normal position pending removal.

The Signalbox end of the connection from No.3 Platform line to Down Goods has been replaced by plain line.

The connection from Down Normanton Main to Down Siding has been abolished. The following signals have been abolished:-

Shunting Down Normanton Main to Down Sidings.

Down Sidings to Down Normanton Main Down Sidings to Up Normanton Main

Down Goods to Down Sidings

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued DETAILS OF WORK ALREADY CARRIED OUT-continued.

* BURTON SALMON

The trailing connection Up Goods to Goods Yard, farthest from the signal box, has been secured permanently out of use in the normal position pending removal.

The shunting signal applying from Up Goods to Down Goods and Goods Yard now applies to the Down Goods only.

The shunting signal Goods Yard to Up Goods has been abolished.

Temporary stops have been provided in the Up Sidings adjacent to loading dock.

(42)

(44)

BRIDLINGTON

The former Loco Shed Sidings and turntable are now out of use and a temporary sleeper chock has been fixed on the approach line pending erection of a buffer stop, to provide a shunt neck 50 yards long to the Up Sidings.

CROFTON EAST

The trailing crossover adjacent to the signal box has been secured permanently out of use in the normal position pending removal. The associated signal has been abolished. (44)

FEATHERSTONE STATION

The Up Siding and Ground Frame, together with the associated shunting signal have been abolished. The trailing end of the connection Up Main to Up Goods has been converted to spring points. The shunting signals applying, Down Goods to Down Neck and Down Neck to Down Goods have been abolished. (44)

PONTEFRACT WEST

The facing connection Down Main to Down Goods has been secured permanently out of use, in the normal position pending removal. The connection Down Goods to Down Sidings has been secured out of use in the reverse position until further notice.

The following signals have been abolished:-Shunting Down Goods to Down Sidings Shunting Down Sidings to Down Goods Shunting Down Goods to Up Main Down Goods Inner Home Down Goods Outer Home Down Main to Down Goods Home

** HULL INWARD YARD

An illuminated notice board "STOP/PROCEED IF LINE CLEAR" has been provided positioned between the North Departure Lines and No.1 Down North Main Line and applies to movements from the Mineral Exchange Sidings towards No.1 Down North Main line. (42)

** KNOTTINGLEY

No.387 Ground position light signal applying from Shunting Sidings to Up Goole or Down Branch line has been elevated to a height of 10 feet above rail level. (42)

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

* BETWEEN CUDWORTH SOUTH JUNCTION AND MONCKTON EMPTY SIDINGS

The H.B. lines between Cudworth South Junction and Monckton Empty Siding Signal Boxes have been abandoned except that the Down line between Cudworth South Junction and Cudworth Yard South has been retained as the Down Arrival Siding worked under "No Block Regulations" so far as they can be

Buffer stops have been erected on Nos. 1 and 2 Up Sidings between Cudworth Station and Cudworth applied. South Junction at the South Junction end. The connections thereto including the track points at Cudworth South Junction have been abolished.

Cudworth South Junction

The following connections have or a removed:trailing crossover between the Down and Up H.B. lines.

Up H. and B. to Up Slow

The following signals have been abolished.

Down H. and B. starting signal Shunting Up Sidings to Down H. and B. Up H. and B. Home Shunting Up H. and B. to Up Sidings Shunting Down H. and B. to Up Sidings

Altered Signalling

The Down Slow to Down H. and B. Home signal has been fitted with a miniature arm applying Down Slow to Down Arrival Siding.

Cudworth Yard South

The signal box together with all signals worked therefrom has been abolished.

All connections have been dispensed with except the following which have been converted to hand operation:-

Down Main (now Down Arrival Siding) to Up Goods

Up Goods to Sidings

A notice board worded 'STOP FOR ORDERS' has been erected to the left of the Down Arrival siding before reaching the former Down Main to Up Goods connection.

Cudworth Yard North

The signal box together will all signals worked therefrom has been abolished. All connections have been dispensed with except the following which have been converted to hand operation:-Up Goods to Down Goods

Monckton Empty Sidings

The signal box together with all points and signals worked therefrom has been abolished. (42)

PRINCE OF WALES

The facing connection Down Main to Down Goods has been secured out of use, in the normal position, until further notice. (44)

WHITWOOD

The connections Up Refuge Siding (former Up Goods) to Up main and Up Main to Colliery have been secured permanently out of use in the normal position pending removal.

The following signals have been abolished :--Up Refuge Siding to Colliery Up Refuge Siding to Up Branch Up Refuge Siding to Up Main Up Main to Colliery Shunting Colliery to Up Main or Up Refuge Siding The shunting signal between Up Main and Up Goods at the signal box end of Main crossover now applies Up Main to Down Main or Potteries.

The Up Refuge Siding and Colliery line has been abolished.

(43)

SECTION C DETAILS O

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

ARDSLEY STATION

The shunting signal applying Down Branch to Up Branch has been repositioned between the Down and Up Branch lines as a ground disc signal. (43)

HALL LANE

rth

n,

The level crossing gates have been replaced by lifting barriers operated from the signal box. (44)

LEEDS : ENGINE SHED JUNCTION

The facing connection situated on the Leeds side of the signal box, from Up Normanton Main to Up Normanton Goods has been abolished. The route to Up Normanton Goods from Up Normanton Main, is via the connection on the Normanton side of the signal box, which is positioned approximately 100 yards ahead of the points which have been abolished. (New Item) (45)

SHIPLEY BINGLEY JUNCTION

The trailing crossover between the Down and Up Bradford lines have been abolished.

(43)

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NES-32

SECTION D

MISCELLANEOUS NOTICES

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

✤ Denotes new or amended item.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962) B.R. RULE BOOK 1950 (Reprint)

A Supplement No. 3 has been issued to the B.R. Rule Book (B.R. 87109) and is now operative.

BETWEEN SOUTHCOATES AND MARFLEET

A temporary level crossing over the Down Main and Down Siding has been constructed at the east end of the platform of the Old Southcoates Station for the use of contractors demolishing the station buildings.

Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

**** BETWEEN SEAMER WEST AND GRISTHORPE**

A whistle board has been erected on the Up Main on the Hull to Seamer line near the 48m.p., ¼ mile on the approach side of the Killerby occupation crossing. (42)

BETWEEN GRISTHORPE AND SEAMER EAST

The whistle board sited 20 yards on the approach side of the $47\frac{1}{2}$ m.p. on the Down has been resited and is now 45 yards on the approach side of the $47\frac{1}{2}$ m.p. (43)

PONTEFRACT WEST AND EAST

A temporary sleeper crossing has been installed at the West end of Pontefract (Monkhill) Station. The crossing is being used by Contractors' plant between the hours of 07 30-17 00 each day and Drivers must keep a sharp lookout and sound horns or engine whistles when approaching the crossing. Handsignalmen will be in attendance.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP - TELEPHONE" Board protecting the East end connections of the Up Sidings. Trainmen must obtain the

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board.

Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No.783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise move-

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262/1



NE/S

EASTERN (NE) REGION

No.43

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 26 OCTOBER

FRIDAY 1 NOVEMBER 1968

INCLUSIVE

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

TEMPORARY ENGINEERING WORKS

(For details of Signalling or Permanent Way Alterations see Section C) Where any work involves fixing, removing or repairing of signals, or the protection of the running line during renewals, repairs and obstructions, Handsignalmen will be provided by the Engineer to act in

accordance with the Rules and Regulations.

Material may be lying about and disconnections may be made as required.

Unless otherwise shown, work will be carried out as traffic permits.

-	and the second sec	Lines affected	Remarks	MONDA	
	At or between	The second s	ANDS JUNCTION)	Skelton Toller	
	SHAFTHOLME JUNCTION TO NORTHALLERTON (LONGLANDS JUNCTION) DAILY UNTIL FURTHER NOTICE Completion of work after signalling alterations. (32)				
	Barlby North and	All	Completion of work arts: 0.9 (32) 07 30 to 16 30, overhauling point connections, (38)	TUESD	
	York York and Skelton	All	ato		
	Thirsk and Northal lerton	All	Completion of work after signalling alterations. (20)	Tollert Skelt	
	SUNDAY 27 OCTOBER Shaftholme and Selby Canal	03 30 to 12 30 Down and Up Main (BLOCKED) 12 30 to 16 00 Down Main (BETWEEN TRAINS)	 03 30 to 16 00. Relaying between 164m. 35chs. and 164m. 65chs. Twin jib tracklayer, scarifier and tamper in use. 03 30 to 12 30. All traffic diverted. See separate advice for altered train arrangements. 	WEDNI Toller Skel Toller	
	Shaftholme	Down and Up Main	08 00 to 16 00. Lifting timbers, altering con- nections and changing relays. Signal box open.	Thirs	
	Chaloners Whin and U179 Signal	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	03 00 to 13 00. Drainage between 181 and 180¾ m.p. Trencher in use. Also removing block joints. All Up traffic diverted. See separate advice for altered train arrangements. York Road automatic half-barrier manned.	Lon THUR Pilmo	
	Chaloners Whin and K Barlby North	Up Main	04 00 to 18 00. Alterations to track circuits between U181 and U179 signals. York Road automatic half-barriers manned.	Thirs	
	Barlby North and Chaloners Whin	Down and Up Main	07 00 to 17 00. Repairs to Naburn Bridge.		
	Chaloners Whin Junction and York	Down and Up Doncaster Main (BLOCKED) Up Leeds Main (BETWEEN TRAINS)	04 00 to 12 00. Abandonment of ground frame crossover. Crane in use. All traffic to travel over the Down and Up Leeds Main lines.	CAR DAIL Adwi Moo	
	York Station South	Up Main between signal 107 and sub 74, Up Loco. Loop between signal 111 and sub 67 and Up Carriage Siding Loop between 111 and sub 69 (BLOCKED	07 00 to 16 00. Retimbering between 187m. 74chs. and 187m. 64chs. Trains replatformed as necessary.	Bain and Sout Co	
		by local arrangements)			

SECTION B

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SHAFTHOLM SUNDAY 27 Skelton Brin

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SECTION B-TEMPORARY ENGINEERING WORKS-continued.

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At or between	Lines affected	Remarks
LEEDS CITY TO HULL	(PARAGON)	Section of the sector of the s
DAILY UNTIL FURTHE		
Leeds City and Neville Hill East	All	07 30 to 17 00. Completion of work after signalling alterations. (19/68)
Marsh Lane Goods and Neville Hill West	Marsh Lane Arrival and Departure line Down Goods and Up Slow	07 30 to 17 00. Erection of signal gantries in re- taining walls. Ladders in use. Scaffolding erected with limited clearance. Drivers to keep a sharp look-out (27/68)
Neville Hill West	Up Main and Up Goods	08 00 to 16 30. Excavating for inspection chamber alongside Up Goods at 18m. 74chs. (14/68)
Neville Hill West and Marsh Lane Junction	Up Main Up Goods	07 30 to 17 00. Repairing retaining wall between 19m. 77chs. and 20m. 7chs. Scaffolding erected. Restricted clearance-Drivers to keep a sharp lookout.
Neville Hill West and East	All	Contractors constructing new Carriage Depot on Down Side. Cranes and plant in use. (44/67)
Neville Hill West and Cross Gates	All	07 30 to 17 00. Completion of work after resignal- ling. (36/67)
Neville Hill East and Garforth	All	08 00 to 17 00. Renewal of Manston level crossing gates between 15 and 151/2m.p. (37/68)
Neville Hill East and Garforth	All	08 00 to 16 00, Mechanical Excavator working adjacent to track between 18m.p. and 16m. 18chs (8/68)
Killingbeck and Cross Gates	All	08 00 to 18 00. Contractor laying sewer through Bridge No.25 at 16m. 73chs.
Cross Gates and Micklefield Station	All	07 30 to 17 00. Installing cable troughs. (37/67)
Sarforth and Chaloners Whin	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
Gascoigne Wood	All	07 00 to 17 00. Demolishing buildings. Plant in use. (14/68)
ascoigne Wood and Thorpe Gates	All	07 00 to 18 00. Contractors demolishing former Hagg Lane signal box. Plant in use. (7/68)
ascoigne Wood and Thorpe Gates	All	07 00 to 17 00. Contractors demolishing redundant signal box at Hambleton. Plant in use.
Sollow Courts and		(42/68)
Selby South and North	All	07 00 to 17 00, preparing for alteration to signalling.
Barlby North and Hessle Haven	All	07 30 to 16 30 (Mon. to Fri.) cleaning and paint- ing bridges and lineside buildings. Scaffolding and ladders in use.
essle Station	All	08 00 to 16 00. Renewing point connections. (2/68)
Hessle Station	All	07 30 to 16 30 daily. Renewing point, facing point lock and signal connections.
essle Haven	All	08 00 to 16 00. Renewing point connections. (2/68)
Hessle Road and West Parade	Down and Up Main	07 00 to 17 00. Contractors working alongside tracks at 1m. 49chs.
		a a drive dr. mil. 40010.

	ORARY ENGINEERING WORKS	Remarks	At or bety
At or between	Lines affected	A Start 12 HULL ("ATECON	MICKLEF
LEEDS CITY TO HUL	L (PARAGON)-continued	on on (Sun) Relaving	TUESDA
SATURDAY and SUN Garforth and Neville Hill West Junction	DAY 26 and 27 OCTOBER Up Main (BLOCKED)	23 30 (Sat) to 20 00 (Sun). Relaying and realing between 18¼m.p. and 18m. 50chs. Crark use. Single Line working over the Down Main beh Neville Hill West Jcn. 2320 crossover and temporary crossover road at 17¼m.p. (former Killingbeck).	Micklef and C North NORM
Gascoigne Wood and Selby West	23 45 (Sat) to 08 30 (Sun) Down and Up Main (BLOCKED except as shown in remarks) 08 30 to 16 00 (Sun) Down Main (BETWEEN TRAINS)	23 45 (Sun) to 16 00 (Sun). Relaying between a 14 chs and 23 m.p. Twin jib tracklayer, scarifier and tamper in use. Single line working over the Up Main for 1Ha 03 00 Leeds to Hull. Hagg Lane (at 5m. 58ch and Hambleton (at 4m. 7chs) crossings manne	DAILY Burton Milfo Nor Sher and Gard
SUNDAY 27 OCTOBER Leeds City East	East End of No.6 Platform (BLOCKED)	07 00 to 17 00. Contractors reballasting. Trains replatformed as necessary.	(C SUM Ca
Garforth and Peckfield	Down Main (BLOCKED)	03 30 to 08 15. Unloading train.	Chi N
Hawden and Eastrington	03 45 to 13 30 Down and Up Main (BLOCKED except as shown in remarks)	03 45 to 13 30. Ballast cleaning between 20m. 7 chs. and 19m. 50chs. Ballast cleaner in use. Arrangements made to pass 1L52 09 05 Hull to Leeds over the Up Main. 03 45 to 13 30 all other traffic diverted (Bus	Ch
lawden and Staddl ethorpe	13 30 to 15 30 Down Main (BLOCKED)	altered train arrangements. 13 30 to 15 30. Single line working over the line	N C
essle Station and Haven	All	Main between Hawden and Staddlethorpe. 07 30 to 17 00 Repairs to Bridge No. 9 at 4 ³ / ₄ mp.	
st Parade and Iull Paragon	AII	Hessle station signal box open. 07 30 to 17 00. Painting Park Street Bridge No.1. Ladders and trestles in use.	

GTON ST. HIGH LEVEL BRANCH

DAILY UNTIL FURTHER NOTICE Wellington St. All Goods Yard

07 00 to 18 00. Demolition of overhead building by contractors. Plant in use. Commencing Monday 28 October

(43/68)

MICKLEFIELD TO CHURCH FENTON SOUTH

SUNDAY 27 OCTOBER Micklefield Junction and Church Fenton North

Down Leeds (BLOCKED)

03 30 to 08 15. Unloading train.

SECTION B - TEMPORARY	NES-	tinued	
SECTION B - TEMPORARY	ENGINEERIN	Remarks	SECTION B-1
	Lines affected	d cointing Prid	At or betwee
SWINTON (DEARNE JUNCT DAILY UNTIL FURTHER NO Wath Junction and Dearne Junction	All	06.00 to 18.00. Alterations to Bolton on Deame	HULL (BOT) DAILY UNT Wilmington
Deame Junction and Hickleton Main Colliery Sidings Hickleton Main Colliery	Down and Up Main Down and Up Main	station platform (18/68) 10chs. 07 00 to 19 00, trial boring at 12m. 51chs. and 07 00 to 19 00, trial boring rigs erected. (2/68) 12m. 23chs. Boring rigs erected.	Wilmington Southcoa Southcoate
Sidings and Frickley Colliery		Contractors installing loading plant. Mechanical (8/68)	
Frickley Colliery	All	plant in use. 07 30 to 17 00. Repairs to Bridge 25 at 4m. 52chs. (27/68)	INTEL VAL
Moorthorpe and Ferrybridge	Down and Up Main	an operating new face wall in	HULL YAI
Moorthorpe and Pontefract South	Down and Up Main	08 00 to 17 00. Constituting the and 6¼ m.p. Ackworth Cutting between 6¾ and 6¼ m.p. (28/68)	Sculcoat

MOORTHORPE	STATION	TO	SOUTH	KIRKBY	JUNCTION
	CUDTUED I				

DAILY UNTIL FURTHER South Kirkby

South Kirkby

All

All

07 30 to 17 00. Preparing for alterations to signalling and interlocking. (36/67) Contractors installing loading plant. Mechanical (8/68) plant in use.

SHAFTHOLME TO FERRYBRIDGE

DAILY UNTIL FURTHER NOTICE Womersley and Dow Down and Up Knottingley

Knottingley West Jn. and Ferrybridge

Down and Up Main

WEDNESDAY to FRIDAY 31 OCTOBER to 1 NOVEMBER Knottingley South Up Main (BLOCKED) Junction and Norton

08 00 to 16 30. Preparing for alterations to Chiddling Stubbs and Spring Lodge automatic half-barriers circuits. Hand-signalling in operation.

07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)

22 00 (Wed and Thu) 06 00 (Thu and Fri). Tamping machine in use. Womersley signal box open. Cridling Stubbs, Spring Lodge and Post Office Lane automatic half barriers manned,

HULL WEST PARADE TO SEAMER WEST

MONDAY 28 OCTOBER Watton Gate Box

Down Main

09 00 to 16 00. Alterations to signalling. (See Section 'C').

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Sculcoates and Springbank No

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SUNDAY 27 OG Hessle Road a Alexandra D

Dairycoates W and Inward \

MONDAY 28 C Hessle Road Alexandra D

HULL DOCKS DAILY UNTIL Graving Dock Holderness South

MONDAY 28 Hessle Road Alexandra

CUDWORTH DAILY UNT

Cudworth S Junction Cudworth

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ARY ENGINEERING WORKS - continued

SECTION B - TEMPORARI CO		Remarks
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AT OF DETINGTION AND	CUDWORTH STATION	siring steel work to

STAIRFOOT JUNCTION F DAILY UNTIL FURTHER NOTICE Down and Up Main Stairfoot Junction and Cudworth Station

THURSDAY 31 OCTOBER Thorne Colliery

All

o Bridge No. 12 Contractors repairing Dearne Viaduct at 174m.p. Crane and mechanical plant in use.

08 30 to 15 30. Maintenance of signalling equipment and testing facing points. Signal box open

THORNE (STAINFORTH JUNCTION) TO STADDLETHORPE

DAILY UNTIL FURTHER NOTICE Down and Up Main Dutch River and Thorne Colliery

Dutch River and Potters Grange All

SUNDAY 27 OCTOBER Boothferry Road and Saltmarshe

Down Main (BLOCKED)

07 00 to 18 00. Contractors erecting scaffold (15/16/68) and cables at 8m. 25 chs. 07 00 to 17 00. Removal of water columns, (8/68)

07 00 to 17 00. Repairs to Goole Swing Bridge at 5m. 5chs. Single Line Working over the Up Main.

SELBY (BRAYTON) TO BARLOW

SUNDAY 27 OCTOBER Brayton and Barlow

Single (BLOCKED) 06 00 to 18 00. Relaying between 8 m.p. and 8 m. 42 chs. Mobile crane in use.

GOOLE, RAWCLIFFE BRIDGE TO BOOTHFERRY ROAD

DAILY UNTIL FURTHER NOTICE Down and Up Main Rawcliffe Bridge and Boothferry Road

07 00 to 18 00. Contractors erecting scaffolding (15/16/68) and cables at 0m. 69chs.

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

DAILY UNTIL FURTHER NOTICE 07 30 to 17 00. Preparing for signalling alterations. Wakefield East AII (12/68)07 00 to 17 00. Contractor repairing Bridge No.11 Calder Bridge and Down and Up Main (35/36/68) **Crofton East** at 49m. 30chs. Crofton West and All 07 30 to 17 00. Preparing for alterations to signalling, installing cables and troughs. Featherstone (22/23/68) Sharlston Station 07 30 to 17 00. Contractors removing station Down Main platforms at 51m. 70chs. Mechanical plant in (10/68)

use.

SECTION B

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SECTION B - TEM

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RING WORKS-continued

SECTION R-TEMPORAR	Y ENGINEERING WORKS-CO.		ATO
	the stand	Remarks	DUDLEY HILL TO
At or between	Lines anected	O GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH	DAILY UNTIL FUR
CUDWORTH DEARNE VA	ALLEY SOUTH JUNCTION IN		Laisterdyke Eas
DAILY UNTIL FURTHER Dearne Valley South Junction and Goldthorpe	NOTICE Down and Up Main	08 00 to 20 00. Contractors excavating cutting slope 62 and 62¼ m.p. Mechanical plant in use. (38/67) Contractors installing loading plant. Mechanical	Laisterdyke East
Goldthorpe	All	plant in use. (8/68)	LEEDS CITY (WH
			Holbeck East Ju
METHLEY NORTH JUNCI	TION TO PONTEFRACT (MOI	NKHILL) WEST	and Wortley We Junction
DAILY UNTIL FURTHER I Cutsyke and Prince of Wales	NOTICE Down and Up Main	Contractor erecting steelwork between 58m. 57chs. and 58m. 53chs. Crane and mechanical plant in use. (37/67)	Wortley West an Bramley
Cutsdyke and Prince of Wales	All	08 00 to 16 00. Preparing for alterations to signalling and interlocking. (9/68)	Armley Moor an
Prince of Wales and Pontefract West	All	08 00 to 17 00. Excavating for cable ducts under tracks at 56m. 51chs. and 56m. 64chs. Mechanical excavator in use.	Bramley Armley Moor ar Bramley
Prince of Wales and Pontefract (M) West	Down and Up Main	08 00 to 16 00. Preparing for alterations to signalling. (25/68)	
SUNDAY 27 OCTOBER Methley North Junction	Down and Up Main	07 00 to 17 00. Laying ducts under track at	Bramley and Laisterdyke
and Cutsyke	(BLOCKED)	59m. 10chs. and repairs to Level Crossing between 58m. 78chs and 59m. 2chs. Cutsdyke signal box open.	Bramley and Laisterdyke
			Bramley and Laisterdyke
CHARLESWORTH'S TO LO	FTHOUSE JUNCTION		Laisterdyke E

DAILY UNTIL FURTHER NOTICE

Charlesworth's and Methley South

-

Up Main (BLOCKED) Down Main (BETWEEN TRAINS)

HARE PARK TO CROFTON WEST

DAILY UNTIL FURTHER NOTICE Crofton West and All Hare Park

ARDSLEY TO MORLEY

DAILY UNTIL FURTHER NOTICE

Ardsley and Tingley

Down Main and Down Siding (BLOCKED)

MONDAY 28 OCTOBER Morley Top

All

TUESDAY to FRIDAY 29 OCTOBER to 1 NOVEMBER Morley Top All

Reconstructing Bridge No. 21 at 182m. 72chs. Single Line Working over the Down Main line. (See Programme No. 43D).

07 00 to 17 00. Cleaning and painting bridges. Scaffolding, trestles and ladders in use. (31/68)

- 08 00 to 18 00. Constructing Bridge 22c at 180m. 12chs. Cranes and Plant in use. Single Line working over the Up Main. (See Programme 43D). (42/68)
- 08 00 to 16 00. Alterations to signalling (See Section 'C'). Signal box open.

08 00 to 16 00 daily. Recovering connections.

Bramley

New Pudsey Laisterdyke

Laisterdyke E West

Laisterdyke E and Laisterd

Laisterdyke W St. Dunstan

Hammerton St

MONDAY to Laisterdyke Armley Mo

SECTION B At or betwee LEEDS CIT

SUNDAY 27 Kirkstall a Bingley .

> Hirstwood Keighley Junction

SUNDAY Bingley and Sk Station

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NES-24

SECTION B - TEMPORARY ENGINEERING WORKS - continued Remarks Lines affected At or between DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION)-continued 08 00 to 16 00 daily. Renewing connections. MONDAY to FRIDAY 28 OCTOBER to 1 NOVEMBER All Goosehill Junction 23 00 (Wed to 06 30 (Thu). On track tamping WEDNESDAY and THURSDAY 30 and 31 OCTOBER Down Fast/Main Swinton Junction and (BLOCKED) Houghton Colliery Sidings LEEDS CITY TO SKIPTON (STATION SOUTH) DAILY UNTIL FURTHER NOTICE Whitehall Jn. and All Wortley Jn. All and Wortley Junction Crane and plant in use. All arrangement. Wortley Junction and Down and Up Main 197m. 21chs. Kirkstall and All tracks at 198 m. 56 chs. All Calverley and Rodley All use. All Cranes and plant in use. Down and Up Main 71chs. All 04 00 to 10 00 Down and Up Main and Down Shipley (BLOCKED) 10 00 to 23 59 Down and Up Main (BLOCKED)

Whitehall Junction

Wortley Junction and Thackley Junction

Kirkstall Junction

Newlay

and Apperley Junction

Apperley Viaduct and Shipley Junction

Hirstwood and **Bingley Station**

Hirstwood and **Bingley Station**

SUNDAY 27 OCTOBER Leeds City

Leeds City (North Junction) and Whitehall Junction

machines working between 172m.p. and 172m.

All Down traffic to travel over the Down Slow/ Goods under Absolute Block working regulations.

Contractors demolishing Overbridge at 195 m. 67 chs. Crane and plant in use. Until 12 00 Saturday 26 October. (39/68)

Contractors demolishing Platforms at former Holbeck Low Level Station at 195m. 67chs. Commencing 12 00 Saturday 26 October.

08 00 to 18 00. Contractors removing redundant track between 196m. 31chs. and 204m. 76chs. Plant in use. Signal boxes open by local

- 07 00 to 18 00. Laying cables under tracks at (40/68)
- 08 00 to 18 00. Contractors thrust boring under (30/68)

07 30 to 17 00. Contractors thrust boring and sheet piling at 201m. 37chs. Crane in use. (35/36/68)

08 00 to 17 00. Contractors repairing Bridge No. 40A at 203 m. 28 chs. Mechanical plant in (37/68)

08 00 to 18 00. Contractors reconstructing. Superstructure of Bridge No. 58 at 208m. 1ch. (33/68)

07 30 to 17 00. Repairs to Bridge 62 at 208m. (12/68)

07 30 to 17 00. Testing cables.

04 00 to 23 59. Relaying and reballasting and renewing connections between 0 m.p. and 0m. 2chs. Crane and traxcavator in use.

04 00 to 10 00 Down trains to travel over the Up Shipley via 377 points under single line working arrangements - reverse onto the Up Main via 369 points and forward under single line working arrangements to the Down Shipley slow via 365 facing crossover.

10 00 to 23 59. All traffic to travel over the Down and Up Shipley lines.

SECTION C

NES-26

SECTION B - TEMPORARY ENGINEERING WORK - continued

SECTION B - TEMPORAN		Remarks	* Items ma
At or between	Lines affected		幸幸 nems ma
SHIPLEY (GUISELEY JUN DAILY UNTIL FURTHER Guiseley Junction and Esholt Junction Guiseley Junction and Esholt Junction	All	DLT JUNCTION) - continued 08 00 to 17 00. Contractors repairing Bridge No. 15 at 2m. 10chs. Mechanical plant in use. (41/68) 08 00 to 17 00. Contractors repairing Bridge No.9 at 2m. 20chs. Mechanical plant in use. (37/68)	SUNDAY 27 O Manston Le either side of warn road use
			SUNDAY 27 (The Up Le height by 10
SHIPLEY (LEEDS JUNCT)	ON) TO BRADFORD (FORST	ER SQUARE) STATION	MONDAY 28 The Dow
DAILY UNTIL FURTHER N Shipley and Frizinghall	All	07 30 to 19 00. Reconstruction of Bridge No.3 at 206m. 36chs. Contractors on site. Cranes and plant in use. (35/36/68)	MON DAY 2 As from
Manningham M.P.D.	Down and Up Goods	Contractors demolishing old loco shed at 207½	running fro Scul coates
Manningham Sidings	All	08 00 to 17 00. Demolition of chimney and associated buildings at 207m. 54chs. Commencing Monday 28 October. (43/68)	Block Reg The lef will apply
			The fol HR

> MONDA The pending The Shunt S

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 27 OCTOBER-BETWEEN CROSS GATES AND GARFORTH : MANSTON LEVEL CROSSING

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

SUNDAY 27 OCTOBER-CHURCH FENTON NORTH

The Up Leeds Second Home signal will be moved 60 yards further from the signal box, and reduced in height by 10 feet. (46)

MONDAY 28 OCTOBER-WATTON G.B.

The Down Siding together with the associated single lever ground frame will be abolished. (46)

MONDAY 28 OCTOBER-BETWEEN HESSLE ROAD (BRIDGES JUNCTION) AND KING GEORGE DOCK

As from 06 00 hours a new branch will be brought into use, to be known as King George Dock Branch, running from Bridges Junction which is situated at the Half Mile Post between Alexandra Dock and Sculcoates, to King George Dock Junction and will be signalled in accordance with the Track Circuit Block Regulations.

The left hand route indicator on Down Alexandra Dock line signal HR.59 will be brought into use and will apply Down Alexandra Dock line to Down King George Dock Line HR.61 signal (see below).

The following new colour light signals worked from Hessle Road will be brought into use :-HR No.61 Down King George Dock Branch situated 1,000 yards in advance of HR 59,

displaying a Red or Yellow aspect.

HR No.62 Up King George Dock Branch situated 1,990 yards in rear of HR 58, displaying. a Red or Yellow or Green aspect.

A new five lever ground frame named Sweet Dews Ground Frame released by Hessle Road will be provided, giving access thus :-

No.1 Main to Main Crossover

No.2 Release from No.1

No.3 Subsidiary signal Up King George Dock-Sweet Dews

No.4 Points Up King George Dock-Sweet Dews

No.5 Release and Facing Point Lock for No.4

A new two lever ground frame named Hedon Branch Ground Frame, released by Hessle Road, will be provided giving access thus :-

No.1 Points Down King George Dock Branch-Hedon Branch

No.2 Release for No.1

Telephones will be provided at Hedon Branch Ground Frame and Sweet Dews Ground Frame communicating with Hessle Road Signal Box.

A 'Limit of Shunt' Board has been sited 320 yards in rear of HR 62.

MONDAY 28 OCTOBER-MORLEY TOP

The two connections from Down Main to Down Siding will be secured out of use in the normal position pending removal.

The connection on the Bradford side of Morley Top Signal box leading from the Up Main line to the Shunt Spur will be secured permanently in the reverse position.

The following signals will be abolished :-

Shunting signals from Down Siding to Down Main Shunting signals from Down Main to Down Sidings Shunting signal Up Main to Up Shunt Spur

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT

BRAYTON

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (43)

BETWEEN LEEDS (NEVILLE HILL WEST) AND GARFORTH

Revised signalling has been brought into use between Leeds (Neville Hill West) and Garforth. Full details are published in Supplementary Notice No.40A and all the staff concerned must ensure that they have received a copy.

Manston Level Crossing

The miniature Red/Green warning lights were NOT brought into use on 6 October and the level crossing will continue to be manned until Sunday 27 October.

Supplementary Notice No. 40A and the diagram attached thereto must be amended accordingly. (43)

KING GEORGE DOCK

The following connections have been abolished:-Down Goods to Down Mineral Up Goods to Up Mineral Down Mineral to Up Mineral (N.E.) Up Mineral to Down Mineral (N.E.) Down Mineral to Coal Sidings Coal Sidings to Up Mineral Crossover Up Mineral H.&B. to Down Mineral H.&B.

The following signals have been abolished:-

Down Goods to Down Mineral Up Mineral (N.E.) to Up Goods Down Mineral to Coaling Berth Down Mineral (N.E.) to Coal Sidings No.2 Down Mineral to Coal Siding No.1 Up Mineral to Coal Sidings 1 and 2 Down Mineral to Up Mineral (N.E.) Coal Sidings to Up Mineral (N.E.) Coal Sidings to Up Mineral H.&B. Down Mineral H.&B. to Coaling Berth Down Mineral H.&B. to Coal Sidings 1 and 2 Up Mineral H.&B. to Coal Sidings 1 and 2

CHURCH FENTON SOUTH

The Down Siding has been abolished and the associated trap points secured in the normal position pending removal. The Signalbox end of the connection from No.3 Platform line to Down Goods has been replaced by plain line.

The connection from Down Normanton Main to Down Siding has been abolished.

The following signals have been abolished:-

Shunting Down Normanton Main to Down Sidings.

Down Sidings to Down Normanton Main

Down Sidings to Up Normanton Main

Down Goods to Down Sidings

* + BRIDLINGTON

The former Loco Shed Sidings and turntable are now out of use and a temporary sleeper chock has been fixed on the approach line pending erection of a buffer stop, to provide a shunt neck 50 yards long (43)to the Up Sidings.

SECTION C-SI DETAILS OF W

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The Up Sid The trailing e shunting sign abolished.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

CROFTON EAST

The trailing crossover adjacent to the signal box has been secured permanently out of use in the normal position pending removal. The associated signal has been abolished.

(44)

FEATHERSTONE STATION

The Up Siding and Ground Frame, together with the associated shunting signal have been abolished. The trailing end of the connection Up Main to Up Goods has been converted to spring points. The shunting signals applying, Down Goods to Down Neck and Down Neck to Down Goods have been abolished.

(44)

PONTEFRACT WEST

The facing connection Down Main to Down Goods has been secured permanently out of use, in the normal position pending removal. The connection Down Goods to Down Sidings has been secured out of

The following signals have been abolished:-Shunting Down Goods to Down Sidings Shunting Down Sidings to Down Goods Shunting Down Goods to Up Main Down Goods Inner Home Down Goods Outer Home Down Main to Down Goods Home

(44)

BETWEEN KNOTTINGLEY AND HENSALL

Revised signalling has been brought into use between Knottingley and Hensall. Full details are published in Supplementary Notice No.42A and all staff concerned must ensure that they receive a (45)

DUDLEY HILL GROUND FRAME

The points now worked by the single lever ground frame have been converted to hand operation. The Ground Frame has been repositioned opposite the hand points leading from Goods Yard to Shunt Spur 1, which is now operated by the Ground Frame. (45)

PRINCE OF WALES

The facing connection Down Main to Down Goods has been secured out of use, in the pormal position, until further notice. (44)

** WHITWOOD

The connections Up Refuge Siding (former Up Goods) to Up main and Up Main to Colliery have been secured permanently out of use in the normal position pending removal.

The following signals have been abolished :-Up Refuge Siding to Colliery Up Refuge Siding to Up Branch Up Refuge Siding to Up Main Up Main to Colliery

Shunting Colliery to Up Main or Up Refuge Siding The shunting signal between Up Main and Up Goods at the signal box end of Main crossover now applies Up Main to Down Main or Potteries.

The Up Refuge Siding and Colliery line has been abolished.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

* ARDSLEY STATION

The shunting signal applying Down Branch to Up Branch has been repositioned between the Down and Up Branch lines as a ground disc signal.

HALL LANE

The level crossing gates have been replaced by lifting barriers operated from the signal box. (44)

LEEDS : ENGINE SHED JUNCTION

The facing connection situated on the Leeds side of the signal box, from Up Normanton Main to Up Normanton Goods has been abolished. The route to Up Normanton Goods from Up Normanton Main, is via the connection on the Normanton side of the signal box, which is positioned approximately 100 yards ahead of the points which have been abolished.

EMBSAY STATION AND EMBSAY JUNCTION

Embsay Station and Embsay Junction

The Down and Up Main lines have been abandoned.

Embsay Station

The signalbox, together with all signals worked therefrom has been abolished. All connections will be secured in the normal position pending removal.

Embsay Junction

The connections. Branch to Down Main and Up Main to Branch have been secured in the reverse position pending removal.

The following signals have been abolished.

Down Main Distant Down Main First Home		
Down Main Second Home Shunting Up Main to Down Main		
Up Main Home Up Main Starter	all sold from the boundary of	(45)
op man ordered		(10)

* SHIPLEY BINGLEY SUNCTION

The trailing creasever between the Down and Up Bradford lines have been abolished.

SECTION D

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MISCELLANEOUS NOTICES

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

A Denotes new or amended item.

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

A Supplement No. 3 has been issued to the B.R. Rule Book (B.R. 87109) and is now operative. Owing to printing difficulties, distribution of this supplement was delayed. Supplies have, however, now been despatched to all concerned and any member of the staff in possession of a Rule Book, not having received a copy must advise their superior officer immediately.

On receipt of the supplement, the 35D series of the General Instructions and Notices Booklets affecting the Eastern Region may be dispensed with.

BETWEEN SOUTHCOATES AND MARFLEET

A temporary level crossing over the Down Main and Down Siding has been constructed at the east end of the platform of the Old Southcoates Station for the use of contractors demolishing the station buildings.

Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

** BETWEEN GRISTHORPE AND SEAMER WEST

The whistle board sited 20 yards on the approach side of the $47\frac{1}{2}$ m.p. on the Down has been resited and is now 45 yards on the approach side of the $47\frac{1}{2}$ m.p. (43)

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP – TELEPHONE" Board protecting the East end connections Trainers

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board.

Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No 2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No 782 ground position light signal at the West end of the Sidings. The person in charge at the West end will author to ments past the Stop Board.

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SECTION D-MISCELLANEOUS NOTICES-continued

Para

Repairs at Motive Power Depots, Carriage Shed etc.

	Nature of Work	Duration	Commencing
Place Bradford Hammerton Stre The tanker fuelling s		prox. 100-ft. whilst Contr men and equipment on s	actors concrete the apron ite.
Trains to be re-positione	ed as necessary. Contractor -	Until further notice	
Healey Mills M.P.D. (All lines),	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice	
Healey Mills Locomotive washing plant	Painting Washing Plant Ladders in use. Materials lying about.	Until further notice	07 30 Monday, 28 October

₩ MEDFITS NUMBERS 470938 AND 473321

These vehicles are urgently required for examination in connection with a fatal accident at Radcliffe Black Lane. A careful watch should be maintained for these vehicles and their whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone number P053022 Ext.2458 quoting reference MO13/009. If empty they should be held for further instructions but in the event of them being en route loaded the destination and consignee should be noted and advised to the above Office.

B.R. VANFIT No. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries. A careful watch should be maintained for the vehicle and if found, its whereabouts notified immediately to the Freight Kolling Stock Section, Regional Headquarters, York. Telephone P.O. 53022, extension 2458 quoting reference MO. 13.009. If found empty, it should be held for further instructions, but in the event of it being en route loaded, the destination and consignee should be noted and advised to the above office.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York 16 October, 1968

MO.44/1383/NE/S No.43.

F.J. BURGE Movements Manager

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior Officer by telegram as follows:-

NILE SIG: NOTICE NE/S No. 43

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1

No.44



NE/S

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 2 NOVEMBER

TO

FRIDAY 8 NOVEMBER 1968

INCLUSIVE

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

SECTION B -

At or betwee

HULL YARDS DAILY UNTIL Sculcoates

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- Part and a state	Y ENGINEERING WORKS-conti	inued
SECTION B-TEMPORAR	Lines affected	Remarks
At or between	Lines affected	v-continued
AT OF CON (DEARNE JUN	ICTION) TO BORIE	07 30 to 17 00. Repairs to Bridge 25 at 4m. 52chs.
DAILY UNTIL FUNTIES	Down and Op may	07 30 to 17 00. Constructing new face wall in Ackworth Cutting between 6¾ and 6¼ m.p. (28/69)
Ferrybridge Moorthorpe and Pontefract South	Down and Up Main	Ackworth Cutting both con (28/68)
and without a se	TO SOUTH KIRKBY JUNCTION	N
MOORTHORPE STATION I	10 500111 14	an en province for alterations to
DAILY UNTIL FURTHER N South Kirkby	All	signalling and interlocking. (36/67)
South Kirkby	All	Contractors installing loading plant. Mechanical plant in use. (8/68)
SHAFTHOLME TO FERRYBR	NDGE	
DAILY UNTIL FURTHER NO Womersley and Knottingley	Down and Up Askern	08 00 to 16 30. Preparing for alterations to Chid- dling Stubbs and Spring Lodge automatic half- barriers circuits.
Womersley and Knottingley South	Down and Up Askern	07 00 to 17 00. Contractors demolishing former Criddling Stubbs gate box. Plant in use.
Junction	Dura and Up Main	Commencing Monday 4 November. (44/68) 07 00 to 17 00. Contractors erecting scaffolding
Knottingley West Jn. and Ferrybridge	Down and Up Main	and excavating alongside tracks. (9/68)
SUNDAY 3 NOVEMBER Knottingley South and West	Down and Up Askern (BLOCKED except as shown	06 00 to 18 00. Providing new drain between 58% m.p. and 58m. 30chs. Plant in use. Arrangements made to pass trains over Knotting- ley West Junction. Knottingley signal box open.
	in remarks)	
HULL WEST PARADE AND	SEAMER WEST	
SUNDAY 3 NOVEMBER		
Cottingham and Beverley Parks	Down and Up Main	08 00 to 16 30. Repairs to Thwaites level crossing.
TUESDAY 5 NOVEMBER Nafferton	All	08 00 to 16 00, Renewing levers and Floorplates.
HULL (BOTANIC GARDER		A STATE OF BOILDING CONTRACT OF STATE
DAILY UNTIL FURTHER N Wilmington	All	07 00 to 17 00. Contractors demolishing plat- forms at Wilmington Old station. Plant in use.
Wilmington and Southcoates	Down and Up Main	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼ m.p. Ladders and
Southcoates	Down and Up Main	07 00 to 17 00. Contractors demolishing Old Southcoates station buildings. Plant in use.

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At or between

Lines affected

Remarks

BARNSLEY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION DAILY UNTIL FURTHER NOTICE Crigglestone Jn. and Down and Up Main Horbury Jn.

07 00 to 17 00. Contractors reconstructing Bridge No. 7 at 0m. 78chs. Cranes and plant in use.

ROYSTON JUNCTION TO MIDLAND JUNCTION DAILY UNTIL FURTHER NOTICE

Crigglestone East and All Middlestown Junction

08 00 to 18 00. Contractors working at new bridge No.19 at 182m, 49chs. Mechanical plant in use. (31/68)

DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION) DAILY UNTIL FURTHER NOTICE

Darfield Station and Houghton C.S.	Down and Up	08 00 to 16 00. Removing platforms at 171% m.p.
Darfield and Dearne Valley Colly. Sdgs.	Down and Up Goods	08 00 to 16 30 Monday to Friday, lifting track in conjunction with reconstruction of Bridge No. 169A 171¼ and 171½ m.p.
Darfield and Houghton Colliery Sidings	Down and Up Goods	08 00 to 17 00. Reconstruction of Bridge No. 169A at 171½m.p.
Cudworth Station	All	08 00 to 18 00. Contractors demolishing station buildings and station footbridge at 175m. 3chs. Mechanical plant in use.
Royston Junction and Oakenshaw South	Down and Up Main	08 00 to 17 00. Demolition of station buildings at 181 m.p. (25/68)
Royston Junction and Oakenshaw North	All	08 00 to 16 30. Repairs to Bridge No.206 at 182m. 12chs. (27/68)
Waterloo Colliery Sidings and Stourton Jn.	All	08 00 to 17 00. Demolition of former Rothwell Haigh signal box at 191 m. 76 chs. (25/68)
Waterloo Colliery Sidings and Stourton Junction	All	07 30 to 19 00. Contractors thrust boring under tracks at 192m. 11 chs. Mechanical plant in use. (15/16/68)
Stourton Junction	All	07 00 to 18 00. Thrust boring under track at 192 m. 57 chs. Mechanical plant in use. (12/68)
Hunslet Goods Junction and Engine Shed Junction	All	08 00 to 16 30. Repairing Bridge No.6 at 195m, 9chs. Ladders in use.
Engine Shed Junction	Down Normanton/ Main	07 30 to 16 30. Erection of Relay Room. Excavations in progress. Commencing Monday 4 November.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 NOVEMBER-CHURCH FENTON NORTH

The facing connections Down Leeds to Down Normanton and Up Normanton to Up Leeds on the York side of the signal box will be abolished.

The following signals will be abolished :-

Up Normanton to Up Leeds Second Home Down Leeds to Down Normanton Home

(47)

SUNDAY 3 NOVEMBER-BETWEEN HILLHOUSE NO.1, HILLHOUSE NO.2, RED DOLES, AND KIRKBURTON JUNCTION

The line between Red Doles and Newtown Goods Yard and the associated connections will be taken out of use pending removal.

The Up Through Siding between Hillhouse No.2 and Hillhouse No.1 will become a Refuge Siding. A huffer stop will be provided at the Hillhouse No.2. end.

Hillhouse No.2

The signal box together with all signals worked therefrom will be abolished. All connections will be secured out of use in the normal position pending removal.

Red Doles

The signal box together with all signals worked therefrom will be abolished. All connections will be secured out of use in the normal position pending removal.

Kirkburton Junction

The Down Slow Inner Distant will be abolished.

MONDAY 4 NOVEMBER-BETWEEN HESSLE ROAD AND WEST PARADE

The following points will be secured out of use in the normal position pending removal :-Up Branch to Up Main

Down Main to Down Branch

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CROSS GATES AND GARFORTH : MANSTON LEVEL CROSSING

Manston Level Crossing is now unmanned and whistle boards have been provided 240 yds. on either side of the level crossing. Miniature Red/Green warning lights are provided at the crossing to warn road users of the approach of trains.

BETWEEN LEEDS AND GARFORTH

With reference to Supplementary Notice No.40A, the facing points in the Up Main line (No.2325) leading to the Up Goods loop and the associated signalling have now been brought into use. (New item) (47)

CHURCH FENTON SOUTH

The Down Siding has been abolished and the associated trap points secured in the normal position pending removal.

The Signalbox end of the connection from No.3 Platform line to Down Goods has been replaced by plain line.

The connection from Down Normanton Main to Down Siding has been abolished.

The following signals have been abolished:-

Shunting Down Normanton Main to Down Sidings. Down Sidings to Down Normanton Main Down Sidings to Up Normanton Main Down Goods to Down Sidings

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SECTION C

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 3 NOVEMBER-CHURCH FENTON NORTH

The facing connections Down Leeds to Down Normanton and Up Normanton to Up Leeds on the York side of the signal box will be abolished.

The following signals will be abolished :--

Up Normanton to Up Leeds Second Home Down Leeds to Down Normanton Home

(47)

SUNDAY 3 NOVEMBER-BETWEEN HILLHOUSE NO.1, HILLHOUSE NO.2, RED DOLES, AND KIRKBURTON

The line between Red Doles and Newtown Goods Yard and the associated connections will be taken out of use pending removal.

The Up Through Siding between Hillhouse No.2 and Hillhouse No.1 will become a Refuge Siding. A buffer stop will be provided at the Hillhouse No.2. end.

Hillhouse No.2

The signal box together with all signals worked therefrom will be abolished.

All connections will be secured out of use in the normal position pending removal.

Red Doles

The signal box together with all signals worked therefrom will be abolished.

All connections will be secured out of use in the normal position pending removal.

Kirkburton Junction

The Down Slow Inner Distant will be abolished.

MONDAY 4 NOVEMBER-BETWEEN HESSLE ROAD AND WEST PARADE

The following points will be secured out of use in the normal position pending removal :-Up Branch to Up Main Down Main to Down Branch

(47)

(47)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CROSS GATES AND GARFORTH : MANSTON LEVEL CROSSING

Manston Level Crossing is now unmanned and whistle boards have been provided 240 yds, on either side of the level crossing. Miniature Red/Green warning lights are provided at the crossing to warn road users of the approach of trains.

BETWEEN LEEDS AND GARFORTH

With reference to Supplementary Notice No.40A, the facing points in the Up Main line (No.2325) leading to the Up Goods loop and the associated signalling have now been brought into use.

(New item) (47)

CHURCH FENTON SOUTH

The Down Siding has been abolished and the associated trap points secured in the normal position pending removal.

The Signalbox end of the connection from No.3 Platform line to Down Goods has been replaced by plain line.

The connection from Down Normanton Main to Down Siding has been abolished.

The following signals have been abolished:-

Shunting Down Normanton Main to Down Sidings. Down Sidings to Down Normanton Main

Down Sidings to Up Normanton Main

Down Goods to Down Sidings

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

CHURCH FENTON NORTH

The Up Leeds Second Home signal has been moved 60 yards further from the signal box, and reduced in height by 10 feet.

WATTON G.B.

The Down Siding together with the associated single lever ground frame has been abolished. (46)

BETWEEN HESSLE ROAD (BRIDGES JUNCTION) AND KING GEORGE DOCK A new branch has been brought into use, to be known as King George Dock Branch, running from Bridges Junction which is situated at the Half Mile Post between Alexandra Dock and Sculcoates, to King George Dock Junction and is signalled in accordance with the Track Circuit Block Regulations. The left hand route indicator on Down Alexandra Dock line signal HR.59 has been brought into use and

applies Down Alexandra Dock line to Down King George Dock Line HR.61 signal (see below).

The following new colour light signals worked from Hessle Road have been brought into use :-HR No.61 Down King George Dock Branch situated 1,000 yards in advance of HR 59,

displaying a Red or Yellow aspect.

HR No.62 Up King George Dock Branch situated 1,990 yards in rear of HR 58, displaying. a Red or Yellow or Green aspect.

A new five lever ground frame named Sweet Dews Ground Frame released by Hessle Road has been provided, giving access thus :-

No.1 Main to Main Crossover

No.2 Release from No.1

No.3 Subsidiary signal Up King George Dock-Sweet Dews

No.4 Points Up King George Dock-Sweet Dews

No.5 Release and Facing Point Lock for No.4

A new two lever ground frame named Hedon Branch Ground Frame, released by Hessle Road, has been provided giving access thus :-

No.1 Points Down King George Dock Branch-Hedon Branch

No.2 Release for No.1

Telephones have been provided at Hedon Branch Ground Frame and Sweet Dews Ground Frame communicating with Hessle Road Signal Box.

A 'Limit of Shunt' Board has been sited 320 yards in rear of HR 62.

* * KING GEORGE DOCK

The following connections have been abolished:-Down Goods to Down Mineral Up Goods to Up Mineral Down Mineral to Up Mineral (N.E.) Up Mineral to Down Mineral (N.E.) Down Mineral to Coal Sidings Coal Sidings to Up Mineral Crossover Up Mineral H.&B. to Down Mineral H.&B.

The following signals have been abolished:-

Down Goods to Down Mineral Up Mineral (N.E.) to Up Goods Down Mineral to Coaling Berth Down Mineral (N.E.) to Coal Sidings No.2 Down Mineral to Coal Siding No.1 Up Mineral to Coal Sidings 1 and 2 Down Mineral to Up Mineral (N.E.) Coal Sidings to Up Mineral (N.E.) Coal Sidings to Up Mineral H.&B. Down Mineral H.&B. to Coaling Berth Down Mineral H.&B. to Coal Sidings 1 and 2 Up Mineral H.&B. to Coal Sidings 1 and 2

SECTION C-SI DETAILS OF WO

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

*CROFTON EAST

The trailing crossover adjacent to the signal box has been secured permanently out of use in the normal position pending removal. The associated signal has been abolished. (44)

* FEATHERSTONE STATION

The Up Siding and Ground Frame, together with the associated shunting signal have been abolished. The trailing end of the connection Up Main to Up Goods has been converted to spring points. The shunting signals applying, Down Goods to Down Neck and Down Neck to Down Goods have been abolished. (44)

**PONTEFRACT WEST

The facing connection Down Main to Down Goods has been secured permanently out of use, in the normal position pending removal. The connection Down Goods to Down Sidings has been secured out of use in the reverse position until further notice.

The following signals have been abolished:-

Shunting Down Goods to Down Sidings Shunting Down Sidings to Down Goods Shunting Down Goods to Up Main Down Goods Inner Home Down Goods Outer Home Down Main to Down Goods Home

BETWEEN KNOTTINGLEY AND HENSALL

Revised signalling has been brought into use between Knottingley and Hensall. Full details are published in Supplementary Notice No.42A and all staff concerned must ensure that they receive a copy. (45)

MORLEY TOP

The two connections from Down Main to Down Siding, have been secured out of use in the normal position pending removal.

The connection on the Bradford side of Morley Top Signal box leading from the Up Main line to the Shunt Spur has been secured permanently in the reverse position.

The following signals have been abolished :-

Shunting signals from Down Siding to Down Main Shunting signals from Down Main to Down Sidings Shunting signal Up Main to Up Shunt Spur

(46)

(44)

DUDLEY HILL GROUND FRAME

The points now worked by the single lever ground frame have been converted to hand operation. The Ground Frame has been repositioned opposite the hand points leading from Goods Yard to Shunt Spur 1, which is now operated by the Ground Frame. (45)

* PRINCE OF WALES

The facing connection Down Main to Down Goods has been secured out of use, in the normal position, until further notice. (44)

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SECTION

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued.

HALL LANE

The level crossing gates have been replaced by lifting barriers operated from the signal box. (44)

LEEDS : ENGINE SHED JUNCTION The facing connection situated on the Leeds side of the signal box, from Up Normanton Main to Up Normanton Goods has been abolished. The route to Up Normanton Goods from Up Normanton Main, is via the connection on the Normanton side of the signal box, which is positioned approximately 100 yards ahead of the points which have been abolished.

EMBSAY STATION AND EMBSAY JUNCTION

Embsay Station and Embsay Junction

The Down and Up Main lines have been abandoned.

Embsay Station

The signalbox, together with all signals worked therefrom has been abolished. All connections will be secured in the normal position pending removal.

Embsay Junction

The connections. Branch to Down Main and Up Main to Branch have been secured in the reverse position pending removal.

The following signals have been abolished.

Down Main Distant Down Main First Home Down Main Second Home Shunting Up Main to Down Main Up Main Home Up Main Starter

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SECTION D

NES-33

al box. (44)

Main to Up n Main, is tely 100 yards (45)

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

MISCELLANEOUS NOTICES

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962)

A Supplement No. 3 has been issued to the B.R. Rule Book (B.R. 87109) and is now operative. Owing to printing difficulties, distribution of this supplement was delayed. Supplies have, however, now been despatched to all concerned and any member of the staff in possession of a Rule Book, not having received a copy must advise their superior officer immediately.

On receipt of the supplement, the 35D series of the General Instructions and Notices Booklets affecting the Eastern Region may be dispensed with.

BETWEEN SOUTHCOATES AND MARELEET

A temporary level crossing over the Down Main and Down Siding has been constructed at the east end of the platform of the Old Southcoates Station for the use of contractors demolishing the station buildings.

Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.

verse

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto. !

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP - TELEPHONE" Board protecting the East end connections of the Up Sidings.

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board.

Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No.783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise movements past the Stop Board.

SECTION D-MISCELLANEOUS NOTICES-continued

Panagirs at Mative Power Depots, Carriage Shed etc.

Repairs at Motive Power	Nature of Work	Duration	Commencing
Place			
Bradford Hammerton Stre The tanker fuelling s Irains to be re-position iealey Mills M.P.D. All lines).	eet. D.M.U. Depot. siding has been shortened by app ed as necessary. Contractor's Alterations to over- head crane. Provision of ducts and alterations to East end doors.	prox. 100-ft. whilst C s men and equipment o Until further notice	Contractors concrete the apron, on site.
Healey Mills Locomotive washing plant	Painting Washing Plant Ladders in use. Materials lying about.	Until further notice	
Wakefield Wagon Repair Shops Nos.15 and 16 Sidings (BLOCKED)	Excavating for new weighing machine. Excavator and road vehicles in use.	08 00 to 16 30 dai	ily Monday 4 Novembe

MEDFITS NUMBERS 470938 AND 473321

These vehicles are urgently required for examination in connection with a fatal accident at Radcliffe Black Lane. A careful watch should be maintained for these vehicles and their whereabouts notified immediately to the Freight Rolling Stock Section, Regional Headquarters, York, telephone number P053022 Ext.2458 quoting reference MO13/009. If empty they should be held for further instructions but in the event of them being en route loaded the destination and consignee should be noted and advised to the above Office.

B.R. VANFIT No. M512194

The above vehicle is urgently required for examination in connection with legal proceedings which have commenced against the Board for alleged personal injuries. A careful watch should be maintained for the vehicle and if found, its whereabouts notified immediately to the Freight Rolling Stock Section, Beglonal Headquarters, York. Telephone P.O. 53022, extension 2458 quoting reference MO. 13.009. If found empty, it should be held for further instructions, but in the event of it being en route loaded, the testination and consignee should be noted and advised to the above office.

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

October, 1968

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MO.44/1383/NE/S No.44.

F.J. BURGE Movements Manager

eccipt of this notice need not be acknowledged. If not received by the normal time advise your superior feer by telegram as follows:--

NILE SIG: NOTICE NE/S No. 44

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1



NE/S

EASTERN (NE) REGION

No.45

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 9 NOVEMBER

FRIDAY 15 NOVEMBER 1968

TO

INCLUSIVE

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

EMPORARY ENGINEERING WORKS-continued.

At or between	Lines affected	Remarks	
LEEDS CITY TO HULL (P		The second se	At or betw
DAILY UNTIL FURTHER	NOTICE-continued	07 30 to 17 00. Installing cable troughs.	LEEDS CIT
Cross Gates and Micklefield Station	All	07 30 to 17 00. Instanting cubic troughs. (37/67) 08 00 to 16 30. Únloading and installing cable	SUNDAY 1 Marsh Lane
Garforth and Chaloners Whin	All	troughs and cables.	and Nevi West Jun
Gascoigne Wood	AII	07 00 to 17 00. Demolishing buildings. Plant in use. (14/68)	Neville Hi Junction
Gascoigne Wood and Thorpe Gates	All	07 00 to 17 00. Contractors demolishing redundant signal box at Hambleton. Plant in use.	Garforth Howden ar
		(42/68) (42/68)	Eastringt
Selby South and North	All	07 00 to 17 00, preparing for alteration to signalling.	
Barlby North and Hessle Haven	AII	07 30 to 16 30 (Mon. to Fri.) cleaning and paint- ing bridges and lineside buildings. Scaffolding and ladders in use.	Howdon a Staddleth
	Up Slow and Up Loop	07 00 to 17 00. Contractors demolishing air raid shelter. Plant in use.	Broomflee
		(44/68)	Staddlet
Hessle Station	All	08 00 to 16 00. Renewing point connections. (2/68)	Brough East
Hessle Station	All	07 30 to 16 30 daily. Renewing point, facing point lock and signal connections.	Ferriby
Hessle Haven	All	08 00 to 16 00. Renewing point connections.	
Hessle Road and West Parade	Down and Up Main	07 00 to 17 00. Contractors working alongside tracks at 1m. 49chs.	Hessle Sta
SATURDAY and SUNDAY 9		a state to be a state of the st	Hessle Ro
Neville Hill West Junction and	23 30 (Sat) to 11 30 (Sun)	23 30 (Sat) to 20 00 (Sun). Realignment and relay- ing between 18m. 50chs. and 181/m.p. Crane in	West Par
Garforth	AII (BLOCKED)	use.	
	11 30 to 20 00 (Sun) Down Main	23 30 (Sat) to 11 30 (Sun). All traffic diverted. See Separate advice for altered train arrange- ments.	
	(BLOCKED) Up Main (ahead	11 30 to 20 00 (Sun). Single Line working over	Hull Parage
	of connection to Up Goods)	the Up Main/Up Goods between the temporary crossover road at 17½m.p. (former Killingbeck)	Hull Parage
SUNDAY 10 NOVEMBER	(BLOCKED)	and Neville Hill West Junction, 2312 points.	
Leeds City	Up siding and	A TOTAL CONTRACTOR CARE AND A DESCRIPTION OF A DESCRIPTIO	FRIDAY 15
The second of the second second	Up Goods (BLOCKED)	07 00 to 17 00. Contractors reballasting track. All Up Traffic to travel over the Through or Plat-	Brough Eas Ferriby.
Leeds City East End	No.5 Platform	form lines.	
Leeds City East	(BLOCKED)	08 30 to 16 30. Contractors fixing girders to roof. Trains replatformed as necessary.	
Junction	06 00 to 13 00 'D' Line (BLOCKED) 13 00 to 20 00 'C' Line	06 00 to 20 00. Changing switches at No. 444B and No. 441 points. Trains to be replatformed as necessary.	
Leeds City East	(BLOCKED)		
Junction	All	07 45 to 17 45. Adjusting rails between 20m. 38 chs. and 20m. 55chs.	GELDARD 1
		chs. and 20m. 55chs.	DAILY UNT Wellington Goods Yar

NES-13 TEMPORARY ENGINEERING WORKS - continued.				
n	Lines affected	Remarks		
TO HULL (F	ARAGON)- continued			
NOVEMBER Junction Hill on	– continued Down Goods and Down Main	07 30 to 17 00. Repairs to retaining wall be 19m. 51chs. and 19m.p.		
East d	All	07 30 to 17 00. Laying out cable from trolle		

03 45 to 13 30

(BLOCKED

in remarks)

13 30 to 15 30

Down Main

(BLOCKED)

(BLOCKED)

Down and Up

(BLOCKED)

Down and Up

(BLOCKED)

No. 3 Platform (BLOCKED)

Down Fast

(BLOCKED)

Main

Up Fast

Fast

All

All

Down and Up Main

except as shown

03 45 to 15 30. Ballast cleaning between 20m. 71 chs. and 19m. 50chs. Ballast cleaner in use. Arrangements made to pass 1L52 09 05 Hull to Leeds over the Up Main.

etween

ey.

03 45 to 13 30 all other traffic diverted (Road service in operation.) See separate advice for altered train arrangements.

13 30 to 15 30. Single line working over the Up Main between Howden and Staddlethorpe.

07 00 to 17 00. Pulling back rails between 14m. 46chs. and 161/4m.p.

All Up traffic to travel over the Up Slow.

06 00 to 18 00. Relaying between 10m. 24chs. and 9m. 26chs. Twin jib tracklayers and tamper in use.

All traffic to travel over the Down and Up Slow Lines.

07 30 to 17 00. Renewing Point Facing Point, Rodding and signal connections.

07 30 to 16 30. Painting Bridge No.2 at Om. 45chs. Ladders and trestles in use. Also overhauling connections at Chalk Lane gate box. All traffic diverted via Walton Street, Spring Bank North Junction and Hessle Road under track circuit Block working regulations (absolute Block conditions) see separate advice for altered train arrangements.

07 30 to 17 00. Renewing pipes.

07 00 to 17 00. Changing 411B switches at 0m. 10chs.

Trains replatformed as necessary.

10 30 to 15 30. Tamping machines in use between 10m. 24chs. and 9m. 26chs. All Down traffic to travel over the Down Slow.

GELDARD TO LEEDS WELLINGTON ST. HIGH LEVEL BRANCH

DAILY UNTIL FURTHER NOTICE Wellington St. All Goods Yard

07 00 to 18 00. Demolition of overhead building by contractors. Plant in use. (43/68)

ihs. (37/67) ing cable SECTION B -

At or between

LEEDS CITY

SUNDAY 10 M

Marsh Lane J

and Neville

West Junctio

Neville Hill E

Garforth

Howden and

Howdon and

Staddlethorpe

Broomfleet and

Brough East and

Hessle Station

Hessle Road and

West Parade

Hull Paragon

Hull Paragon

Brough East and

Ferriby.

FRIDAY 15 NOVEMBER

Ferriby

Staddlethorpe

Eastrington

Junction and

s. Plant in (14/68)

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(44/68) tions. (2/68)

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SECTION B-TEMPORARY EN	Lines affected	Remarks	At or betwe
At or between	LINES UNDER JUNCTION		
MOORTHORPE STATION TO	SOUTH KIRKBY JUNCTION	07 30 to 17 00. Preparing for alterations to	HULL YARD
DAILY UNTIL FURTHER NO South Kirkby	All	signalling and interferences (36/67)	DAILY UNI Sculcoates
South Kirkby	All	plant in use. (8/68)	
SUNDAY and MONDAY 10 a Moorthorpe Station		22 00 (Sun) to 07 00 (Mon). On track tamping and lining machines in use.	Sculcoates Springba
and South Kirkby Junction	(BLOCKED)	All traffic diverted. See separate advice for altered train arrangements.	Alexandra and Hes
		The sector and finds the	Hessle Ro Alexand
		DORDAR RELEASED AND LONG	Neptune
HAFTHOLME TO FERRYBRID		A REAL PROPERTY AND A REAL	
AILY UNTIL FURTHER NOT omersley and Knottingley	Down and Up Askern	08 00 to 16 30. Preparing for alterations to Chid dling Stubbs and Spring Lodge automatic half. barriers circuits.	
CHATTARY AND	Down and Up	07 00 to 17 00. Contractors demolishing former	HULL D
omersley and Knottingley South Junction	Askern	Criddling Stubbs gate box. Plant in use. (44/68)	DAILY U Sweet [
nottingley West Jn. and Ferrybridge	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)	King (
UNDAY 10 NOVEMBER nottingley South and West	Down and Up Askern	06 00 to 18 00. Providing new drain between 58% m.p. and 58m. 30chs. Plant in use. Knottingley signal box open.	Graving Holder South
EDNESDAY and THURSDA	Y 13 and 14 NOVEMBER		King G
nottingley West and South Junctions	Up Askern (BLOCKED)	21 30 (Wed) to 05 00 (Thu). Tamping machine in use between 58m. 50chs. and 58m. 57chs.	and
HURSDAY and FRIDAY 14 nottingley South and West Junctions	and 15 NOVEMBER Down Askern (BLOCKED)	21 30 (Thu) to 05 00 (Fri). Tamping machine in use between 58m. 48chs. and 58m. 63chs.	Sweet and H
		The second second	
ULL WEST PARADE AND	SEAMER WEST		
UNDAY 10 NOVEMBER ottingham and	Down and Up Main	08 00 to 16 30. Repairs to Thwaites level crossill	CUDI
Beverley Parks		Gate box manned.	DAIL Cudw June Cud

Wilmington

Wilmington and Southcostes

Down and Up Main

All

07 00 to 17 00. Contractors demolishing plat-forms at Wilmington Old station. Plant in use

STAIRFO

DAILY U Stairfoot and Cut

07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼ m.p. Ladders and trestles in use. (31/67)

SECTION B - TEMPORARY ENGINEERING WORKS - continue	SECTION B -	TEMPORARY	ENGINEERING	WORKS -	continued
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shing plat-Plant in use.

Ladders and (31/67)

	SECTION B - TEMPORARY	ENGINEERING WORKS - co	ntinued
- and	At or between	Lines affected	Remarks
14745	HULL YARDS		
(36/67) (36/67) at. Mechanical (8/68)	DAILY UNTIL FURTHER NO Sculcoates	TICE Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use. (8/68)
k tamping	Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3½m.p. (24)
advice for	Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
instant 1	Hessle Road and Alexandra Dock	Down and Up Alexandra Dock	07 30 to 17 00. Contractors demolishing redundant signal boxes at Springbank North Junction, Springbank South Jn. and Sculcoates Jn. (27/68)
	Neptune Street	All	07 00 to 17 00. Contractors demolishing building adjacent to Strickland Street footbridge. Plant in use. (52/68)
ons to Chid- matic half-			
ing former	HULL DOCKS		
use.	DAILY UNTIL FURTHER NO	TICE	Treating and the second of the
(44/68) scaffolding	Sweet Dews and King George Dock	Down Goods (BLOCKED)	Repairs to Holderness Drain Bridge No.5. All Down traffic for King George Dock and Saltend to travel via the High Level.
(9/68) between 58% Knottingley	Graving Dock and Holderness Drain South	Down and Up Main	08 00 to 17 00. Contractors laying cables alongside tracks. Mechanical plant in use. (29/67)
Longitudina and and	SATURDAY and SUNDAY	9 and 10 NOV EMBER	in the first (Cath to
machine in 57chs.	King George Dock and Saltend	Down and Up (BLOCKED)	07 30 (or after cessation of traffic) (Sat) to 17 00 (Sun). Removing double junction leading to 12 Quay and replacing with plain line.
nachine in 63chs.	SATURDAY and SUNDAY Sweet Dews Siding and King George Dock	9 and 10 NOVEMBER Down Goods (BLOCKED)	12 00 (Sat) (or after passage of last train) to 17 00 (Sun). Relaying the Down Goods between Southcoates Lane Bridge and King George Dock King George Dock signal box open.
evel crossing		TO CUDWORTH H AND B Y	APD
A DECEMBER OF			And
ACCE STOR	DAILY UNTIL FURTHER N Cudworth South Junction and Cudworth H and B Yard	OTICE All	08 00 to 16 00. Recovering abandoned materials
an owner the second			

STAIRFOOT JUNCTION AND CUDWORTH STATION DAILY UNTIL FURTHER NOTICE

Stairfoot Junction Down and Up Main and Cudworth Station

Contractors repairing steel work to Bridge No. 12 Dearne Viaduct at 174m.p. Crane and mechanical plant in use. (43/67) plant in use.

	the second se	GINEERING WORKS-contin	nued
At or between		Lines affected	Remarks
WAKEFIELD (K	IRKGATE) EAS	T TO GOOLE (GOODS JU	NCTION) - continued
DAILT UNTE	ONTITER NOT	ICE - continued	Continueu
Pontefract we East	st and	Down Goods (BLOCKED)	07 30 to 17 00. Contractors relaying Down Goods at 56m. 37chs. Mechanical plant in use. All Down traffic to travel over the Down Main. Both signal boxes open. (41/68)
Knottingley		Down and Up Main	08 00 to 16 00 (Mon. to Fri.). Lifting station platforms. (10/68)
Knottingley We Junction and East Junction		Down and Up Main	08 00 to 18 00. Contractors laying main between 57% and 58m.p.
Whitley Bridge Sudforth Lane		Up Siding (BLOCKED by local arrangement)	07 00 to 17 00. Contractors demolishing tank house at 61¾ m.p. Plant in use.
Rawcliffe Bridg Junction and	e [Engine	Down and Up Main and	(44/68) 07 00 to 18 00. Contractors erecting scaffolding at 73m. 11chs.
Shed		Sidings	(17/68)
SATURDAY 9 N Featherstone	OVEMBER	Down Loop and Down Main	07 30 to 15 00. Erection of signal gantry No.157 at 53m. 71chs. Road crane in use. Signal box
SUNDAY 10 NC	VEMBER		open.
Calder Bridge a Oakenshaw		07 00 to 16 00 Down and Up Main (BLOCKED) 16 00 to 17 00 Down and Up Main (BETWEEN TRAINS)	07 00 to 17 00. Relaying and renewing connections between 48m. 32chs. and 48m. 34chs. Crane in use. 07 00 to 16 00 All traffic diverted. See separate advice for altered train arrangements. Both signal boxes open.
Pontefract West and East	:	Down and Up Main and Sidings	08 00 to 18 00. Changing timbers, etc. on facing points between 56m. 26chs. and 56% m.p. Both signal boxes open.
Knottingley Sta		Down and Up Main	06 00 to 18 00. Providing new drain between 58¼ m.p. and 58m. 30chs. Plant in use. Knottingley signal box open.
MONDAY 11 NC Calder Bridge		AII	08 00 to 16 00. Renewing connections.
TUESDAY and V Rawcliffe Bridg Engine Shed		2 and 13 NOVEMBER Down Main	22 00 (Tue) to 03 00 (Wed). Tamping machine in use between 73m. 41chs. and 73m. 48chs.
WEDNESDAY an Crofton East an Sharlston Stat	d	13 and 14 NOVEMBER Down Main	23 00 (Wed) to 06 00 (Thu). On track tamping machine working between 50m. 29chs. and 50m. 38chs.
CUDWORTH DE	ARNE VALLE	SOUTH JUNCTION TO	GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH
DAILY UNTIL F Dearne Valley Junction and Goldthorpe	URTHER NOTI South	CE Down and Up Main	08 00 to 20 00. Contractors excavating cutting slope 62 and 62¼ m.p. Mechanical plant in use. (38/67)
Goldthorpe	a second	411	Contractors installing loading plant. Mechanical

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Contractors installing loading plant. Mechanical plant in use. (8/68) (8/68)

SECTION C

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Cranes and

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY and SUNDAY 9 and 10 NOVEMBER-CHURCH FENTON AND BETWEEN CHURCH FENTON AND SHERBURN-IN-ELMET NORTH

Revised signalling and altered permanent way will be brought into use at Church Fenton and between Church Fenton and Sherburn-in-Elmet North. Full details are published in Supplementary Notice No.45A and all staff concerned must ensure that they receive a copy. (48)

SUNDAY 10 NOVEMBER-NORMANTON NORTH JUNCTION

New Zealand Sidings will be abandoned.

The following connections will be secured out of use in the normal position pending removal:-Through Siding-Engine Line Up Goods No.2 to New Zealand Sidings

The following signals will be abolished:-

Shunt from Up Main to Up Goods No.2 Set Back Along Through Siding Engine Line to New Zealand Sidings Engine Line to Turntable No.2 Up Goods to Engine Line No.2 Up Goods First Home New Zealand Sidings to Up Goods No.2 No.2 Up Goods to New Zealand Sidings

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CROSS GATES AND GARFORTH : MANSTON LEVEL CROSSING

Manston Level Crossing is now unmanned and whistle boards have been provided 240 yds. on either side of the level crossing. Miniature Red/Green warning lights are provided at the crossing to warn road users of the approach of trains. (46)

BETWEEN LEEDS AND GARFORTH

With reference to Supplementary Notice No.40A, the facing points in the U, Main line (No.2325) leading to the Up Goods loop and the associated signalling have now been brought into use. (47)

** CHURCH FENTON SOUTH

The Down Siding has been abolished and the associated trap points secured in the normal position pending removal.

The Signalbox end of the connection from No.3 Platform line to Down Goods has been replaced by plain line.

The connection from Down Normanton Main to Down Siding has been abolished.

The following signals have been abolished:-

Shunting Down Normanton Main to Down Sidings. Down Sidings to Down Normanton Main Down Sidings to Up Normanton Main Down Goods to Down Sidings

CHURCH FENTON NORTH

The Up Leeds Second Home signal has been moved 60 yards further from the signal box, and reduced in height by 10 feet. (46)

(48)

NES-30	
SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued	
DETAILS OF WORK ALREADY CARRIED OUT - continued	SECTI
A REAL PROPERTY AND A REAL	DETAI
CHURCH FENTON NORTH – continued The facing connections Down Leeds to Down Normanton and Up Normanton to Up Leeds on the York side of the signal box have been abolished.	** DUDL Th Th
The following signals have been abolished:- Up Normanton to Up Leeds Second Home Down Leeds to Down Normanton Home (47)	Spur 1
BETWEEN HESSLE ROAD AND WEST PARADE The following points have been secured out of use in the normal position pending removal:- Up Branch to Up Main Down Main to Down Branch	BETW Tł taker Tł
(47)	buffe
WATTON G.B.	
The Down Siding together with the associated single lever ground frame has been abolished. (46)	Hilli T A
BETWEEN HESSLE ROAD (BRIDGES JUNCTION) AND KING GEORGE DOCK A new branch has been brought into use, to be known as King George Dock Branch, running from Bridges Junction which is situated at the Half Mile Post between Alexandra Dock and Sculcoates, to King George Dock Junction and is signalled in accordance with the Track Circuit Block Regulations. The left hand route indicator on Down Alexandra Dock line signal HR.59 has been brought into use and applies Down Alexandra Dock line to Down King George Dock Line HR.61 signal (see below).	Red T A Kirkl T
HR No.61 Down King George Dock Branch situated 1,000 yards in advance of HR 59, 'isplaying a Red or Yellow aspect. .iR No.62 Up King George Dock Branch situated 1,990 yards in rear of HR 58, displaying. a Red or Yellow or Green aspect. A new five lever ground frame named Sweet Dews Ground Frame released by Hessle Road has been provided, giving access thus :- No.1 Main to Main Crossover No.2 Release from No.1 No.3 Subsidiary signal Up King George Dock-Sweet Dews No.5 Release and Facing Point Lock for No.4 A new two lever ground frame named Hedon Branch Ground Frame, released by Hessle Road, has been provided giving access thus :- No.1 Points Down King George Dock Branch Hades 5	** LEEI T Nom via ahea ** EMB: Emb: T
Cating with Hand Been provided at Hedon Branch Car	Emb
icating with Hessle Road Signal Box. A 'Limit of Shunt' Board has been sited 320 yards in rear of HR 62.	T
bound has been sited 320 yards in rear of HR 62	A
BETWEEN KNOTTINGLEY AND HENSALL Revised signalling has been brought into use between Knottingley and Hensall. Full details are published in Supplementary Notice No.42A and all staff concerned must ensure that they receive a copy. (45)	Embs Ti posit
MODI SY 705	
MORLEY TOP (45)	
The two connections from Down Main to Down Siding, have been secured out of use in the normal position pending removal. The connection on the Bradford side of Morley Top Signal box load:	
The following signals have been abolished :- Shunting signals from Down Siding to Down M i	
Shunting signals from Down Siding to Down Main Shunting signal up Main to Down Sidings Shunting signal up Main to Up Shunt Spur	

(46)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

*. DUDLEY HILL GROUND FRAME

The points now worked by the single lever ground frame have been converted to hand operation. The Ground Frame has been repositioned opposite the hand points leading from Goods Yard to Shunt Spur 1, which is now operated by the Ground Frame.

BETWEEN HILLHOUSE NO.1, HILLHOUSE NO.2, RED DOLES, AND KIRKBURTON JUNCTION The line between Red Doles and Newtown Goods Yard and the associated connections have been taken out of use pending removal.

The Up Through Siding between Hillhouse No.2 and Hillhouse No.1 has become a Refuge Siding. A buffer stop is provided at the Hillhouse No.2 end.

Hillhouse No.2

The signal box together with all signals worked therefrom have been abolished. All connections have been secured out of use in the normal position pending removal.

Red Doles

The signal box together with all signals worked therefrom have been abolished. All connections have been secured out of use in the normal position pending removal.

Kirkburton Junction

The Down Slow Inner Distant has been abolished.

(47)

* LEEDS : ENGINE SHED JUNCTION

The facing connection situated on the Leeds side of the signal box, from Up Normanton Main to Up Normanton Goods has been abolished. The route to Up Normanton Goods from Up Normanton Main, is via the connection on the Normanton side of the signal box, which is positioned approximately 100 yards ahead of the points which have been abolished. (45)

* EMBSAY STATION AND EMBSAY JUNCTION

Embsay Station and Embsay Junction

The Down and Up Main lines have been abandoned.

Embsay Station

The signalbox, together with all signals worked therefrom has been abolished. All connections will be secured in the normal position pending removal.

Embsay Junction

The connections. Branch to Down Main and Up Main to Branch have been secured in the reverse position pending removal.

The following signals have been abolished.

Down Main Distant Down Main First Home Down Main Second Home Shunting Up Main to Down Main Up Main Home Up Main Starter

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MISCELLANEOUS NOTICES

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

ALTERATIONS TO B.R. RULE BOOK (DATED JANUARY 1962) A Supplement No. 3 has been issued to the B.R. Rule Book (B.R. 87109) and is now operative.

now been despatched to all concerned and any member of the staff in possession of a Rule Book, not

On receipt of the supplement, the 35D series of the General Instructions and Notices Booklets

having received a copy must advise their superior officer immediately.

affecting the Eastern Region may be dispensed with.

Owing to printing difficulties, distribution of this supplement was delayed. Supplies have, however,

Denotes new or amended item.

SECTION D

Repairs at M

Place

Bradford Ha The tank Trains to b

trains to b

Healey Mill M.P.D. (All lines),

Healey Mi Locomotiv plant

Wakefield Wagon Re Shops No and 16 Si (BLOCKED

X SOUTH MILFORD, SLEEPER CROSSING

There is greatly increased user of the sleeper crossing at 7m. 68chs, approximately 150 yards West of South Milford Station and whistle boards have been erected on the Up line at the East end of the station and on the Down line 250 yards to the West of the sleeper crossing. (48)

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP - TELEPHONE" Board protecting the East end connections of the Up Sidings.

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board.

Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No.783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise movements past the Stop Board.

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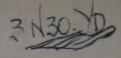
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York 30 Octol Receip Officer b FOR THE INFORMATION OF RAILWAY STAFF ONLY



B.R.31262/1

No.47



NE/S

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 23 NOVEMBER

то

FRIDAY 29 NOVEMBER 1968

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 then those mentioned may be in progress, of which it may not have been possible to give previous notice, and enginemen must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

	VENGINEERING WORKS - cor	tinued	SECTION B - TEM
	Lines affected	Remarks	At or between
At or between	the second se		HEBDEN BRIDGE
BRADFORD CITY ROAD	SOODS BRANCH	to op. Contractors reconstruction a	DAILY UNTIL FUR
DAILY UNTIL FURTHER N St Dunstans and Bradford City Road Goods	AII	08 00 to 18 00. Contractors reconstructing Bridge No.3 at 192m. 78chs. Cranes and plant in use overhead. (46/68)	Eastwood and Hebden Bridge
Quous			Hebden Bridge Station
AND	ROYD JUNCTION) TO BRAD	FORD EXCHANGE	Luddendenfoot a Sowerby Bridg West
DAILY UNTIL FURTHER NO	TICE		Luddendenfoot
Milner Royd Junction and Dryclough Jn.	All	08 00 to 16 00. Repairs to retaining wall and Copley Viaduct between 29 and 291/2m.p. (17/68)	Sowerby Brid
Milner Royd Jn. and Halifax West	Down and Up Main	07 30 to 16 30. Contractors cutting down trees and bushes on lineside between 29m. 21chs. and 32m. 16chs. (39/68)	Healey Mills Y
falifax West and East	All	07 30 to 16 30. Installation of new lift and removal of roof. Ladders in use. (41/68)	Horbury Jn.
ightcliffe and Low Moor No.1	AII	07 30 to 18 00. Erecting scaffolding and cables over tracks at 36m. 75chs. (44/68)	Wakefield Kir West and Ea
radford Exchange	All	08 00 to 18 00. Contractors demolishing station roof. Trains to be replatformed as necessary.	Wakefield Ea
alifax East and Lightcliffe	Down and Up (BLOCKED)	23 30 (Sat) to 09 30 (Sun). Excavating and laying drain in Beacon Hill Tunnel. Mechanical ex- cavators in use. Lightcliffe signal box open.	Horbury Jur Wakefield Ki
ATURDAY 23 NOVEMBER radford Exchange	Platforms 6 to 10 incl.	13 00 to 18 00. Contractors demolishing station	Station and Turners La
	(BLOCKED)	roof. Trains to be replatformed as necessary.	SUNDAY 24 Mytholmroyd
UNDAY 24 NOVEMBER	A 11	07 20 to 10 20. Disking up dismostlad poles	and Sower
owling Junction and Mill Lane Junction	All	07 30 to 16 30. Picking up dismantled poles. Trolley in use, Bowling Junction signal box open.	West
lalifax East and West	All shunting lines between Platform 6 and Goods Signal Box (BLOCKED)	07 30 to 17 00. Removing smoke plates from Bridge Bridge No. 17 Horton Street. Both signal boxes open.	
radford Exchange	Platforms 6 to 10 incl. (BLOCKED)	08 00 to 18 00. Contractors demolishing station roof.	Elland
		Trains to be replatformed as necessary.	Mirfield No No. 3
			MONDAY to Horbury Ju and Wake

GREETLAND TO DRYCLOUGH JUNCTION

DAILY UNTIL FURTHER NOTICE Greetland and All Dryclough Junction

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07 30 to 17 00. Contractors triaming and felling trees and bushes on lineside between 0m. 1ch and 1m. 10chs. (35/36)

MONDAY to Hebden Brid Luddender SECTION C

lge No.3 at ranes and (35/36/68)

i at 2071/2

(43/68)

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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 MORK REFERRED TO IN SECTION B

THURSDAY to SUNDAY 21 to 24 NOVEMBER-BETWEEN CUTSYKE, FEATHERSTONE AND KNOTTINGLEY

Revised signalling is being brought into use between Cutsyke, Featherstone and Knottingley, Full details are published in Supplementary Notice No. 46A and all staff concerned must ensure that they receive a copy. (49)

SUNDAY 24 NOVEMBER-BETWEEN LEEDS AND GARFORTH

with reference to Supplementary Notice No. 40A, the Ground Frame at Neville Hill East will be brought into use.

SUNDAY 24 NO VEMBER-CALDER BRIDGE

The Down Through Siding and Shunt Neck will be abolished. Absolute Block Working will be introduced on the Up and Down Fork Lines between Calder Bridge and Turners Lane.

The following connections will be secured permanently out of use in the normal position pending removal :-

Down Main or Shunt Neck to Down Through Siding Down Fork or Down Through Siding to Down Main

The following signals will be abolished :-

Shunting Down Through Siding to Spur Shunting Down Through Siding to Down Main

(50)

SUNDAY 24 NOVEMBER-HUNSLET SOUTH JUNCTION AND HUNSLET DOWN SIDINGS GROUND FRAME

Hunslet South Junction

A new ground disc signal will be provided, Shunting, Arrival Line to Down Through Siding.

A Notice Board worded "STOP TELEPHONE" will be erected between No.1 Siding and the Arrival Line at the outlet from the Reception Sidings. A telephone will be provided communicating with Hunslet

The connection Down Through Siding to Down Arrival, will, in future, be operated from the Signal Box. South Junction Signal Box.

Hunslet Down Sidings Ground Frame

The connections Arrival Line to Down Through Siding, Arrival Line to No.1 Siding will be secured out of use in the normal position pending removal.

The end of the connection nearest the Signal Box from the Down Through Siding to the Arrival Line will be operated from Hunslet South Junction Signal Box, the opposite end of this connection will be

The connection from No. 1 Siding to the Arrival Line will be converted to hand worked spring points. converted to hand worked aring points.

The following signals will be abolished :-

Shunting No.1 Siding to Store e Siding Shunting Arrival Line to Storage Siding Shunting Down Through Siding to Storage Siding Shunting No.1 Siding to Down Through Siding Shunting Arrival Line to Down Through Siding Shunting Set Back along to Down Through Siding Shunting Reception Lines to Arrival Line Shunting Reception Lines to Down Through Siding

(50)

NES-30 SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued	SECTION C-SIG
DETAILS OF WORK ALREADY CARRIED OUT	BOYSTON JUNC
NOSTELL The Up Shunt Siding together with the associated signalling has been abandoned. (49)	abandoned.
BETWEEN LEEDS AND GARFORTH With reference to Supplementary Notice No.40A, the facing points in the Up Main line (No.2325) With reference to Supplementary Notice No.40A, the facing points in the Up Main line (No.2325) Heading to the Up Goods loop and the associated signalling have now been brought into use. (47)	NORMANTON New Zealar The follow Through Up Goo The follow
CHURCH FENTON AND BETWEEN CHURCH FENTON AND SHERBURN-IN-ELMET NORTH Revised signalling and altered permanent way has been brought into use at Church Fenton and between Church Fenton and Sherburn-in-Elmet North. Full details are published in Supplementary Notice No.45A (48) and all staff concerned must ensure that they receive a copy.	Shunt Set Ba Engine No.2 No.2 New No.2
**CHURCH FENTON NORTH The facing connections Down Leeds to Down Normanton and Up Normanton to Up Leeds on the York side of the signal box have been abolished.	
The following signals have been abolished:- (47) Up Normanton to Up Leeds Second Home 000000000000000000000000000000000000	METHLEY Whistle the South
** BETWEEN HESSLE ROAD AND WEST PARADE The following points have been secured out of use in the normal position pending removal:- Up Branch to Up Main Down Main to Down Branch	* EMBSAY ** Embsay S The D Embsay The s
HALL LANE : (LAISTERDYKE) The level crossing gates have been replaced by lifting barriers controlled from the signal box. (New item) (50)	All c Embsay The position The
** BETWEEN HILLHOUSE NO.1, HILLHOUSE NO.2, RED DOLES, AND KIRKBURTON JUNCTION The line between Red Doles and Newtown Goods Yard and the associated connections have been taken out of use pending removal. The Up Through Siding between Hillhouse No.2 and Hillhouse No.1 has become a Refuge Siding. A buffer stop is provided at the Hillhouse No.2 end.	
Hillhouse No.2 The signal box together with all signals worked therefrom have been abolished. All connections have been secured out of use in the normal position pending removal.	The ab
Red Doles The signal box together with all signals worked therefrom have been abolished. All connections have been secured out of use in the normal position pending removal.	
	17)

The Down Slow Inner Distant has been abolished

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

ROYSTON JUNCTION The connections to and from the Middlestown Branch, together with the associated signalling, abandoned.

NORMANTON NORTH JUNCTION

New Zealand Sidings will be abandoned

The following connections secured out of use in the normal position pending removal:-Up Goods No.2 to New Zealand Sidings

the following signals have been abolished:shunt from Up Main to Up Goods No.2 Set Back Along Through Siding Engine Line to New Zealand Sidings Engine Line to Turntable No.2 Up Goods to Engine Line No.2 Up Goods First Home New Zealand Sidings to Up Goods No.2 No.2 Up Goods to New Zealand Sidings

(48)

METHLEY NORTH STATION LEVEL CROSSING

Whistle boards have been erected 400 yards on the North side of the level crossing and 230 yards on the South side of the level crossing. (New item) (50)

* EMBSAY STATION AND EMBSAY JUNCTION

Embsay Station and Embsay Junction

The Down and Up Main lines have been abandoned.

Embsay Station

The signalbox, together with all signals worked therefrom has been abolished. All connections will be secured in the normal position pending removal.

Embsay Junction

The connections. Branch to Down Main and Up Main to Branch have been secured in the reverse position pending removal.

The following signals have been abolished. Down Main Distant Down Main First Home Down Main Second Home Shunting Up Main to Down Main Up Main Home Up Main Starter

The above work under Entrany station and Embsay Junction has NOT been carried out.

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GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

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

* Denotes new or amended item.

SOUTH MILFORD, SLEEPER CROSSING

There is greatly increased user of the sleeper crossing at 7m. 68chs, approximately 150 yards West of South Milford Station and whistle boards have been erected on the Up line at the East end of the station and on the Down line 250 yards to the West of the sleeper crossing. (48)

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP – TELEPHONE" Board protecting the East end connections of the Up Sidings.

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board.

Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No.783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise movements past the Stop Board.

SUNDAY 24 NOVEMBER-HEALEY MILLS MOTIVE POWER DEPOT

A stop board has been erected 15 yards beyond the West End of the Servicing Shed and press buttons are provided on the post carrying the notice.

Drivers on coming to a stand at the notice board must press the appropriate button, wait for the door to be lifted and the PROCEED notice above the door to be illuminated before moving the locomotive into the Servicing Shed. (50)

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

SECTION D

Repairs at

Place

Bradford H The tar Trains to

> Healey M M.P.D. (All lines

Healey N Locomoti plant

Wakefiel Wagon Re Shops No and 16 S (BLOCKE

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MISCELLANEOUS NOTICES-continued.

angirs at Motive Power Depots, Carria

Report	New Starriage Sheds et	
Place	Nature of Work	
Bradford Hammerton Str	reet D.M.U. Depot	Duration Commencing approx. 100-ft. whilst Contractors concrete the apron. 'S men and equipment on site.
M.P.D. (All lines)	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	's men and equipment on site. Until further notice
_{Healey} Mills _{Locomotive} washing _{plant}	Painting Washing Plant Ladders in use. Materials lying about.	Until further notice
Wakefield Wagon Repair Shops Nos.15 and 16 Sidings (BLOCKED)	Excavating for new weighing machine. Excavator and road vehicles in use.	08 00 to 16 30 dailγ

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York

MO.44/1383/NE/S No.47

F.J. BURGE **Movements Manager**

13 November, 1968

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior Officer by telegram as follows:-

NILE SIG. NOTICE NE/S No.47

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FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1



NE/S

EASTERN (NE) REGION

No.48

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 30 NOVEMBER TO FRIDAY 6 DECEMBER 1968 INCLUSIVE

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

TEMPORARY ENGINEERING WORKS

(For details of Signalling or Permanent Way Alterations see Section C)

Where any work involves fixing, removing or repairing of signals, or the protection of the running line during renewals, repairs and obstructions, Handsignalmen will be provided by the Engineer to act in accordance with the Rules and Regulations.

Material may be lying about and disconnections may be made as required.

Unless otherwise shown, work will be carried out as traffic permits.

At or between	Lines affected	Remarks
SHAFTHOLME JUNCTIO	N TO NORTHALLERTON (LONG	LANDS JUNCTION)
DAILY UNTIL FURTHER Barlby North and York		Completion of work after signalling alterations. (32)
York and Skelton	All	07 30 to 16 30. Overhauling point connections, etc. (38)
Thirsk and Northallerton	All	Completion of work after signalling alterations. (20)
SUNDAY 1 DECEMBER Barlby North and Chaloners Whin	Down Main (BLOCKED except as shown in remarks)	04 00 to 12 30. Tamping machines in use between 179½ and 183 m.p. Arrangements made to pass 1N33 09 25 Doncaster to Newcastle. Turnhead, Riccall South and York Road automath half barriers to be manned.
Moss	All	07 00 to 17 00. Renewing levers and floorplates Overhauling interlocking.
York	Down Main (BLOCKED between sub.128 and signal 193) and Up Main (BLOCKED between signals 194 and sub.130 except as shown in remarks) No.9 Platform (BLOCKED between signals 168 and 126) No.8 Platform (North) (BLOCKED between signals 131 and 228)	00 01 to 18 00. Reconstruction of bridge No.2 a Om. 10chs. Crane in use. Arrangements made to pass Scarborough train to and from No.14 Platform. All trains re- platformed as necessary.
Skelton Bridge and Junction	Up Main	03 30 to 10 00. Laying cable troughs between 3m. 9chs. and 2 m.p.
Skelton Bridge and Tollerton	04 15 to 12 40 Down Fast and Down Slow (BLOCKED) 12 40 to 15 40 Down Slow (BLOCKED)	04 15 to 12 40. Providing drain between 4¾ and 5 m.p. Also (10 00 to 14 30) laying concrete troughs between 5 and 9 m.p. Trencher in use 04 15 to 12 40. All Down traffic to travel over the Up Fast under Single Line Working arrang ments where more than one running line is available. All Up traffic to travel over the U Slow. 12 40 to 15 40. All Down traffic to travel over the Down Fast.

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	SECTION B-TEMPORARY	ENGINEERING WORKS-co	Des-9 Intinued.
	At or between	Lines affected	Remarks
	CARCROFT (CASTLE HILL	S) TO LEEDS CITY (WEST	JUNCTION)-continued
DW	DAILY UNTIL FURTHER N Hemsworth South Jn.	IOTICE – continued All	08 00 to 16 00. Recovering abandoned materials (19/68)
he	Hare Park and Westgate South	All	07 30 to 18 00. Contractors reballasting betwee 173m. 27chs. and 173m. 59chs. (37/68)
1.	Ardsley Station and Gelderd Road Junction	All	08 00 to 18 00. Contractors constructing Bridge No.22 at 180m. 12chs. Cranes and plant in us (35/36/68)
1% Ise, Port	Moorhouse Junction and Hare Park	30 NOVEMBER and 1 DE 23 00 (Sat) to 12 00 (Sun) Down and Up Main (BLOCKED except as shown in remarks) 12 00 to 16 00 (Sun) Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	23 00 (Sat) (or after passage of 1M10, 22 15 Leeds to St. Pancras) to 16 00 (Sun). Rerailin relaying, reballasting, welding, loading rails and lifting between 166 and 170¾ m.p. Crane twin jib tracklayer, traxcavators and on track tamping machine in use.
	SUNDAY 1 DECEMBER Westgate South and	All	South Junction, South Station and Fitzwillian Nostell signal boxes open. 07 00 to 17 00. Testing cables. Balne Lane and
	Ardsley Ardsley and Leeds City West Junction	AII	Lofthouse North signal boxes open. 07 30 to 17 00. Testing cables.
	SUNDAY to TUESDAY 1 to South Kirkby and Hemsworth South Junction	3 DECEMBER Down Main	07 00 to 17 00 daily. Installing track circuits. Hemsworth South Junction signal box open.
	SUNDAY to FRIDAY 1 to 6 Nostell	DECEMBER All	07 00 to 17 00 daily. Lifting connections. Sign box open.
·	MONDAY to WEDNESDAY 2 South Kirkby and Hemsworth South Junction	to 4 DECEMBER Down Main (BLOCM D) MORE E Shown .ks)	22 00 (Mon and Tue) to 05 45 (Tue and Wed). Tamping machines in use between 166 m.p. and 166m. 71chs. Arrangements made to pass 1N01, 22 45 King Cross to Bradford and 1A04, 01 15 King's
	MONDAY to FRIDAY 2 to 6 Hare Park	DECEMBER	Cross to York and two local Trip Trains. All other Down traffic diverted . See separate advice for altered train arrangements. 08 00 to 16 00 daily. Preparing for installing

SECTION B - TEMPO	RARY ENGINEERING WORKS-	-continued	
	Lines affected	Remarks	
At or between	Lines arrester		

SWINTON (DEARNE JUNC	TION) TO BURTON SALMON	
DAILY UNTIL FURTHER NO Wath Junction and Dearne Junction	All	08 00 to 16 00. Cleaning and painting Bridge No.4 at 14¼m.p. Ladders and trestles in use. (47/67)
Hickleton Main Colliery Sidings and Frickley Colliery	Down and Up Main	07 00 to 19 00, trial boring at 12m. 51chs. and 12m. 23chs. Boring rigs erected. (2/68)
Frickley Colliery	All	Contractors installing loading plant. Mechanical plant in use. (8/68)
Moorthorpe and Pontefract South	Down and Up Main	08 00 to 17 00. Constructing new face wall in Ackworth Cutting between 6¾ and 6¼ m.p. (28/68)

MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION

South Kirkby	All	07 30 to 17 00. Preparing for alterations to
		signalling and interlocking. (36/67)
South Kirkby	All	Contractors installing loading plant. Mechanical plant in use. (8/68)

SHAFTHOLME TO FERRYBRIDGE

DAILY UNTIL FURTHER NOTICE

Womersley and	Down and Up
Knottingley	Askern

Womersley and Knottingley South Junction Down and Up Askern

Knottingley West Jn. and Ferrybridge Down and Up Main

SUNDAY 1 DECEMBER Womersley and Knottingley South

Down and Up Askern (BLOCKED)

Knottingley Station

Down Askern

MONDAY to THURSDAY 2 to 5 DECEMBER Knottingley and Up Askern Womersley (BLOCKED) 08 00 to 16 30. Preparing for alterations to Chiddling Stubbs and Spring Lodge automatic halfbarriers circuits.

07 00 to 17 00. Contractors demolishing former Criddling Stubbs gate box. Plant in use. (44/68)

07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)

06 00 to 18 00. Relaying, lifting, destressing and tamping between 62m. 68chs. and 61m. 2chs. Crane, twin jib tracklayer, mechanical plant and on track tamping machine in use. Post Office Lane, Spring Lodge and Criddling Stubbs automatic half barriers manned.

06 00 to 18 00. Providing new drain between 58¼ and 58½ m.p. and providing retaining wall. Plant in use. Knottingley signal box open.

22 00 (Mon) to 06 00 (Thu) each day. Tamping machine in use between 62m. 68chs. and 61m. 74chs. Criddling Stubbs, Spring Lodge and Post Office Lane automatic half barriers manned.

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

YORK (CHALONERS WHIN)

The trailing crossover worked by a 2 lever Ground Frame between the Down and Up Doncaster Main Lines situated on the York side of the Leeds/Doncaster junction has been secured out of use pending removal.

NOSTELL

The Up Shunt Siding together with the associated signalling has been abandoned.

LEEDS AND GARFORTH

With reference to Supplementary Notice No.40A, the Ground Frame at Neville Hill East has been (50)brought into use.

*CHURCH FENTON AND BETWEEN CHURCH FENTON AND SHERBURN-IN-ELMET NORTH

Revised signalling and altered permanent way has been brought into use at Church Fenton and between Church Fenton and Sherburn-in-Elmet North. Full details are published in Supplementary Notice No.45A and all staff concerned must ensure that they receive a copy.

CALDER BRIDGE

The Down Through Siding and Shunt Neck has been abolished. Absolute Block Working will be introduced on the Up and Down Fork Lines between Calder Bridge and Turners Lane.

The following connections are now secured permanently out of use in the normal position pending removal :-

Down Main or Shunt Neck to Down Through Siding Down Fork or Down Through Siding to Down Main

The following signals have been abolished :-Shunting Down Through Siding to Spur Shunting Down Through Siding to Down Main

BETWEEN CUTSYKE, FEATHERSTONE AND KNOTTINGLEY

Revised signalling has been brought into use between Cutsyke, Featherstone and Knottingley. Full details are published in Supplementary Notice No.46A and all staff concerned must ensure that they (49) have received a copy.

HALL LANE : (LAISTERDYKE)

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

ROYSTON JUNCTION

The connections to and from the Middlestown Branch, together with the associated signalling, are abandoned.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

* NORMANTON NORTH JUNCTION

New Zealand Sidings will be abandoned.

The following connections secured out of use in the normal position pending removal:-Up Goods No.2 to New Zealand Sidings

The following signals have been abolished:-Shunt from Up Main to Up Goods No.2 Set Back Along Through Siding Engine Line to New Zealand Sidings Engine Line to Turntable No.2 Up Goods to Engine Line No.2 Up Goods First Home New Zealand Sidings to Up Goods No.2 No.2 Up Goods to New Zealand Sidings

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NORMANTON NORTH JUNCTION AND NORMANTON STATION NORTH

A "LIMIT OF SHUNT" notice board applying to the Up Through Siding has been erected between the Up Main and Up Through Siding approximately 310 yards from Normanton Station North.

(New item) (51/52)

METHLEY NORTH STATION LEVEL CROSSING

Whistle boards have been erected 400 yards on the North side of the level crossing and 230 yards on the South side of the level crossing. (New item) (50)

HUNSLET SOUTH JUNCTION AND HUNSLET DOWN SIDINGS GROUND FRAME

Hunslet South Junction

A new ground disc signal has been providing, Shunting, Arrival Line to Down Through Siding. A Notice Board worded "STOP TELEPHONE" has been erected between No.1 Siding and the Arrival Line at the outlet from the Reception Sidings. A telephone is provided communicating with Hunslet South Junction Signal Box.

The connection Down Through Siding to Down Arrival, will, in future, be operated from the Signal Box.

Hunslet Down Sidings Ground Frame

The connections Arrival Line to Down Through Siding, Arrival Line to No.1 Siding are now secured ^{out} of use in the normal position pending removal.

The end of the connection nearest the Signal Box from the Down Through Siding to the Arrival Line is now operated from Hunslet South Junction Signal Box, the opposite end of this connection has been converted to hand worked spring points.

The connection from No.1 Siding to the Arrival Line has been converted to hand worked spring points.

The following signals have been abolished :-Shunting No.1 Siding to Storage Siding Shunting Arrival Line to Storage Siding Shunting Down Through Siding to Storage Siding Shunting No.1 Siding to Down Through Siding Shunting Arrival Line to Down Through Siding Shunting Set Back along to Down Through Siding Shunting Reception Lines to Arrival Line Shunting Reception Lines to Down Through Siding

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

* NORMANTON NORTH JUNCTION

New Zealand Sidings will be abandoned.

The following connections secured out of use in the normal position pending removal:-Up Goods No.2 to New Zealand Sidings

The following signals have been abolished --

Shunt from Up Main to Up Goods No.2 Set Back Along Through Siding Engine Line to New Zealand Sidings Engine Line to Turntable No.2 Up Goods to Engine Line No.2 Up Goods First Home New Zealand Sidings to Up Goods No.2 No.2 Up Goods to New Zealand Sidings

(48)

NORMANTON NORTH JUNCTION AND NORMANTON STATION NORTH

A "LIMIT OF SHUNT" notice board applying to the Up Through Siding has been erected between the Up Main and Up Through Siding approximately 310 yards from Normanton Station North.

(New item) (51/52)

METHLEY NORTH STATION LEVEL CROSSING

Whistle boards have been erected 400 yards on the North side of the level crossing and 230 yards on the South side of the level crossing. (New item) (50)

HUNSLET SOUTH JUNCTION AND HUNSLET DOWN SIDINGS GROUND FRAME

Hunslet South Junction

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A new ground disc signal has been providing, Shunting, Arrival Line to Down Through Siding.

A Notice Board worded "STOP TELEPHONE" has been erected between No.1 Siding and the Arrival Line at the outlet from the Reception Sidings. A telephone is provided communicating with Hunslet South Junction Signal Box.

The connection Down Through Siding to Down Arrival, will, in future, be operated from the Signal Box.

Hunslet Down Sidings Ground Frame

The connections Arrival Line to Down Through Siding, Arrival Line to No.1 Siding are now secured out of use in the normal position pending removal.

The end of the connection nearest the Signal Box from the Down Through Siding to the Arrival Line is now operated from Hunslet South Junction Signal Box, the opposite end of this connection has been converted to hand worked spring points.

The connection from No.1 Siding to the Arrival Line has been converted to hand worked spring points.

The following signals have been abolished :-

Shunting No.1 Siding to Storage Siding Shunting Arrival Line to Storage Siding Shunting Down Through Siding to Storage Siding Shunting No.1 Siding to Down Through Siding Shunting Arrival Line to Down Through Siding Shunting Set Back along to Down Through Siding Shunting Reception Lines to Arrival Line Shunting Reception Lines to Down Through Siding

(50)

GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

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

A Denotes new or amended item.

SOUTH MILFORD, SLEEPER CROSSING

* There is greatly increased user of the sleeper crossing at 7m. 68chs, approximately 150 yards West of South Milford Station and whistle boards have been erected on the Up line at the East end of the station and on the Down line 250 yards to the West of the sleeper crossing. (48)

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP - TELEPHONE" Board protecting the East end connections of the Up Sidings.

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board.

Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No.783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise movements past the Stop Board.

HEALEY MILLS MOTIVE POWER DEPOT

A stop board has been erected 15 yards beyond the West End of the Servicing Shed and press buttons are provided on the post carrying the notice.

Drivers on coming to a stand at the notice board must press the appropriate button, wait for the door to be lifted and the PROCEED notice above the door to be illuminated before moving the locomotive into the Servicing Shed. (50)

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

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SECTION D

NES-31

MISCELLANEOUS NOTICES-continued.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS F

TURE .		STILDS ETC.	
place	Nature of Work		Same and the second
City City	reet D.M.U. Depot.	Duration	Commencing
The tanker rolening Trains to be re-positio Healey Mills M.P.D. (All lines)	ned as necessary. Contract Alterations to over- head crane. Provision of ducts and alteration to East end doors.	Until further notice	Commencing Ist Contractors concrete the apron. ent on site. e
Healey Mills Locomotive washing plant	Painting Washing Plant Ladders in use. Materials lying about.	Until further notice	e
Wakefield Wagon Repair Shops Nos.15 and 16 Sidings (BLOCKED)	Excavating for new weighing machine. Excavator and road vehicles in use.	08 00 to 16 30 dai	ly

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FREIGHT TRAIN LOADS BOOK (DEISEL) DATED 8TH JULY. 1967

A supplement to the Freight Train Loads Book dated 8th July, 1967 is in print and will come into operation on 16th December, 1968.

This supplement will include all additions and amendments shown in the Supplementary Operating Instructions dated 25th November, 1967 and the General Instructions and Notices No.39D (NE/N and NE/S) for the period 28th September – 25th October, 1968. (51/52)

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York

MO.44/1383/NE/S No.48

F.J. BURGE Movements Manager

20 November, 1968

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior Officer by telegram as follows:-

NILE SIG. NOTICE NE/S No. 48

FOR THE INFORMATION OF RAILWAY STAFF ONLY



NE/S

EASTERN (NE) REGION

No.49

B.R.31262/1

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 7 DECEMBER TO FRIDAY 13 DECEMBER 1968 INCLUSIVE

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

	NES-11	
ENGINEERING	WORKS - continued	
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	Lines affected	Remarks
YORK TO SCARBO	ROUGH-continued	A LAND A CONTRACT OF A CONTRAC
	INDAY 7 and 8 DECEMBER	
Strensall and Kirkham Abbey	22 00 (Sat) to 10 00 (Sun) Down and Up Main (BLOCKED) 10 00 to 16 00 (Sun Up Main (BLOCKED)	the Down Main
Washbeck	Down Sidings (BLOCKED) (by Local Arrangeme	08 00 to 15 00. Renewing line. Crane in use ent)
WEDNESDAY 11 DEC Knapton		
mapron	All	07 00 to 17 00. Renewing gate machine.
	T. (Dealer, or all bit you're no en.	AND READ AND AND AND ADDRESS OF A VACUUM
YORK (SKELTON) TO	HARROGATE (DRAGON)	and the second second second second second
DAILY UNTIL FURTH	ER NOTICE	
Skelton Junction and Dragon	All	07 30 to 16 30. Cleaning and painting bridge Ladders and trestles in use.
Skelton and Starbeck North	Down and Up Main	07 30 to 17 00 cleaning and activit
		07 30 to 17 00 cleaning and painting station buildings.
TUESDAY 10 DECEMBI Knaresborough		(43/1
Naturesponditulia		
and any lines		10 00 to 16 00. Testing controls.
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER	INCTION) TO LEEDS CITY (H	OLBECK EAST JUNCTION)
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER L.N.W. Junction and Batley	INCTION) TO LEEDS CITY (H NOTICE Down and Up Main	OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER L.N.W. Junction and Batley Batley	INCTION) TO LEEDS CITY (H	OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (49/6) 08 00 to 17 30. Contractors dispersition
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER L.N.W. Junction and Batley Batley Morley and Farnley Junction	INCTION) TO LEEDS CITY (H NOTICE Down and Up Main	OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (49/6) 08 00 to 17 30. Contractors dismantling awnin roof on Down Platform. Mechanical plant in t
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER L.N.W. Junction and Batley Batley Morley and	INCTION) TO LEEDS CITY (He NOTICE Down and Up Main Down and Up Main	OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33 m.p. (49/6) 08 00 to 17 30. Contractors dismantling awnin roof on Down Platform. Mechanical plant in to (46/68) Contractors repairing culvert at 40 m. 33 chs.
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER L.N.W. Junction and Batley Batley Morley and Farnley Junction Farnley Branch Jn. and Holbeck	INCTION) TO LEEDS CITY (He NOTICE Down and Up Main Down and Up Main All Down and Up	OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33 m.p. (49/6) 08 00 to 17 30. Contractors dismantling swnin roof on Down Platform. Mechanical plant in to (46/68) Contractors repairing culvert at 40m. 33 chs. (44/60) 07 00 to 17 00. Mechanical excavator working adjacent to tracks between 41 and 42m.p. (39/67)
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER L.N.W. Junction and Batley Batley Morley and Famley Junction Famley Branch Jn. and Holbeck East Jn. Famley Jn. and Holbeck East Jn.	INCTION) TO LEEDS CITY (He NOTICE Down and Up Main Down and Up Main All Down and Up Huddersfield	OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33 m.p. (49/6) 08 00 to 17 30. Contractors dismantling awnin roof on Down Platform. Mechanical plant in a (46/68) Contractors repairing culvert at 40m. 33 chs. (46/68) 07 00 to 17 00. Mechanical excavator working adjacent to tracks between 41 and 42m.p. (39/67) 07 30 to 17 00. Repairing Bridge No.8 and 41m. 43chs. (40/08)
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER L.N.W. Junction and Batley Batley Morley and Farnley Junction Farnley Branch Jn. and Holbeck East Jn. Farnley Jn. and Holbeck East Jn. Morley and Holbeck East Junction Morley Low and	INCTION) TO LEEDS CITY (He NOTICE Down and Up Main Down and Up Main All Down and Up Huddersfield All	OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33 m.p. (49/6) 08 00 to 17 30. Contractors dismantling awnin roof on Down Platform. Mechanical plant in to (46/68) Contractors repairing culvert at 40m. 33 chs. (44/40) 07 00 to 17 00. Mechanical excavator working adjacent to tracks between 41 and 42m.p. (39/67) 07 30 to 17 00. Repairing Bridge No.6 and 41m. (40/08) 07 30 to 17 00. Contractors repairing culvert at 40m. 33chs. (40/69)
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER L.N.W. Junction and Batley Batley Morley and Farnley Junction Farnley Branch Jn. and Holbeck East Jn. Farnley Jn. and Holbeck East Jn. Morley and Holbeck East Junction	AII AII AII AII	OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33 m.p. (49/6) 08 00 to 17 30. Contractors dismantling awnin roof on Down Platform. Mechanical plant in u (46/68) Contractors repairing culvert at 40m. 33 cha. (46/60) 07 00 to 17 00. Mechanical excavator working adjacent to tracks between 41 and 42m.p. (39/67) 07 30 to 17 00. Repairing Bridge No.6 and 41m. 43chs. (40/66) 07 30 to 17 00. Contractors repairing culvert at 40m. 33chs. (40/66)
THORNHILL (L.M.W. JU DAILY UNTIL FURTHER L.N.W. Junction and Batley Batley Morley and Farnley Junction Farnley Branch Jn. and Holbeck East Jn. Farnley Jn. and Holbeck East Jn. Morley and Holbeck East Junction Morley Low and Holbeck East	AII AII AII AII	OLBECK EAST JUNCTION) Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33 m.p. (49/6) 08 00 to 17 30. Contractors dismantling awnin roof on Down Platform. Mechanical plant in t (46/68) Contractors repairing culvert at 40m. 33 cha. (44/40) 07 00 to 17 00. Mechanical excavator working adjacent to tracks between 41 and 42m.p. (39/67) 07 30 to 17 00. Repairing Bridge No.8 and 41m. (40/68) 07 30 to 17 00. Contractors repairing culvert at 40m. 33chs. (40/69)

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SECTION B - TEMPORARY E

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ECTION B-TEMPORARY E t or between HAFTHOLME TO FERRYBR IONDAY to FRIDAY 9 to nottingley and Womersley JLL (WEST PARADE) ANI	13 DECEMBER Up Askern (BLOCKED)	Remarks 22 00(Mon to Thu) to 06 00 (Tues to Fri) each day. Tamping machine in use between 62m. 68chs. and 61m. 74chs. Post Office Lane and Spring Lodge, and Cridling Stubbs Automatic Half Barriers to be manned.
HAFTHOLME TO FERRYBR ONDAY to FRIDAY 9 to nottingley and Womersley	NDGE-continued. 13 DECEMBER Up Askern (BLOCKED)	22 00(Mon to Thu) to 06 00 (Tues to Fri) each day. Tamping machine in use between 62m. 68chs. and 61m. 74chs. Post Office Lane and Spring Lodge, and Cridling Stubbs Automatic Half
ONDAY to FRIDAY 9 to nottingley and Womersley	13 DECEMBER Up Askern (BLOCKED)	Tamping machine in use between 62m. 68chs. and 61m. 74chs. Post Office Lane and Spring Lodge, and Cridling Stubbs Automatic Half
nottingley and Womersley	Up Askern (BLOCKED)	Tamping machine in use between 62m. 68chs. and 61m. 74chs. Post Office Lane and Spring Lodge, and Cridling Stubbs Automatic Half
JLL (WEST PARADE) AN		
JLL (WEST FANADL) AND	D SEAMER WEST	
INDAY 8 DECEMBER	D SEAMEN WEST	A manufacture of the second
est Parade	Down and Up Main (BLOCKED)	07 30 to 16 30. Cleaning and painting bridge No. 2 at 0m. 45chs. Ladders and trestles in use.
nd Beverley	All	07 30 to 14 00. Overhauling Flemingate lifting barriers. Flemingate gate box open.
verley Station	All	07 30 to 14 00. Overhauling lifting barriers. Signal box open.
		Works to an include it, then we have a second of
	Down and Up Main	08 00 to 16 00 daily. Re-aligning track between ¾ and 1¼m.p.
SSLE ROAD AND ALEXA	ANDRA DOCK	
ILY UNTIL FURTHER NO	TICE	
	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
	Down and Up Alexandra Dock	07 30 to 17 00. Contractors demolishing redunda signal boxes at Springbank North Junction, Springbank South Jn. and Sculcoates Jn. (27/68)
	everley Parks and Beverley Station everley Station JESDAY to THURSDAY 1 est Parade to Nalton Street	(BLOCKED) everley Parks All and Beverley Station All Verley Station All VESDAY to THURSDAY 10 to 12 DECEMBER Down and Up Main Walton Street ESSLE ROAD AND ALEXANDRA DOCK ALLY UNTIL FURTHER NOTICE lexandra Dock All and Hessle Road ESSLE ROAD and Down and Up

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in use.

07 00 to 17 00. Contractors demolishing platforms at Wilmington Old station. Plant in use.

07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼ m.p. Ladders and trestles in use. (31/67)

HULL YARDS

Wilmington and

Southcoates

DAILY UNTIL FURTHER NOTICE Sculcoates Sidi

Sidings (BLOCKED by local arrangement) Down and Up Main

Down and Up Main

Sculcoates and Springbank North

Neptune Street

All

07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use.

(8/68)

Contractors painting bridge at 31/2m.p.

(24)

07 00 to 17 00. Contractors demolishing building adjacent to Strickland Street footbridge. Plant in use. (52/68)

SECTION B - TEMPORARY ENGINEERING WORKS - At or between Lines affected		continued	
		Remarks	
WAREFILLD (RIANGA	TE) EAST TO GOOLE (GOODS	JUNCTION) - continued	
Sharlston	ER NOTICE - continued		
Snydale East and	All	Contractors installing loading plant. Mechanica plant in use. (6/68)	
Featherstone Stn.		08 00 to 18 00. Contractors reconstructing Brid No.20 at 53m. 5chs. Cranes and plant in use overhead.	
Snydale East and Pontefract West	Down and Up Main	08 00 to 17 00. Excavating for cable ducts und tracks between 52m 52mb and 55 to 15 to 15	
Featherstone and Pontefract West	AII	08 00 to 17 00. Contractors reason	
Featherstone and	Down and U. M.	(45/68)	
Knottingley	Down and Up Main	08 00 to 16 00. Preparing for alterations to signalling. (25/68)	
Pontefract West and East	All	07 30 to 17 00. Contractors demolishing part of Down Platform at 56m. 37chs. Mechanical pl in use. (37/68)	
Pontefract East and Knottingley West Jn.	Down and Up Main	07 00 to 17 00. Contractors erecting scaffold and excavating alongside tracks at 58% m.p	
Pontefract West and East	Down Goods (BLOCKED)	(9/68 07 30 to 17 00. Contractors relaying Down Go at 56m. 37chs. Mechanical plant in use. All Down traffic to travel over the Down Ma Both signal boxes open. (41/68)	
Knottingley	Down and Up Main	08 00 to 16 00 (Mon. to Fri.). Lifting station platforms. (10/68)	
Knottingley West Junction and East Junction	Down and Up Main	08 00 to 18 00. Contractors laying main betwe 57% and 58m.p.	
Whitley Bridge and			
Sudforth Lane	Up Siding (BLOCKED by local arrangement)	07 00 to 17 00. Contractors demolishing tank house at 61% m.p. Plant in use.	
awcliffe Bridge	Down and Up	(44/68)	
Junction and Engine Shed	Main and Sidings	07 00 to 18 00. Contractors erecting scaffoldin at 73m. 11chs.	
UNDAY 8 DECEMBER	and the second	(17/68)	
rotton West	Down and Up Main	07.00	
and East	(BLOCKED except as shown in remarks)	07 00 to 17 00. Excavating under track for cab ducts at 49½ m.p. Mechanical plant in use. Arrangements made to pass Ballast train specials.	
aarlston Station and Streethouse West	Down and Up Main (BLOCKED)	07 30 to 17 00. Welding points and crossings b ween 51m. 70chs. and 52 m.p. Sharlston Stati signal box open.	
ottingley West Ind East	Down and Up Main (BLOCKED)	06 00 to 18 00. Providing new drain and retainin wall between 58¼ and 58½ m.p. Plant in use. Knottingley signal box open.	

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SECTION C

Bridge No.3 at Cranes and (35/36/68)

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

YORK (CHALONERS WHIN)

The trailing crossover worked by a 2 lever Ground Frame between the Down and Up Doncaster Main Lines situated on the York side of the Leeds/Doncaster junction has been secured out of use pending

* NOSTELL

The Up Shunt Siding together with the associated signalling has been abandoned.

LEEDS AND GARFORTH

With reference to Supplementary Notice No.40A, the Ground Frame at Neville Hill East has been brought into use.

CALDER BRIDGE

The Down Through Siding and Shunt Neck has been abolished. Absolute Block Working will be introduced on the Up and Down Fork Lines between Calder Bridge and Turners Lane.

The following connections are now secured permanently out of use in the normal position pending removal :-

Down Main or Shunt Neck to Down Through Siding Down Fork or Down Through Siding to Down Main

The following signals have been abolished :-Shunting Down Through Siding to Spur Shunting Down Through Siding to Down Main

** BETWEEN CUTSYKE, FEATHERSTONE AND KNOTTINGLEY

Revised signalling has been brought into use between Cutsyke, Featherstone and Knottingley. Full details are published in Supplementary Notice No.46A and all staff concerned must ensure that they (49)

HALL LANE : (LAISTERDYKE)

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

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ROYSTON JUNCTION

The connections to and from the Middlestown Branch, together with the associated signalling, are abandoned.

NORMANTON NORTH JUNCTION AND NORMANTON STATION NORTH

A "LIMIT OF SHUNT" notice board applying to the Up Through Siding has been erected between the Up Main and Up Through Siding approximately 310 yards from Normanton Station North.

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

WILMINGTON AND DANSOM LANE SIGNAL BOX

The connections leading from the Up and Down Main lines to the former Hornsea lines have been Wilmington Signal Box

disconnected and secured in the reverse position, leading to the Hornsea Line. The signals Down Main Home from Wincolmlee and the Up Main Home to Wincolmlee have been

abolished.

Dansom Lane Signal Box

The connections leading from the Up Main Line into the Down Goods Independant have been disconnected and secured in the reverse position.

The Up Main Starting Signal to Wilmington has been abolished.

(New item)(1)

METHLEY NORTH STATION LEVEL CROSSING

Whistle boards have been erected 400 yards on the North side of the level crossing and 230 yards on the South side of the level crossing.

HUNSLET SOUTH JUNCTION AND HUNSLET DOWN SIDINGS GROUND FRAME

Hunslet South Junction

A new ground disc signal has been providing, Shunting, Arrival Line to Down Through Siding.

A Notice Board worded "STOP TELEPHONE" has been erected between No.1 Siding and the Arrival Line at the outlet from the Reception Sidings. A telephone is provided communicating with Hunslet South Junction Signal Box.

The connection Down Through Siding to Down Arrival, will, in future, be operated from the Signal Box.

Hunslet Down Sidings Ground Frame

The connections Arrival Line to Down Through Siding, Arrival Line to No.1 Siding are now secured out of use in the normal position pending removal.

The end of the connection nearest the Signal Box from the Down Through Siding to the Arrival Line is now operated from Hunslet South Junction Signal Box, the opposite end of this connection has been converted to hand worked spring points.

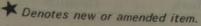
The connection from No.1 Siding to the Arrival Line has been converted to hand worked spring points.

The following signals have been abolished :-Shunting No. 1 Siding to Storage Siding Shunting Arrival Line to Storage Siding Shunting Down Through Siding to Storage Siding Shunting No.1 Siding to Down Through Siding Shunting Arrival Line to Down Through Siding Shunting Set Back along to Down Through Siding Shunting Reception Lines to Arrival Line Shunting Reception Lines to Down Through Siding

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GENERAL INSTRUCTIONS AND NOTICES



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

MISCELLANEOUS NOTICES

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP - TELEPHONE" Board protecting the East end connections of the Up Sidings.

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board.

Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No.783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise movements past the Stop Board.

HEALEY MILLS MOTIVE POWER DEPOT

A stop board has been erected 15 yards beyond the West End of the Servicing Shed and press buttons are provided on the post carrying the notice.

Drivers on coming to a stand at the notice board must press the appropriate button, wait for the door to be lifted and the PROCEED notice above the door to be illuminated before moving the locomotive into the Servicing Shed. (50)

The above item is cancelled

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing. SECTION D

MISCELLANEOUS	NOTICES-continued.
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THE AT MOTIVE PO	WER DEPOTS, CARRIAGE SH	EDS ETC.	Commencing	
REPAIRS AT MOTIVE	Nature of Work	Duration		-
Place *Bradford Hammerton Stre The tanker fueling si Trains to be re-position Healey Mills M.P.D. (All lines) Healey Mills Locomotive washing	eet D.M.U. Depot. ding has been shortened by ed as necessary. Contractor Alterations to over- head crane. Provision of ducts and alterations to East end doors. Painting Washing Plant	approx. 100-ft. whilst r's men and equipment Until further notice Until further notice	Contractors concrete the on site.	49)
Wakefield Wagon Repair Shops Nos.15 and 16 Sidings (BLOCKED)	Ladders in use. Materials lying about. Excavating for new weighing machine. Excavator and road vehicles in use.	08 00 to 16 30 daily	1	-

FREIGHT TRAIN LOADS BOOK (DEISEL) DATED 8TH JULY. 1967

A supplement to the Freight Train Loads Book dated 8th July, 1967 is in print and will come into operation on 16th December, 1968.

This supplement will include all additions and amendments shown in the Supplementary Operating Instructions dated 25th November, 1967 and the General Instructions and Notices No.39D (NE/N and NE/S) for the period 28th September – 25th October, 1968. (51/52)

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York

MO.44/1383/NE/S No.49.

F.J. BURGE Movements Manager

27 November, 1968

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior Officer by telegram as follows:-

NILE SIG. NOTICE NE/S No.49.

FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R. 31262/1

No.50



NE/S EASTE

EASTERN (NE) REGION

SOUTHERN SECTION

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 14 DECEMBER TO FRIDAY 20 DECEMBER 1968 INCLUSIVE

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

SECTION B-TENILONAN	ENGINEERING WORKS-contin	Remarks	
At or between	Lines affected		1
HESSLE ROAD AND ALE	XANDRA DOCK	THE MOTING OF DEPISION OF DEPISION	(
DAILY UNTIL FURTHER I Alexandra Dock and Hessle Road		 07 30 to 16 30, laying cables and preparing for alterations to signalling. 07 30 to 17 00. Contractors demolishing redundant signal boxes at Springbank North Junction, signal boxes at the la and Sculpates In 	Ţ,
lessle Road and Alexandra Dock	Alexandra Dock	Springbank South Sh. and Sourcoutes Sh. (27/68)	
UNDAY 15 DECEMBER lessie Road and Alexandra Dock	Down Alexandra Dock (BLOCKED)	08 00 to 15 00. Contractors loading wagons at 2m, 16chs. (Sculcoates Junction).	
ILMINGTON TO HULL	HESSLE ROAD (SWEET DEWS	SIDINGS)	
AILY UNTIL FURTHER I ilmington and Southcoates		07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼ m.p. Ladders and trestles in use. (31/67)	

HULL YARDS

DAILY UNTIL FURTHER N Sculcoates	Sidings	07 00 to 17 00. Contractors remodelling	sidings.
	(BLOCKED by local arrangement)	Crane and mechanical plant in use.	(8/68)
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3½m.p.	(24)
Neptune Street	All	07 00 to 17 00. Contractors demolishing adjacent to Strickland Street footbridg in use.	
Wilmington Junction	All (BLOCKED by local arrangement)	08 00 to 16 00. Renewing switches and Crane in use. Commencing Monday 16 December.	crossings.
SUNDAY 15 DECEMBER Wilmington Junction	All	07 00 to 17 00. Providing connection fro	om Up

(BLOCKED

Independent to Up Hornsea line at 2m. 46chs. by local arrangement) Crane and mechanical plant in use.

HULL DOCKS

DAILY UNTIL FURTHER NOTICE Sweet Dews and Down Goods King George Dock (BLOCKED)

Graving Dock and Holderness Drain South

Down and Up Main

Repairs to Holderness Drain Bridge No.5. All Down traffic for King George Dock and Saltend to travel via the High Level. 08 00 to 17 00. Contractors laying cables alongside tracks, Mechanical plant in use, (29/67) SUI Sal Bo

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 15 DECEMBER-SNYDALE EAST

The Slip connection leading from the trailing crossover between the Down and Up Main lines to Up Siding together with the associated slip connections leading to Victoria Colliery Sidings and the double slip points within the sidings will be secured permanently out of use in the normal position pending removal. The associated signals will be abolished.

(2)

SUNDAY 15 DECEMBER-BETWEEN CLAYTON WEST JUNCTION, LOCKWOOD AND HUDDERSFIELD

Track Circuit Block Regulations will apply on the Down Line between Clayton West Junction and Huddersfield Signal Box.

Absolute Block Regulations will apply on the Up Line between Huddersfield and Clayton West Junction. Lockwood

The Signal Box together with all signals worked therefrom will be abolished with the exception of Down Line signals LW53 and LW53R. These signals will remain as three aspect colour light signals capable of displaying Yellow, Double Yellow or Green aspect.

All connections will be secured in the normal position pending removal. The associated ground frame will be abolished.

Huddersfield

Three aspect automatic signal UO applying to the Up Line on the Huddersfield side of Lockwood Tunnel will in future be a two aspect colour light signal capable of displaying a Red or Green aspect. This signal will act as Huddersfield Up Starting Signal and will be renumbered 177. A telephone will be provided at this signal.

Clayton West Junction

A telephone will be provided at the Down Starting Signal.

SUNDAY 15 DECEMBER-APPERLEY BRIDGE STATION

The signal box together with all signals worked therefrom will be abolished.

(2)

(2)

MONDAY to FRIDAY 16 to 20 DECEMBER-BETWEEN LEEDS AND YORK (CHALONERS WHIN) AND BETWEEN GARFORTH AND GASCOIGNE WOOD

Monday to Wednesday 16 to 18 December-Between Church Fenton and Chaloners Whin AWS will be brought into use between and including the following signals :-

Down Normanton CF723 and C10 Up Normanton U2N and CF726 Down Leeds CF725 and C2 Up Leeds U2L and CF720

Wednesday and Thursday 18 and 19 December-Between Micklefield Junction and Church Fenton AWS will be brought into use between and including the following signals :-Down Leeds P22 and CF719 Up Leeds CF714 and P2

Thursday 19 Decc. Ser-Between Neville Hill East Junction and Garforth AWS will be brouge into use between and including the following signals :- Down Main 791 and Gerforth 27 Up Main 802 and 792

Thursday and Friday 19 and 20 December-Between Garforth and Gascoigne Wood AWS will be brought into use between and including the following signals :-Down Main G29 and P21 Up Main P.R.1 and G46

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	SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued	
	DETAILS OF WORK REFERRED TO IN SECTION B-continued	SECTION C
	MONDAY to FRIDAY 16 to 20 DECEMBER - BETWEEN LEEDS AND YORK (CHALONERS WHIN) AND BETWEEN GARFORTH AND GASCOIGNE WOOD - continued	WILMINGTO
and the second s	Friday 20 December-Between Leeds and Cross Gates AWS will be brought into use between and including the following signals :- Down Main D20 to 789 Down Goods Loop on approach side of 772	Wilmington The con disconnec The sin abolished
	Up Main 788 to 179 Up Goods Loop 786 to 185 Hunslet East Down Departure Line on approach side of 776 (2)	Dansom L The co connecte
	TUESDAY 17 DECEMBER-WHITWOOD COLLIERY SIDINGS AND CUTSYKE	The L
	Whitwood Colliery Sidings The signal box together with all signals worked therefrom will be abolished. All connections will be secured permanently out of use in the normal position pending removal.	
	Cutsyke The Up Methley Main Starting signal will in future show a Red or Green aspect only. (2)	***METHLE Whis the Sout
	DETAILS OF WORK ALREADY CARRIED OUT	** HUNSL
	YORK (CHALONERS WHIN) The trailing crossover worked by a 2 lever Ground Frame between the Down and Up Doncaster Main Lines situated on the York side of the Leeds/Doncaster junction has been secured out of use pending (51) removal.	* * Howst Hunsle A n A N Line at
4 ×	LEEDS AND GARFORTH With reference to Supplementary Notice No.40A, the Ground Frame at Neville Hill East has been (50) brought into use.	Junctio The Hunsle
**	CALDER BRIDGE The Down Through Siding and Shunt Neck has been abolished. Absolute Block Working will be intro- duced on the Up and Down Fork Lines between Calder Bridge and Turners Lane.	out of Th now o conve Th
	The following connections are now secured permanently out of use in the normal position pending removal :- Down Main or Shunt Neck to Down Through Siding	Th
	Down Fork or Down Through Siding to Down Main	
	The following signals have been abolished :- Shunting Down Through Siding to Spur Shunting Down Through Siding to Down Main (50)	
*	HALL LANE : (LAISTERDYKE) The level crossing gates have been replaced by lifting barriers controlled from the signal box. (50)	
*	ROYSTON JUNCTION The connections to and from the Middlestown Branch, together with the association signalling, are abandoned. (50)	
	NORMANTON NORTH JUNCTION AND NORMANTON STATION NOR A "LIMIT OF SHUNT" notice board applying to the Up Through Siding has been erected between the Up Main and Up Through Siding approximately 310 yards from Normanton Station North. (51/52)	

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

WILMINGTON AND DANSOM LANE SIGNAL BOX

Wilmington Signal Box

The connections leading from the Up and Down Main lines to the former Hornsea lines have been disconnected and secured in the reverse position, leading to the Hornsea Line. The signals Down Main Home from Wincolmlee and the Up Main Home to Wincolmlee have been abolished.

Dansom Lane Signal Box

The connections leading from the Up Main Line into the Down Goods Independant have been disconnected and secured in the reverse position. The Up Main Starting Signal to Wilmington has been abolished.

(1)

METHLEY NORTH STATION LEVEL CROSSING

Whistle boards have been erected 400 yards on the North side of the level crossing and 230 yards on the South side of the level crossing, (50)

*+ HUNSLET SOUTH JUNCTION AND HUNSLET DOWN SIDINGS GROUND FRAME

Hunslet South Junction

A new ground disc signal has been providing, Shunting, Arrival Line to Down Through Siding.

A Notice Board worded "STOP TELEPHONE" has been erected between No.1 Siding and the Arrival Line at the outlet from the Reception Sidings. A telephone is provided communicating with Hunslet South

The connection Down Through Siding to Down Arrival, will, in future, be operated from the Signal Box.

Hunslet Down Sidings Ground Frame

The connections Arrival Line to Down Through Siding, Arrival Line to No.1 Siding are now secured out of use in the normal position pending removal.

The end of the connection nearest the Signal Box from the Down Through Siding to the Arrival Line is now operated from Hunslet South Junction Signal Box, the opposite end of this connection has been converted to hand worked spring points.

The connection from No.1 Siding to the Arrival Line has been converted to hand worked spring points.

The following signals have been abolished :-

Shunting No.1 Siding to Storage Siding Shunting Arrival Line to Storage Siding Shunting Down Through Siding to Storage Siding Shunting No.1 Siding to Down Through Siding Shunting Arrival Line to Down Through Siding Shunting Set Back along to Down Through Siding Shunting Reception Lines to Arrival Line Shunting Reception Lines to Down Through Siding

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GENERAL INSTRUCTIONS AND NOTICES

* Denotes new or amended item.

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

MISCELLANEOUS NOTICES

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP - TELEPHONE" Board protecting the East end connections **Down Trains**

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed of the Up Sidings.

beyond this board.

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) Up Trains to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No.783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise movements past the Stop Board.

HEALEY MILLS MOTIVE POWER DEPOT

A stop board has been erected 15 yards beyond the West End of the Servicing Shed and press

buttons are provided on the post carrying the notice. Drivers on coming to a stand at the notice board must press the appropriate button, wait for the door to be lifted and the PROCEED notice above the door to be illuminated before moving the locomotive into the Servicing Shed.

The above item is cancelled

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS ETC.

Place	Nature of Work	Duration	Commencing
Healey Mills M.P.D. (All lines)	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice	
Healey Mills	Painting	Until further notice	
Locomotive washing plant	Washing Plant Ladders in use. Materials lying about.		
Wakefield Wagon Repair Shops Nos.15 and 16 Sidings (BLOCKED)	Excavating for new weighing machine. Excavator and road vehicles in use.	08 00 to 16 30 daily	

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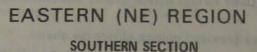
York

4 Dec Rec Office FOR THE INFORMATION OF RAILWAY STAFF ONLY

B.R.31262/1



NE/S



No. 51/52

This Booklet Contains Notices for TWO Weeks ending 3 January

TEMPORARY SPEED RESTRICTIONS PERMANENT WAY OPERATIONS SIGNAL ALTERATIONS APPENDIX INSTRUCTIONS ETC.

SATURDAY 21 DECEMBER 1968 TO FRIDAY 3 JANUARY 1969 INCLUSIVE

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

	NE: RY ENGINEERING WORKS - c	S-15
At or between	Lines affected	Remarks
	5) TO YORK (CHALONERS WH	IN)
DAILY UNTIL FURTHER Fryston and Burton Salmon	NOTICE Down and Up Main	08 00 to 20 00. Contractors repairing stonework of Fairburn Tunnel at 17m. 24chs. Scaffolding i use.
Burton Salmon	Up Goods	08 00 to 17 00. Contractors removing redundant sidings. Mechanical plant in use.
Milford South and North	All	07 00 to 18 00. Contractors erecting poles and cables alongside track at 14m. 75chs. (31/68)
Sherburn-in-Elmet North and Bolton Percy	All	08 00 to 16 00. Preparing for signalling alter- ations. (9/68)
Garforth and York (Chaloners Whin)	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
SATURDAY 21 DECEMBER		
Fryston and Burton Salmon	Down and Up Main	00 01 to 07 00. Repairs to Fairburn Tunnel. Ladders in use.
SATURDAY and SUNDAY,		
Fryston and Burton Salmon	Down and Up Main (BLOCKED except as shown	22 00 (Sat) to 12 00 (Sun). Repairs to Fairburn Tunnel.
	in remarks)	Arrangements made to pass 02 06 York to Normanton and 3Z24, 01 15 York to Didcot ov the Up Main and 23 50 Normanton to York, 23 2 Manchester to Newcastle, 23 32 Manchester to Durham, and 08 00 Wakefield to York over the Down Main. Both signal boxes open.
UNDAY 22 DECEMBER		
astleford Old Station	All	08 00 to 17 00. Renewing levers and floorplates. Signal box open.
hurch Fenton and Chaloners Whin	Down and Up Normanton (BLOCKED)	07 00 to 17 00. Removing track and deep re- ballasting between 6 m. 37 chs. and 6 m. 10 chs Crane and Traxcavator in use. All traffic to travel over Leeds lines.
ork (Chaloners Whin Junction)	03 45 to 16 00 Up Normanton Connections (BLOCKED) 06 00 to 18 00 Down Normanton Connections (BLOCKED)	 03 45 (or after passage of 3E26 16 55 (Sat) Aberdeen to King's Cross) to 18 00 Realignmen of Chaloners Whin Junction between 2m. 1ch. and 2m.p. 03 45 to 16 00. All Up traffic and 06 00 to 18 00. All Down traffic to travel over Leeds
ONDAY to FRIDAY 30 DE	CEMBER to 3 JANUARY	lines through Chaloners Whin Junction.
tofts Junction and Castleford	Down Main	09 00 to 16 00 daily. Lowering cess between 23m. 38chs. and 23m. 18chs. Mechanical excavator in use.

CASTLEFORD (CUTSYKE JN.) TO CASTLEFORD (CENTRAL) DAILY UNTIL FURTHER NOTICE Cutsyke All 08

Castleford Cutsyke Junction and Castleford Station

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Down and Up Main

08 00 to 16 00. Preparing for signalling alterations. (8/68)

07 00 to 19 00. Contractors reconstructing Bridge No. 1 at 0m. 12chs. Cranes and plant in use.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 22 DECEMBER-BETWEEN OAKENSHAW NORTH, SNYDALE AND GOOSE HILL

The connections and associated signalling for the abandoned Down and Up Goods lines between Oakenshaw North, Snydale and Goose Hill will be abolished.

Snydale

The signal box together with all points and signals worked therefrom will be abolished. (3)

MONDAY 23 DECEMBER-RAWCLIFFE BRIDGE

The trailing crossover between the Down and Up Main lines will be secured out of use in the normal position pending removal. The slip connection from the trailing crossover between the Main lines to the Up Siding will be abolished.

The associated signals will be abolished.

MONDAY 30 DECEMBER-GRAVING DOCK

The signal box together with all points and signals worked therefrom will be abolished.

DETAILS OF WORK ALREADY CARRIED OUT

*YORK (CHALONERS WHIN)

The trailing crossover worked by a 2 lever Ground Frame between the Down and Up Doncaster Main Lines situated on the York side of the Leeds/Doncaster junction has been secured out of use pending removal. (51)

BETWEEN LEEDS AND YORK (CHALONERS WHIN) AND BETWEEN GARFORTH AND GASCOIGNE WOOD

Between Church Fenton and Chaloners Whin

AWS has been brought into use between and including the following signals :-Down Normanton CF723 and C10 Up Normanton U2N and CF726 Down Leeds CF725 and C2

Up Leeds U2L and CF720

Between Micklefield Junction and Church Fenton

AWS has been brought into use between and including the following signals :-Down Leeds P22 and CF719 Up Leeds CF714 and P2

Between Neville Hill East Junction and Garforth

AWS has been brought into use between and including the following signals :-Down Main 791 and Garforth 27 Up Main 802 and 792

Between Garforth and Gascoigne Wood

AWS has been brought into use between and including the following signals :-Down Main G29 and P21 Up Main P.R.1 and G46

Between Leeds and Cross Gates

AWS has been brought into use between and including the following signals :-Down Main D20 to 789 Down Goods Loop on approach side of 772 Up Main 788 to 179 Up Goods Loop 786 to 185 Hunslet East Down Departure Line on approach side of 776

SECTION C DETAILS O

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

HULL HESSLE ROAD, WILMINGTON, DANSOM LANE AND SOUTHCOATES

Hessle Road and Wilmington

sile Road and Wilmington A new facing connection has been provided in advance of signal No.HR54. This connection provides access to the single line to Wilmington. A Run-Round (named Stoneferry Loop) has been provided on the access to the single the to arrington. A Run-Round (named Stoneferry Loop) has been provided on the approach to Stoneferry Level Crossing with two crossovers worked by hand points, the Alexandra Dock approach to occurrently and a costing with two crossovers worked by hand point Line end of the crossover nearer to Stoneferry Level Crossing are spring points.

The following signals have been provided :-

Left hand offset subsidiary signal, associated with HR54 applying from Down Alexandra Dock line to Wilmington Branch. Ground position light signal applying (Up) Wilmington single line to Up Alexandra Dock line.

The following Notice Boards have been provided :-

One Notice Board facing Down Trains, situated on the approach to the hand worked crossover nearer to the Alexandra Dock lines in the Stoneferry Loop Run-Round worded "STOP AND PROCEED

One Notice Board facing Up Trains, situated between the Stoneferry Loop Run-Round lines applying to trains proceeding to the Alexandra Dock line worded "STOP TELEPHONE FOR PERMISSION TO PROCEED TOWARDS MAIN LINE". A telephone has been provided communicating with the Signalman at Hessle Road situated adjacent to this Notice Board. One Notice Board facing trains situated in advance of the Stoneferry Loop Run-Round applying to

trains proceeding to Wilmington worded "STOP TELEPHONE FOR PERMISSION TO PROCEED TO WILMINGTON". A telephone has been provided situated adjacent to this Notice Board.

A single lever ground frame has been provided situated adjacent to the Wilmington Branch on the right hand side of the line (to trains travelling towards Wilmington). This ground frame controls the connection to Hornsea Sidings and is fitted with an Annetts Lock, a telephone has been provided at this ground frame. The key to the Annetts Lock is retained by the Foreman at Wilmington. Through movements over these points must be made only when the Foreman is in possession of the Annetts Key.

A Notice Board has been provided situated to the left (to trains travelling towards the Stoneferry Loop Run-Round) of the Wilmington line worded "NO TRAINS OR LIGHT ENGINES TO PASS THIS BOARD UNTIL PERMISSION OBTAINED FROM THE YARD FOREMAN".

A temporary connection has been provided at Wilmington from Up Shunting line at 2m. 46chs, to the single line (former Up Hornsea line) this connection crosses the Up and Down Goods, Up and Down Victoria Dock Branch.

Wilmington, Dansom Lane and Southcoates

Wilmington, Dansom Lane and Southcoates Signal Boxes together with all points and signals worked therefrom have been abolished. (New Item) (3)

WILMINGTON AND DANSOM LANE SIGNAL BOX

Wilmington Signal Box

The connections leading from the Up and Down Main lines to the former Hornsea lines have been disconnected and secured in the reverse position, leading to the Hornsea Line.

The signals Down Main Home from Wincolmlee and the Up Main Home to Wincolmlee have been abolished.

Dansom Lane Signal Box

The connections leading from the Up Main Line into the Down Goods Independant have been disconnected and secured in the reverse position.

The Up Main Starting Signal to Wilmington has been abolished.

(1)

WHITWOOD COLLIERY SIDINGS AND CUTSYKE

Whitwood Colliery Sidings

The signal box together with all signals worked therefrom has been abolished.

All connections have been secured permanently out of use in the normal position pending removal.

Cutsyke

The Up Methley Main Starting signal now shows a Red or Green aspect only.

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SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued DETAILS OF WORK ALREADY CARRIED OUT-continued

HULL HESSLE ROAD, WILMINGTON, DANSOM LANE AND SOUTHCOATES Hessle Road and Wilmington

A new facing connection has been provided in advance of signal No.HR54. This connection provides A new racing connection has been provided in advance of signal No.HR54. This connection provides access to the single line to Wilmington. A Run-Round (named Stoneferry Loop) has been provided on the access to the single the to infinington. A Run-Round (named Stoneferry Loop) has been provided on the approach to Stoneferry Level Crossing with two crossovers worked by hand points, the Alexandra Dock approach to crossover nearer to Stoneferry Level Crossing are spring points.

The following signals have been provided :-

Left hand offset subsidiary signal, associated with HR54 applying from Down Alexandra Dock line Ground position light signal applying (Up) Wilmington single line to Up Alexandra Dock line.

- The following Notice Boards have been provided :-

 - One Notice Board facing Down Trains, situated on the approach to the hand worked crossover nearer to the Alexandra Dock lines in the Stoneferry Loop Run-Round worded "STOP AND PROCEED

One Notice Board facing Up Trains, situated between the Stoneferry Loop Run-Round lines applying to trains proceeding to the Alexandra Dock line worded "STOP TELEPHONE FOR PERMISSION TO PROCEED TOWARDS MAIN LINE". A telephone has been provided communicating with the Signalman at Hessle Road situated adjacent to this Notice Board.

One Notice Board facing trains situated in advance of the Stoneferry Loop Run-Round applying to trains proceeding to Wilmington worded "STOP TELEPHONE FOR PERMISSION TO PROCEED TO WILMINGTON". A telephone has been provided situated adjacent to this Notice Board.

A single lever ground frame has been provided situated adjacent to the Wilmington Branch on the right hand side of the line (to trains travelling towards Wilmington). This ground frame controls the connection to Hornsea Sidings and is fitted with an Annetts Lock, a telephone has been provided at this ground frame. The key to the Annetts Lock is retained by the Foreman at Wilmington. Through movements over these points must be made only when the Foreman is in possession of the Annetts Key.

A Notice Board has been provided situated to the left (to trains travelling towards the Stoneferry Loop Run-Round) of the Wilmington line worded "NO TRAINS OR LIGHT ENGINES TO PASS THIS BOARD UNTIL PERMISSION OBTAINED FROM THE YARD FOREMAN".

A temporary connection has been provided at Wilmington from Up Shunting line at 2m. 46chs. to the single line (former Up Hornsea line) this connection crosses the Up and Down Goods, Up and Down

Wilmington, Dansom Lane and Southcoates

Wilmington, Dansom Lane and Southcoates Signal Boxes together with all points and signals worked therefrom have been abolished. (New Item) (3)

WILMINGTON AND DANSOM LANE SIGNAL BOX

Wilmington Signal Box

The connections leading from the Up and Down Main lines to the former Hornsea lines have been disconnected and secured in the reverse position, leading to the Hornsea Line.

The signals Down Main Home from Wincolmlee and the Up Main Home to Wincolmlee have been abolished.

Dansom Lane Signal Box

The connections leading from the Up Main Line into the Down Goods Independant have been disconnected and secured in the reverse position.

The Up Main Starting Signal to Wilmington has been abolished.

(1)

WHITWOOD COLLIERY SIDINGS AND CUTSYKE

Whitwood Colliery Sidings

The signal box together with all signals worked therefrom has been abolished.

All connections have been secured permanently out of use in the normal position pending removal.

Cutsyke

The Up Methley Main Starting signal now shows a Red or Green as rect only.

SECTION D

NES-32

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT - continued The Slip connection leading from the trailing crossover between the Down and Up Main lines to Up Siding together with the associated slip connections leading to Victoria Colliery Sidings and the double slip points within the sidings have been secured permanently out of use in the normal position pending removal. The associated signals have been abolished.

BETWEEN CLAYTON WEST JUNCTION, LOCKWOOD AND HUDDERSFIELD

Track Circuit Block Regulations apply on the Down Line between Clayton West Junction and Absolute Block Regulations apply on the Up Line between Huddersfield and Clayton West Junction, Huddersfield Signal Box.

ckwood The Signal Box together with all signals worked therefrom have been abolished with the exception of Down Line signals LW53 and LW53R. These signals remain as three aspect colour light signals capable

of displaying Yellow, Double Yellow or Green aspect. All connections are secured in the normal position pending removal.

The associated ground frame has been abolished.

Three aspect automatic signal UO applying to the Up Line on the Huddersfield side of Lockwood

- Tunnel is now a two aspect colour light signal capable of displaying a Red or Green aspect. This signal acts as Huddersfield Up Starting Signal and is renumbered 177. A telephone is provided
- at this signal.

Clayton West Junction A telephone is provided at the Down Starting Signal

APPERLEY BRIDGE STATION The signal box together with all signals worked therefrom is abolished.

NORMANTON NORTH JUNCTION AND NORMANTON STATION NORTH

A "LIMIT OF SHUNT" notice board applying to the Up Through Siding has been erected between the Up Main and Up Through Siding approximately 310 yards from Normanton Station North. (51/52)

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REPAIRS

Place

Healey M.P.D. (All line

Healey Locomo plant

Wakefie Wagon Shops N and 16 (BLOCK

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item.

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

MISCELLANEOUS NOTICES

LEEDS-NEVILLE HILL COACHING STOCK DEPOT

Until further notice, loco hauled stock will continue to be dealt with at the Up Side Carriage Sidings as hitherto.

Down Trains

Trains will normally travel via the new facing connection in the Down Main to the Up Side Arrival line (former No.1 Reception Line) to a "STOP - TELEPHONE" Board protecting the East end connections of the Up Sidings.

Trainmen must obtain the permission of the person in charge of the Up Carriage Sidings to proceed beyond this board.

Up Trains

All trains from the Up Carriage Sidings will normally travel via the Up Mineral No.2 Line (Red Road) to a "STOP FOR ORDERS" Board situated 100 yards on the approach side of No.783 ground position light signal at the West end of the Sidings. The person in charge at the West end will authorise movements past the Stop Board.

WAKEFIELD WESTGATE

Contractors are building a Transformer House alongside tracks adjacent to Westgate North signal Box, and there is increased use of the sleeper crossing at the North end of the station between 08 30 and 17 00 each day. Drivers to keep a sharp look-out.

HILLHOUSE NO.1 and NO.2

A temporary level crossing has been provided at 26m. 50chs. for use by Contractors vehicles crossing from the former M.P.D. to the Old Coal Yard. Drivers to sound horn or Engine whistles when approaching the crossing.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS ETC.

Place	Nature of Work	Duration	Commencing
Healey Mills M.P.D. (All lines)	Alterations to over- head crane. Provision of ducts and alterations to East end doors.	Until further notice	
Healey Mills Locomotive washing plant	Painting Washing Plant Ladders in use. Materials lying about.	Until further notice	
Wakefield Watton Repair Shops Nos.15 and 16 Sidings (BLOCKED)	on Repair weighing machine. OS Nos.15 Excavator and road 16 Side	08 00 to 16 30 daily	

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