



NE/S

EASTERN (NE) REGION

No. 2

SOUTHERN SECTION

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

SATURDAY 13 JANUARY

TO

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 look-out 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

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

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

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

For a list of PDFs currently available visit the list of [Weekly](#) Notices or [Signalling](#) Notices page.

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

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

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

To join the Signalling Record Society visit

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



NE/S

EASTERN (NE) REGION

No. 5

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 look-out 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 m.p.h.	Remarks
		M.	Chs.	M.	Chs.		
LEEDS CITY TO HULL (PARAGON)							
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 (CHALONERS WHIN)							
Castleford Gates and Castleford Station	Down Main	21	19	21	4	20	Relaying. Commencing Wednesday 8 May.
SWINTON (DEARNE JUNCTION) TO BURTON SALMON							
‡ 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 Drain Bridge				10	Condition of Holderness Drain Bridge.
Sculcoates and Alexandra Dock	Down and Up Main	2	32	2	16	20	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 AND CUDWORTH STATION JUNCTION							
Stairfoot Junction and Cudworth Station	Down and Up	173	60	173	36	25	Ardsley Tunnel divers- ion. Cut out signs are provided in lieu of C. & T. Boards.
THORNE JUNCTION TO STADDLETHORPE							
Staddlethorpe and Saltmarshe	Up Main	0	41	1	41	20	Relaying.

SECTION B-TEMPORARY ENGINEERING WORKS-continued.

At or between	Lines affected	Remarks
CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION)- continued.		
SATURDAY and SUNDAY 4 and 5 MAY - continued.		
Nostell and Hare Park	Down and Up Main (BLOCKED)	23 00 (Sat) to 10 00 (Sun) Re-railing and loading C.W.R. between 171½m.p. and 171m. 71chs. Crane and trolleys in use. All traffic diverted. See separate advice for altered train arrangements. Nostell signal box open.
SUNDAY 5 MAY		
Moorhouse Jn. and South Kirkby Jn.	Down Main	07 00 to 16 30. Adjusting rail expansions between 163m. 30chs. and 164m. 10chs. Moorhouse Jn. signal box open.
Nostell	All	07 30 to 17 00. Overhauling interlocking. Signal box open.
SUNDAY to FRIDAY 5 to 10 MAY		
Wakefield Westgate North	All	07 30 to 17 00 daily. Preparing for signalling alterations. Signal box open.
MONDAY and TUESDAY 6 and 7 MAY		
Hemsworth Station	Up Main and Up Goods (BLOCKED)	23 00 (Mon) to 05 30 (Tues). Removal of station footbridge at 167 m. 70 chs. Crane in use. Arrangements made to pass OE80 Engine and brake Healey Mills to South Kirkby over the Up Main. All other Up traffic diverted. See separate advice for altered train arrangements. Fitzwilliam and Hemsworth station signal boxes open.
MONDAY to THURSDAY 6 to 9 MAY		
Moorhouse and Carcroft	Up Main (BLOCKED except as shown in remarks)	23 00 (Mon to Wed) to 05 00 (Tues to Thurs). On track tamping and lining machines working between 163m. 21chs. and 160m. 59chs. Arrangements made to pass one local freight train Healey Mills to Castle Hills, also 8E80 04 30 South Kirkby to Immingham. All other Up traffic diverted. See separate advice for altered train arrangements. Carcroft signal box open.
THURSDAY to FRIDAY 9 to 10 MAY		
Nostell and Hare Park	Down Main (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. Single line working over the Up Main for local freight traffic. Single line working will be withdrawn to allow arrangements made to pass 1N01 22 45 (Thurs) Kings Cross to Bradford over the Down Main line. All other Down traffic diverted. See separate advice for altered train arrangements.
WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRK GATE) WEST.		
Wakefield West.	All	07 30 to 17 00. Preparing for signalling alterations. (12/68)

SECTION 3 -

At or between

LEEDS CITY (

DAILY UNTIL
Headingley.

Horsforth S

Harrogate So
Bilton

TUESDAY to
Harrogate, B
Nidd Bridg

YORK TO SC

DAILY UNTI
Malton and
Seamer

SUNDAY 5
Malton

Malton Stati

Falsgrave a
Scarborou

WEDNESDA
Malton

YORK (SKEL

DAILY UNT
Skelton Jur
Dragon

Goldsbrou
Knaresbor

SUNDAY 5
Knaresborou
Starbeck S

Starbeck No
and Harrog

FRIDAY 10
Skelton and
Poppleton

THORNHILL

DAILY UNTI
L.N.W. Junc
Batley

Farnley Bran
and Holbe
East Jn.

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.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

YORK 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 line).

NES-27
SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.
DETAILS OF WORK ALREADY CARRIED OUT—continued.

SOUTH KIRBY JUNCTION: PROVISION OF RAPID LOADING FACILITIES—continued

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 INSTRUCTIONS with adjacent telephone has been retained.

(SEE SECTION 'D')

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

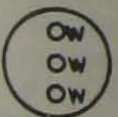
LOADING CONTROL SIGNALS A.B. AND C.



STOP IMMEDIATELY



PREPARE TO STOP



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

(19)

(DIAGRAM ON NEXT PAGE)

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 light 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)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued.

SECTION

** 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)

* Item

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)

** 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)

The
been s
The
the we
(Thi

** 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)

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.

(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 Signaller 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 furthest 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.

SECTION B - TEMPORARY ENGINEERING WORKS -continued

At or between	Lines affected	Remarks
SHAFTHOLME JUNCTION TO NORTHALLERTON-continued.		
SUNDAY 4 FEBRUARY-continued		
York Station (North end)	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 15¼ and 15¼m.p. All Up traffic to travel over the Up Slow line.
FRIDAY 9 FEBRUARY		
Pilmoor and Thirsk	Down Fast (BLOCKED)	04 30 to 09 15, tamping machine in use between 15¼ and 15¼ m.p. All Down traffic to travel over the Down Slow line.
YORK YARDS		
DAILY UNTIL FURTHER NOTICE		
York Yard North	All	07 30 to 17 00 (except Saturdays). Preparing for alterations to signalling and interlocking. (3/68)
SUNDAY 4 FEBRUARY		
York Yard North and Skelton Jn.	Down Departure Sidings (BLOCKED by Local arrangement)	07 00 to 17 00, relaying. Crane in use.
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)
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	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)
Lofthouse North and Ardsley	All	07 30 to 16 30, mechanical plant working alongside tracks between 179 and 180¼ m.p.

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. Enginemmen 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 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 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.



NE/S

EASTERN (NE) REGION

No. 6

SOUTHERN SECTION

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

SATURDAY 10 FEBRUARY

TO

FRIDAY 16 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 look-out 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 YARDS		
DAILY UNTIL FURTHER NOTICE York Yard North	All	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 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)
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	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 180¼ m.p.
SATURDAY and SUNDAY 10 and 11 FEBRUARY Bentley Crossing and Carcroft	Down and Up Main (BLOCKED)	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.
Nostell and Fitzwilliam	Up Main and Up Goods (BLOCKED)	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.
Hare Park and Westgate South	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	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		
SATURDAY and SUNDAY 10 and 11 FEBRUARY		
Holderness Drain North	Up Goods (BLOCKED)	12 00 (Sat) (or after passage of last train) to 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 between Bridge No.5 and Bridge No.6 King George Dock signal box open.
SUNDAY 11 FEBRUARY		
Holderness Drain North	Up Goods	08 00 to 16 00. Alterations to signalling. (See Section 'C').
THORNE JUNCTION TO STADDLETHORPE		
SUNDAY 11 FEBRUARY		
Thorne Moor and Dutch River	All	07 30 to 17 00, repairs to girders on Bridge No.13 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.
STAIRFOOT JUNCTION AND CUDWORTH STATION		
DAILY UNTIL FURTHER NOTICE		
Stairfoot Junction and Cudworth Station	Down and Up Main	Contractors repairing steelwork to Bridge No.12 Dearne Viaduct at 174 m.p. Crane and mechan- ical plant in use. (43/67)
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Knottingley West Junction	All	07 00 to 18 00, contractors demolishing redund- ant signal box. Plant in use. (43/67)
Knottingley West Junction and East Junction	Down and Up Main	08 00 to 18 00. Contractors laying main between 57¼ and 58m.p.
Knottingley East Junction	All	07 00 to 18 00, contractors demolishing redund- ant signal box. Plant in use. (43/67)
Knottingley East Junction and Sudforth Lane	Down and Up Main	07 00 to 17 00 contractors erecting scaffolding and safety net at 60m. 42chs. Commencing Wednesday 14 February.
Sudforth Lane and Whitley Bridge	Down and Up Main	07 00 to 17 00, contractors erecting scaffolding at 61m. 25chs. (45/67)
Whitley Bridge and Hensall	Down and Up Main	07 00 to 18 00. Contractors thrust boring under track at 63m. 68chs. (32/67)
Eggborough Power Station	Down and Up Main	07 00 to 18 00. Contractors thrust boring under tracks at Turnmore Crossing. (32/67)

At or between	Lines affected	Remarks
DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION)—continued		
DAILY UNTIL FURTHER NOTICE—continued		
Methley North Sidings and Woodlesford	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, 10 and 11 FEBRUARY		
Cudworth South Junction	All	22 00 (Sat.) to 17 00 (Sun.), preparing for alterations 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 16 FEBRUARY		
Hunslet South Junction and Hunslet Goods Junction	All	07 30 to 16 30 daily, installing cables.
MONDAY to FRIDAY 12 to 16 FEBRUARY		
Carlton Main Colliery Sidings	All	07 30 to 16 30 daily, preparing for signalling alterations.

LEEDS (ENGINE SHED JUNCTION) TO WHITEHALL JUNCTION

DAILY UNTIL FURTHER NOTICE		
Engine Shed Junction and Whitehall Junction	Down and Up Whitehall	07 00 to 17 00, repairs to Bridges Nos. 10 and 10A at 195½ m.p.
SUNDAY 11 FEBRUARY		
Engine Shed Junction	All	00 01 to 09 00. Tamping switches and crossings.

LEEDS CITY TO SKIPTON (SNAYGILL)

DAILY UNTIL FURTHER NOTICE		
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 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. Commencing Monday, 12 February. (6/68)
Steeton	All	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

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

(7)

** MALTON

The level crossing gates replaced by lifting barriers, operated from the signal box. (6)

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.

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:—

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.

(8)

*** 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.

(6)

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)

(7)

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.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

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)

*** ** GILDERSOME WEST**

The signal box, together with all signals worked therefrom, abolished.

All points secured out of use, in the normal position, pending removal.

(6)

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 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.

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.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON)-continued		
DAILY UNTIL FURTHER NOTICE-continued		
Killingbeck and Cross Gates	All	08 00 to 18 00. Contractor laying sewer through Bridge No.25 at 16 m. 73 chs.
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. (48/67)
Cross Gates	Up Platform	07 00 to 17 00. Shortening platform. (See Section 'D'). (48/67)
Cross Gates and Micklefield Station	All	07 30 to 17 00, installing cable troughs. (37/67)
Garforth and Chaloners Main	All	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.
X Barlby North and Hessle Haven	All	07 30 to 16 30 (Mon. to Fri.) cleaning and painting bridges and lineside buildings. Scaffolding 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)
Hessle 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 plant in use.
SATURDAY, and SUNDAY 13 AND 14 JANUARY		
Killingbeck and Cross Gates	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 Killingbeck. Killingbeck and Garforth Signal Boxes open.
Cross Gates and Garforth	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	
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 working on points Nos. 388 and 389.

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.

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.

SEC
*
*
S
etc.)
cont
S
ment

WAL
U
Engi

T
shor

A
D

C
will

REP

Loca

Hea

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

★ 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. Enginemmen 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	

**NE/S****EASTERN (NE) REGION****No.7****SOUTHERN SECTION**

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

SATURDAY 17 FEBRUARY

TO

FRIDAY 23 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 look-out 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 SCARBOROUGH		
DAILY UNTIL FURTHER NOTICE		
Burton Lane and Bootham	All	07 30 to 16 30, preparing for signalling alterations. (47/67)
Malton	All	08 00 to 16 00 preparing for installation of barriers. (47/67)
THURSDAY and FRIDAY 22 and 23 FEBRUARY		
York and Kirkham Abbey	22 00 (Thurs) to 04 15 (Fri) Down Main (BLOCKED) 21 00 (Thurs) to 06 00 (Fri) Up Main (BLOCKED)	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.
YORK (SKELTON) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE		
Cattal and Goldsborough	All	07 00 to 17 00, demolishing the Up platform at former Hopperton Station at 12m. 16chs. (5/68)
Goldsborough and Knaresborough	All	07 00 to 18 00, contractors demolishing former Knaresborough Goods signal box. Plant in use. Commencing Monday 19 February. (7/68)
Knaresborough and Starbeck South	Down and Up Main	08 00 to 17 00, felling lineside trees between 17 and 17¼ m.p. (46/67)
THURSDAY and FRIDAY 22 and 23 FEBRUARY		
Poppleton and Dragon	Down Main (BLOCKED)	22 00 (Thurs) to 06 00 (Fri). Lining machines in use between 6 and 17½ m.p. and 0 and ¼ m.p. All signal boxes open and gate boxes manned.
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	Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (49/67)
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)
SUNDAY 18 FEBRUARY		
Batley and Dewsbury Station	Up Main	07 00 to 17 00, adjusting rails between 34 and 35 m.p.
WEDNESDAY 21 FEBRUARY		
Holbeck East Junction and Batley	Up Main (BLOCKED)	00 15 to 06 00, on track lining machines working between 42 and 37½ m.p. All Up traffic diverted.
THURSDAY 22 FEBRUARY		
Morley Low and L.N.W. Junction	Up Main (BLOCKED)	00 30 to 06 00, on track lining machines working between 37½ and 32¾ m.p. All Up traffic diverted.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
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)
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)
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	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.
Barlby North and Hessle Haven	All	07 30 to 16 30 (Mon. to Fri.) cleaning and painting bridges and lineside buildings. Scaffolding 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. (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.
SATURDAY and SUNDAY 17 and 18 FEBRUARY		
Neville Hill West 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) 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)	23 30 (Sat.) (GMT) to 11 00 (Sun.) (BST). Excavating for and laying cable under tracks between 18¼ and 18½ m.p. Mechanical excavator 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 travel over the Down Goods line. 08 00 to 11 00 (Sun.). All Down traffic to travel over the Down Main line.

SECT
At or
LEED
SATU
Garfo
New
SUN
Leed
Sta
New
Selb
Ba
Broo
Hess
We
Hess
We
TUES
Garfo
New
NEV
DAI
Hun
MICH
DAIL
Garfo
Ch
Mick
Ch
Sta

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HULL (WEST PARADE) TO SEAMER WEST		
DAILY UNTIL FURTHER NOTICE		
Beverley Parks and Beverley Station	All	08 00 to 16 00. Preparing for installation of electrically operated barriers.
SUNDAY 18 FEBRUARY.		
Beverley Station	All	08 00 to 16 00. Testing cables and signal controls. Signal box open.
HULL (BOTANIC GARDENS) TO HEDON		
DAILY UNTIL FURTHER NOTICE		
Wilmington and Southcoates	Down and Up Main	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼m.p. Ladders and trestles in use. (31/67)
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3½m.p. (24)
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
SUNDAY 18 FEBRUARY.		
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.
HULL DOCKS		
DAILY UNTIL FURTHER NOTICE		
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. (29/67)
STAIRFOOT JUNCTION AND CUDWORTH STATION		
DAILY UNTIL FURTHER NOTICE		
Stairfoot Junction and Cudworth Station	Down and Up Main	Contractors repairing steelwork to Bridge No.12 Dearne Viaduct at 174 m.p. Crane and mechanical plant in use. (43/67)
SUNDAY 18 FEBRUARY		
Stairfoot Jn. and Cudworth Station Jn.	Down Main (BLOCKED)	07 00 to 17 00. Rerailing between 174½m.p. and 174m. 69chs. Crane in use. Both signal boxes open.

SECTION
At or b
THORNE
DAILY
Thorne
Dutch
SATURD
Staddl
Booth
Thorne
Potter

SUND
Dutch
Thorr
Dutch
SUND
Boothf
Stad

WAKEF
DAILY
Knotti
Junc
Knotti
Junc
East
Knotti
Junc
Knotti
and S
Sudfort
Whitl
Whitley
Hensa
Eggbor
Statio
SUNDA
Feather
Pontef
West
Streetho

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
HARE PARK TO CROFTON WEST		
MONDAY to FRIDAY 19 to 23 FEBRUARY		
Hare Park and Crofton West	Down and Up Main	08 00 to 16 00, on track tamping machine working between 172 and 173¼ m.p. Charlston West signal box open.
BIRKENSHAW TO LAISTERDYKE EAST		
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 All (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 St. Dunstan's	Down and Up Main	07 00 to 17 00. Contractors renewing sewer in Tunnel roof at 191m. 38chs.
Hammerton Street and St. Dunstans	Down and Up Main	08 00 to 16 00 (Mon. to Fri.). Excavating trenches on Down side between 191½ and 191m. 55chs- Commencing Monday 19 February.
Bradford Exchange	No.5 and 6 Platforms	07 00 to 17 00. Boring at bridge No.63, boring rig in use. Commencing Sunday 18 February.
SUNDAY 18 FEBRUARY		
Laisterdyke East	All	06 00 to 19 00, alterations to signalling and interlocking. (See Section 'C').
MONDAY to FRIDAY 19 to 23 FEBRUARY		
Laisterdyke East	All	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 Platforms	07 00 to 17 00. Boring at bridge No.63, boring rig in use. Commencing Sunday 18 February.
SUNDAY 18 FEBRUARY		
Halifax West and East	All	07 00 to 17 30 removing smokeplates from Bridge 18. Both Signal Boxes open.
Low Moor No2 West and Bowling Junction	Down and Up Main (BETWEEN TRAINS)	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.
LAISTERDYKE WEST TO BOWLING JUNCTION		
TUESDAY and WEDNESDAY 20 and 21 FEBRUARY		
Laisterdyke West and Hall Lane	Down and Up Main	07 30 to 17 00 daily, welding rail joints on Bridge 47 at 191m. 33chs.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
THORNHILL JUNCTION TO LOWMOOR NO.2 WEST		
DAILY UNTIL FURTHER NOTICE		
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. (48/67)
Heckmondwike Jn. and Cleckheaton North	All	08 00 to 20 00. Contractors reconstructing Bridge No.19 between 3¼ and 4 m.p. Cranes and plant in use.
Cleckheaton Central	All	07 00 to 18 00. Contractors demolishing station at 2½m.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)
TUESDAY 20 FEBRUARY		
Low Moor No. 5	All	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.
BARNSELY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Criggleshstone 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.
SUNDAY 18 FEBRUARY		
Haigh and Criggleshstone Junction	Down Main (BLOCKED)	00 01 (GMT) to 13 00 (B.S.T) Contractors demolishing Criggleshstone West Station between 46 and 45¼ m.p. Mechanical plant in use. Both signal boxes open.
MONDAY to FRIDAY 19 to 23 FEBRUARY		
Haigh and Criggleshstone Junction	Down and Up Main	08 00 to 16 30 daily. Demolition of Criggleshstone West Station. Mechanical excavator in use.
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 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 171½ m.p.
Cudworth North Junction	All	07 00 to 17 00, installing new bed and lead-off timbers to signal box at 175m. 75chs. (40/67)
Altofts Jn. Methley North Sidings	Down and Up Main	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

SUNDAY 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:-

- Disc - Up Main to Osmondthorpe Colliery, Down Shunt Neck or Down Main.
- Disc - Up Goods to Osmondthorpe Colliery, Down Shunt Neck or Down Main (top disc of double disc assembly).
- Disc - Shunting line to Osmondthorpe Colliery, Down Shunt Neck, Down Main, Up Goods or along Shunting line.
- Miniature arm - Up Sidings to Osmondthorpe Colliery, Down Shunting Neck or Down Fast.

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.

SECTION B - TEMPORARY ENGINEERING WORKS -continued

At or Between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON)-continued		
SUNDAY 14 JANUARY-continued.		
Leeds City	07 00 to 12 00 No.7 Platform (BLOCKED) 12 00 to 17 00 No.10 Platform Down and Up Goods and Up Sidings (BLOCKED)	07 00 to 17 00. Loading spoil. Trains replatformed as necessary.
Leeds City	All	07 30 to 17 00. Testing cables.
Neville Hill East and Killingbeck	All	00 01 to 20 00. Alterations to signalling. (See Section 'C'). Both signal boxes open.
Neville Hill East and Killingbeck	Down Fast (BLOCKED)	03 00 to 15 00. Thermit welding between 18¼ and 17¼ m.p. All Down traffic to travel over the Down Slow line. Killingbeck signal box open.
Neville Hill East	All	07 00 to 17 00. Excavating for and installing cables under tracks between 18½ and 18¼m.p. Mechanical excavator in use.
Broomfleet and Staddlethorpe	Up Slow and Up Fast (BLOCKED)	07 00 to 16 00. Removing switches and crossings at 16m. 58chs. All Down traffic to travel over Down Slow. All Up traffic to travel over the Down Fast line under Single Line Working Regulations when more than one running line is available.
Paragon Station	Nos.2, 3 and 6 Platforms (BLOCKED)	07 00 to 17 00. Reballasting and renewing platform copings. Trains replatformed as necessary.
MONDAY 15 JANUARY		
Leeds City	Motive Power Area	07 30 to 08 30. Alterations to signalling. (See Section 'C').
Brough West	Down Slow and Down Siding	08 00 to 16 00. Alterations to signalling. (See Section 'C').
WEDNESDAY to FRIDAY 17 to 19 JANUARY		
Staddlethorpe and Broomfleet	All	08 00 to 16 00 daily. Tamping machine in use at 16m. 58chs.

NEVILLE HILL WEST TO HUNSLET EAST**DAILY UNTIL FURTHER NOTICE**

Hunslet East	All	07 00 to 17 00. Thermit welding rail joints.
--------------	-----	--

MICKLEFIELD TO CHURCH FENTON SOUTH**DAILY UNTIL FURTHER NOTICE**

Garforth and Chaloners Whin	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
Micklefield Station and Church Fenton	All	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

(7)

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.

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:—

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.

(8)

**** 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)

(7)

BEVERLEY STATION

The Up Main Starting signal abolished.

(8)

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)

**** 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)

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. (9)

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 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.

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.

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)



NE/S

EASTERN (NE) REGION

No. 8

SOUTHERN SECTION

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

SATURDAY 24 FEBRUARY

TO

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 look-out 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
CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION) - continued		
SUNDAY 25 FEBRUARY - continued		
Leeds City West Junction	All	07 00 to 17 00. Renewing connection.
SUNDAY to FRIDAY 25 FEBRUARY to 1 MARCH		
Ardsley Station and Gelder Road Junction	All	07 30 to 16 30 daily. Dismantling pole route. Rail trolleys in use.
MONDAY to FRIDAY 26 FEBRUARY to 1 MARCH		
Lofthouse North Junction	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 Leeds to Peterborough and 3E48, 22 35 Gushetfaulds to Sheffield over the Up Main line, also 1N01 22 45 King's Cross to Bradford and 3N23, 02 58 Doncaster to Leeds over the Down Main line. All other traffic diverted. See separate advice for altered train arrangements.
TUESDAY and WEDNESDAY 27 and 28 FEBRUARY		
Carcroft Station and Castle Hills	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 30. Healey Mills to Doncaster. All other Up traffic diverted. Carcroft signal box open.
WEDNESDAY and THURSDAY 28 and 29 FEBRUARY		
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 for local trips. All other Down traffic diverted. Fitzwilliam signal box open.
THURSDAY and FRIDAY 29 FEBRUARY and 1 MARCH		
Fitzwilliam and Hemsworth South Junction	Down Main (BLOCKED)	22 45 (Thurs) to 05 30 (Fri). Tamping machine in use between 168m. 13chs and 168m. 49chs. All Up traffic to travel over the Up Goods under 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.
LEEDS CITY (WORTLEY JUNCTION) TO NORTHALLERTON (CORDIO JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Headingley	All	08 00 to 16 00. Contractors demolishing signal box and level crossing at 2m. 25chs. Commencing Monday 26 February. (8/68)
YORK TO SCARBOROUGH		
DAILY UNTIL FURTHER NOTICE		
Burton Lane and Bootham	All	07 30 to 16 30, preparing for signalling alterations. (47/67)
Malton	All	08 00 to 16 00 preparing for installation of barriers. (47/67)

SECTION B-TEMPORARY ENGINEERING WORKS-continued.

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
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)
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	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 painting bridges and lineside buildings. Scaffolding and ladders in use.
Staddlethorpe and Broomfleet	All	07 00 to 17 00, demolishing former Staddlethorpe East signal box. Plant in use. Commencing Monday 26 February. (8/68)
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. (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 24 and 25 FEBRUARY Garforth and Neville Hill East	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.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SWINTON (DEARNE JUNCTION) TO BURTON SALMON - continued		
SUNDAY 25 FEBRUARY Moorthorpe Station and Dearne Jn.	Up Main (BLOCKED except as shown in remarks)	00 30 to 09 00. On track lining machines working between 11¼ and 17m.p. Arrangements made to pass 1V33, 06 44 Bradford to Penzance. All other Up traffic diverted. See separate advice for altered train arrangements.
Burton Salmon and Moorthorpe Station	Up Main (BLOCKED except as shown in remarks)	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.

MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION
DAILY UNTIL FURTHER 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. Commencing Sunday 25 February (8/68)

SHAFTHOLME TO FERRYBRIDGE
DAILY UNTIL FURTHER NOTICE

Womersley and Knottingley South Jn.	Down and Up Main	07 00 to 17 00, contractors thrust boring under tracks. (32/67)
Knottingley South Junction	All	07 00 to 18 00, contractors demolishing former Knottingley South Signal box. Plant in use. (43/67)
SUNDAY 25 FEBRUARY		
Askern	All	07 30 to 16 30. Cleaning out gate ducts. Signal box open.
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.

HULL (WEST PARADE) TO SEAMER WEST

DAILY UNTIL FURTHER NOTICE

Beverley Parks and Beverley Station	All	08 00 to 16 00. Preparing for installation of electrically operated barriers.
Bridlington	Nos. 2, 4 and 5 platforms	07 00 to 17 00, removing water columns. Commencing Monday, 26 February. (8/68)
Driffield	Down and Up Main	07 00 to 17 00, removing water columns. Commencing Monday, 26 February. (8/68)
SUNDAY 25 FEBRUARY		
Cottingham South and North	Down and Up Main	08 00 to 16 00, overhauling connections at Thwaite Crossing Gate box.

SECTION

At or b

HULL (

DAILY

Wilmin

South

HULL

DAIL

Sculc

Sculc

Spr

Alex

and

SUN

Sculc

Ale

HULL

DAI

Gra

Ho

Sc

SAT

Holc

SUN

Holc

CUL

SUN

Cud

Ju

STA

DA

Stai

ar

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HULL (BOTANIC GARDENS) TO HEDON		
DAILY UNTIL FURTHER NOTICE		
Wilmington and Southcoates	Down and Up Main	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼m.p. Ladders and trestles in use. (31/67)
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Sculcoates	Sidings (BLOCKED BY LOCAL ARRANGEMENT)	07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use. Commencing Monday, 26 February. (8/68)
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3½m.p. (24)
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
SUNDAY 25 FEBRUARY		
Sculcoates and Alexandra Dock	Up Main (BLOCKED)	07 00 to 17 00, excavating manholes in cess at ¾ m.p.
HULL DOCKS		
DAILY UNTIL FURTHER NOTICE		
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)
SATURDAY and SUNDAY 24 and 25 FEBRUARY		
Holderness Drain North	Down Goods (BLOCKED)	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.
SUNDAY 25 FEBRUARY		
Holderness Drain North	All	00 01 to 23 59. Alterations to signalling. (See Section 'C').
CUDWORTH SOUTH JUNCTION TO CUDWORTH YARD SOUTH		
SUNDAY to FRIDAY 25 FEBRUARY to 1 MARCH		
Cudworth South Junction	All	07 30 to 17 00 daily, preparing for signalling alterations. Signal box open.
STAIRFOOT JUNCTION AND CUDWORTH STATION		
DAILY UNTIL FURTHER NOTICE		
Stairfoot Junction and Cudworth Station	Down and Up Main	Contractors repairing steelwork to Bridge No.12 Dearne Viaduct at 174 m.p. Crane and mechanical plant in use. (43/67)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
THORNE JUNCTION TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Thorne Moor and Dutch River	All	07 00 to 18 00. Contractors demolishing signal box at Creykes Siding. Plant in use.
Dutch River and Potters Grange	All	07 00 to 17 00, removal of water columns. Commencing Monday 26 February. (8/68)
SUNDAY 25 FEBRUARY		
Boothferry Road and Thorne Junction	Up Main (BLOCKED)	00 01 to 07 30, tamping machines in use between 6¼ and 12½ m.p. Dutch River and Potters Grange signal boxes open.
Goole Bridge and Boothferry Road	Up Main	07 30 to 17 00, repairs to Bridge No. 7 at 5 m. 54 chs.
SUNDAY and MONDAY 25 and 26 FEBRUARY		
Thorne Moor and Boothferry Road	Down Main (BLOCKED) except as shown in remarks)	20 30 (Sun) to 03 45 (Mon), tamping machines in use between 12¼ and 5¼ m.p. Arrangements made to pass 1N35 23 35 (Sun) Doncaster to Hull.
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JCTN)		
DAILY UNTIL FURTHER NOTICE		
Sharlston	All	Contractors installing loading plant. Mechanical plant in use. Commencing Sunday 25 February (6/68)
Knottingley West Junction	All	07 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67)
Knottingley West Junction and East Junction	Down and Up Main	08 00 to 18 00. Contractors laying main between 57¼ and 58m.p.
Knottingley East Junction	All	07 00 to 18 00, contractors demolishing redundant signal box. Plant in use. (43/67)
Knottingley East Junction and Sudforth Lane	Down and Up Main	07 00 to 17 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)
Whitley Bridge and Hensall	Down and Up Main	07 00 to 18 00. Contractors thrust boring under track at 63m. 68chs. (32/67)
Eggborough Power Station	Down and Up Main	07 00 to 18 00. Contractors thrust boring under tracks at Turnmore Crossing. (32/67)
SUNDAY 25 FEBRUARY		
Featherstone and Pontefract West	Down and Up Main (BLOCKED)	11 00 to 17 00, laying cable troughs from train. Both signal boxes open.
Pontefract East & Knottingley	Down and Up Main	07 00 to 17 00, erecting footbridge foundations at 58½ m.p. Road crane in use.

SECTI

At or

CRO

DAIL

Gold

CUD

BRAN

DAIL

Dear

Jur

Gol

METH

DAIL

Cuts

Gla

Glass

and

Glas

and

Glass

and

SUND

Cutsy

Glas

East

Prince

Sidin

Ponte

CHARI

DAILY

Charle

Methle

CARCRO

SUNDAY

Carcroft

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
CASTLEFORD (OLD STATION) TO GARFORTH		
DAILY UNTIL FURTHER NOTICE		
Allerton Main	All	08 00 to 16 00. Lifting point connections. (47/67)
SATURDAY and SUNDAY 13 and 14 JANUARY		
Allerton Main and Garforth	Single (BLOCKED)	23 00 (Sat.) to 17 00 (Sun.). Ballast cleaning machine working between 2m. 5chs. and 1½m.p. Both signal boxes open.
TUESDAY 16 JANUARY		
Ledston	All	08 00 to 16 00. Alterations to interlocking.
NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN)		
DAILY UNTIL FURTHER NOTICE		
Castleford Gates and Central	Down and Up Main	07 00 to 17 00. Repairs to level crossing and installing lifting barriers at 21m. 22chs. (39/67)
Burton Salmon	Up Siding and Warehouse Siding	07 00 to 18 00, contractors demolishing goods warehouse. Plant in use. (43/67)
Burton Salmon and 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.
SUNDAY 14 JANUARY		
Sherburn North and 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.
Chaloners Whin and Church Fenton North	Down Leeds (BLOCKED)	07 00 to 16 00. Unloading cable troughs. All Down traffic to travel over Down Normanton line.
SWINTON (DEARNE JUNCTION) TO BURTON SALMON		
DAILY UNTIL FURTHER NOTICE		
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)
Dearne 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)
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. Commencing Monday 15 January (2/68)
Moorthorpe Station and Ferrybridge	All	07 30 to 16 30, preparing for signalling alterations. (44/67)
Pontefract South and Ferrybridge	Down and Up Main	08 00 to 18 00, contractors erecting pipe at bridge 15 at 2m. 62chs.

SECTION B - TEMPORARY ENGINEERING WORKS -continued

At or between	Lines affected	Remarks
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL		
DAILY UNTIL FURTHER NOTICE		
Brighouse and 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 between 40 $\frac{3}{4}$ m.p. and 40m. 70chs. (45/67)
Healey Mills and Horbury Jn.	Down Fast and Down Slow	08 00 to 18 00, contractors laying drains in embankment at 44 $\frac{3}{4}$ m.p. Excavator and crane in use as required.
Horbury Jn.	All	08 00 to 18 00, contractors constructing Bridge No.225A at 45 $\frac{1}{2}$ m.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 FEBRUARY to 1 MARCH		
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 $\frac{3}{4}$ and 39 $\frac{1}{4}$ m.p. Mirfield No.2 signal box open.
WEDNESDAY and THURSDAY 28 and 29 FEBRUARY		
Greetland	All	08 30 to 16 30 each day. Overhauling interlocking.

DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)

DAILY UNTIL FURTHER NOTICE.

Diggle and Marsden	Down and Up Main	08 00 to 17 00 (except Sat. and Sun.). Repairing tunnel between 15 and 18 $\frac{1}{4}$ m.p. Enginemmen to control the emission of smoke and steam and sound horns or whistles in tunnel.
Kirkburton Junction and Bradley Junction	All	Contractors installing sewer under tracks at 28m. 6chs. (6/68)
SUNDAY 25 FEBRUARY		
Marsden Junction and Gledholt Junction	Down and Up Slow (BLOCKED)	07 00 to 17 00. Turning rails between 18 $\frac{3}{4}$ and 24 m.p. Crane in use. All traffic to travel over Down and Up Fast lines.
Gledholt Junction and Huddersfield	All	08 00 to 17 30. Testing rails in Gledholt and Huddersfield tunnels between 25 and 25 $\frac{3}{4}$ m.p.
Huddersfield	All	07 00 to 17 00. Renewing point machines.
SUNDAY to FRIDAY 25 FEBRUARY to 1 MARCH		
Huddersfield and Kirkburton Junction	All	07 30 to 16 30 daily. Dismantling pole route. Hillhouse No.2 and Kirkburton Junction signal boxes open.
TUESDAY to THURSDAY 27 to 29 FEBRUARY		
Hillhouse No.2 and Kirkburton Junction	Down and Up Fast and Down and Up Slow	07 30 to 17 00 each day. Welding rail joints on Bridge 96 at 26 $\frac{1}{2}$ m.p.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
THORNHILL JUNCTION TO LOWMOOR NO.2 WEST		
DAILY UNTIL FURTHER NOTICE		
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. (48/67)
Heckmondwike Jn. and Cleckheaton North	All	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 2½m.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)
BARNESLEY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION		
DAILY UNTIL FURTHER NOTICE		
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.
Criggleshstone 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.
SUNDAY 25 FEBRUARY		
Haigh and Criggleshstone Junction	Down Main (BLOCKED)	00 01 to 13 00, contractors demolishing Criggleshstone West Station between 46 and 45¼m.p. Mechanical plant in use. Both signal boxes open.
Horbury Junction	All	07 30 to 17 00, changing relays.
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 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 171½ m.p.
Cudworth North Junction	All	07 00 to 17 00, installing new bed and lead-off timbers to signal box at 175m. 75chs. (40/67)
Altofts Jn. Methley North Sidings	Down and Up Main	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)
Methley North Sidings and Woodlesford	Down Main	08 00 to 18 00. Contractors sheet piling at 189¼m.p.

SECTION

At or

DARF

SATU

Cudwo

and

Coll

Carlto

Col

SUND

Carlto

Sidi

Norma

North

SUND

Cudwo

Junc

Norma

Junc

Methle

and

Hunsl

and

Junc

MOND

Carlto

Collie

LEEDS C

DAILY U

Leeds C

Keighley

Keighley

Steeton

At or between	Lines affected	Remarks
DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION) - continued		
SATURDAY and SUNDAY 24 and 25 FEBRUARY		
Cudworth North Jn. and Carlton Main Colliery Sidings	22 00 (Sat.) to 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. Signal box open.
SUNDAY 25 FEBRUARY		
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 North	All	07 30 to 17 00. Testing controls. Signal box open.
SUNDAY to FRIDAY 25 FEBRUARY to 1 MARCH		
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 open.
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. Hunslet Goods Junction signal box open.
MONDAY to FRIDAY 26 FEBRUARY to 1 MARCH		
Carlton Main Colliery Sidings	All	07 30 to 16 30 daily. Recovering connections and installing block switches.
LEEDS CITY TO SKIPTON (SNAYGILL)		
DAILY UNTIL FURTHER NOTICE		
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 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 m.p. Mechanical plant in use. (1/68)

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 therefrom, 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)

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:—

- 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. (8)

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:—

- Disc — Up Main to Osmondthorpe Colliery Siding Down Shunt Neck or Down Main.
- 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. (8)

**** 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

HOLDER
A tra
outlet s

GLASSH
The t
use in th

BETWEEN
The U
Branch li
Regulatio
A not
STAFF"
line, app

Laisterd
The f
Fa
Tr
F
T

The
No.

**BETW
TH

Betw
Te
loop
rema
TH
boxe
Low
T

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. (9)

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)

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" Regulations.

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 closed. (10)

AMENDED (10)

****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.

SECTION
* * Item

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.

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 Sidings and Trap Points in the Up Sidings.

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 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.
- 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. (8)

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. (8)

WALBUTT
Until
Engineer

A new
Driver

The tra
normal pos

REPAIRS

Location

Healey M

wh
at
typ

Yor
16 Fe
R
Offi

* 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

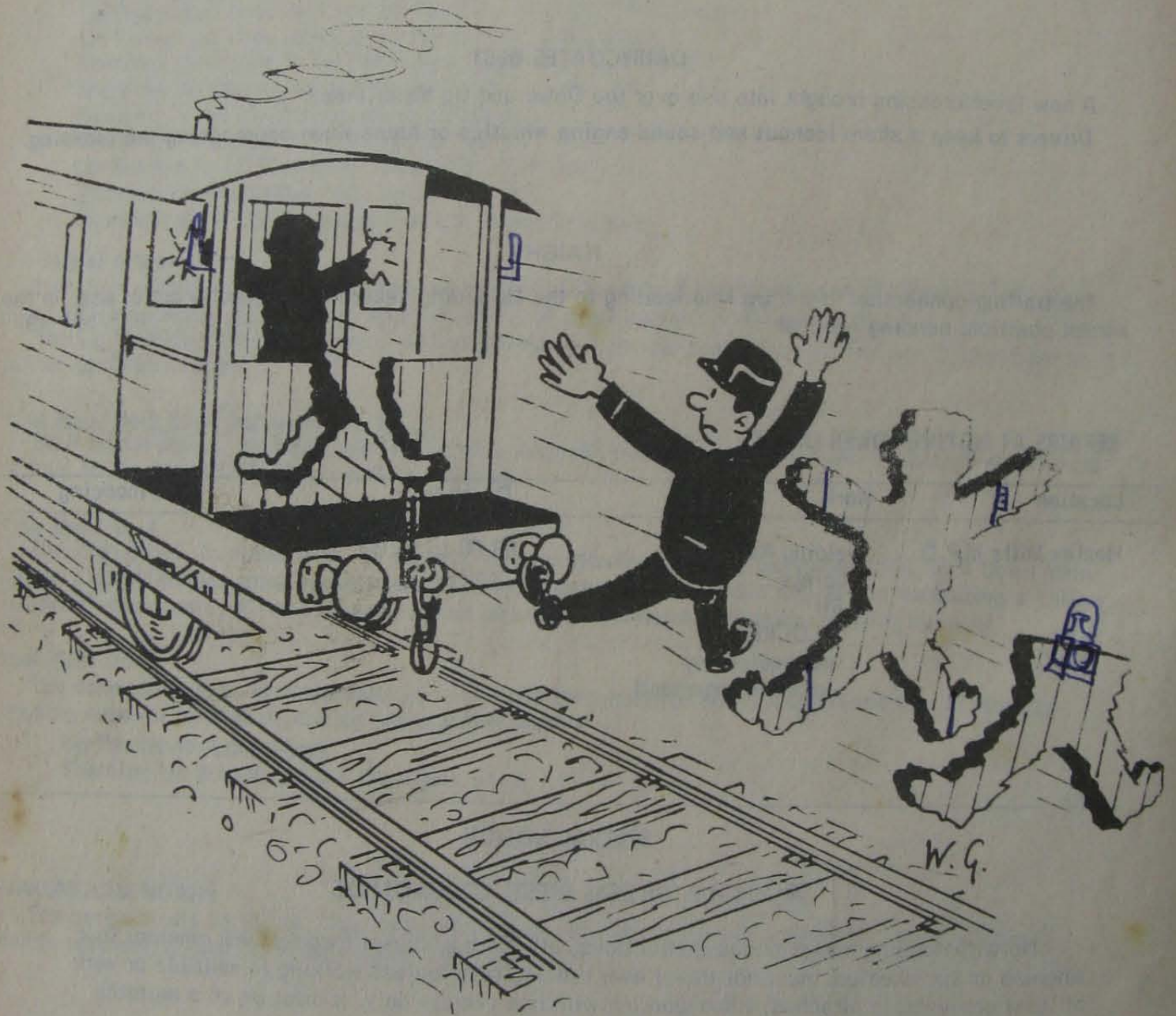
F.J. BURGE
Movements Manager.

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



Accident Prevention Service



IN STOPPING AND STARTING TAKE CARE IF YOU CAN

DONT THROW THE GUARD AROUND IN HIS VAN

**NE/S****EASTERN (NE) REGION****No. 11****SOUTHERN SECTION**

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

SATURDAY 16 MARCH**TO****FRIDAY 22 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 is not possible to give previous notice, and enginemen must be on the look-

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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 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 171½ m.p.
Cudworth North Junction	All	07 00 to 17 00, installing new bed and lead-off timbers to signal box at 175 m. 75chs. (40/67)
Royston Jn. and Oakenshaw North	All	07 30 to 17 00, installing cable troughs.
Altofts Jn. Methley North Sidings	Down and Up Main	08 00 to 16 00, lifting platforms, shortening Up Platform at Altofts and Whitwood Station between 186 and 186¼m.p. (See Section "D"). Mechanical plant in use. (49/67)
Methley North Sidings and Woodlesford	Down Main	08 00 to 18 00. Contractors sheet piling at 189¼m.p.
Methley North Sidings and Woodlesford	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 13 and 14 JANUARY		
Cudworth South Junction	All	22 00 (Sat) to 17 00 (Sun). Preparing for alterations to interlocking. Signal box open.
Methley North Sidings and Woodlesford	23 30 (Sat) to 06 30 (Sun) Down Main (BLOCKED) 06 30 to 14 30 (Sun) Up Main (BLOCKED)	23 30 (Sat) to 14 30 (Sun). Ballast cleaning machine and on track tamping machine working between 188½ and 188¾ m.p. 23 30 (Sat) to 06 30 (Sun) Single line working over the Up Main line. 06 30 to 14 30 (Sun) Single line working over the Down Main line. Woodlesford signal box open.
SUNDAY 14 JANUARY		
Cudworth North Junction	All	07 30 to 17 00. Testing controls. Signal box open.
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 Colliery Sidings	All	07 00 to 18 00 daily. Installing point machines and track circuits. Signal box open.
Woodlesford Station and Stourton Junction	All	07 30 to 17 00 daily. Dismantling pole route. Waterloo and Woodlesford signal boxes open.
MONDAY 15 JANUARY		
Leeds City	Motive Power Area	07 30 to 08 30. Alterations to signalling. (See Section 'C').

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
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)
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.
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 180¼ m.p.
SATURDAY and SUNDAY 16 and 17 MARCH		
Bentley Crossing and Carcroft	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 158m. 2 chs. and 160m. 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 166m. 74 chs. and 170¼ m.p. Twin Jib Tracklayer 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 platforms at 169½ m.p. Mechanical plant in use. Fitzwilliam and Nostell signal boxes open. All Down traffic diverted. See separate advice for altered train arrangements.
SUNDAY 17 MARCH		
Carcroft Station and Wakefield Westgate South	All	07 30 to 17 00. Testing cables.

SECTION

At or

CARC

SUND
SouthSUND
HemsMON
Carc
BenTUE
NosWak
SoWED
Hen
Ju

He

LEE

DA
He

YO

DA
Bur
BFRIE
Sear
WaSUN
Fal

Sca

MO
Sea
Wa

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 removal.

(14)

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. (14)

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. (14)

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. (13)

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.

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.

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)

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)

* **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. (11)

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 miniature arm and applies Up Main to Up Siding. (13)

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)

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)

* * 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.

(12)

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

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

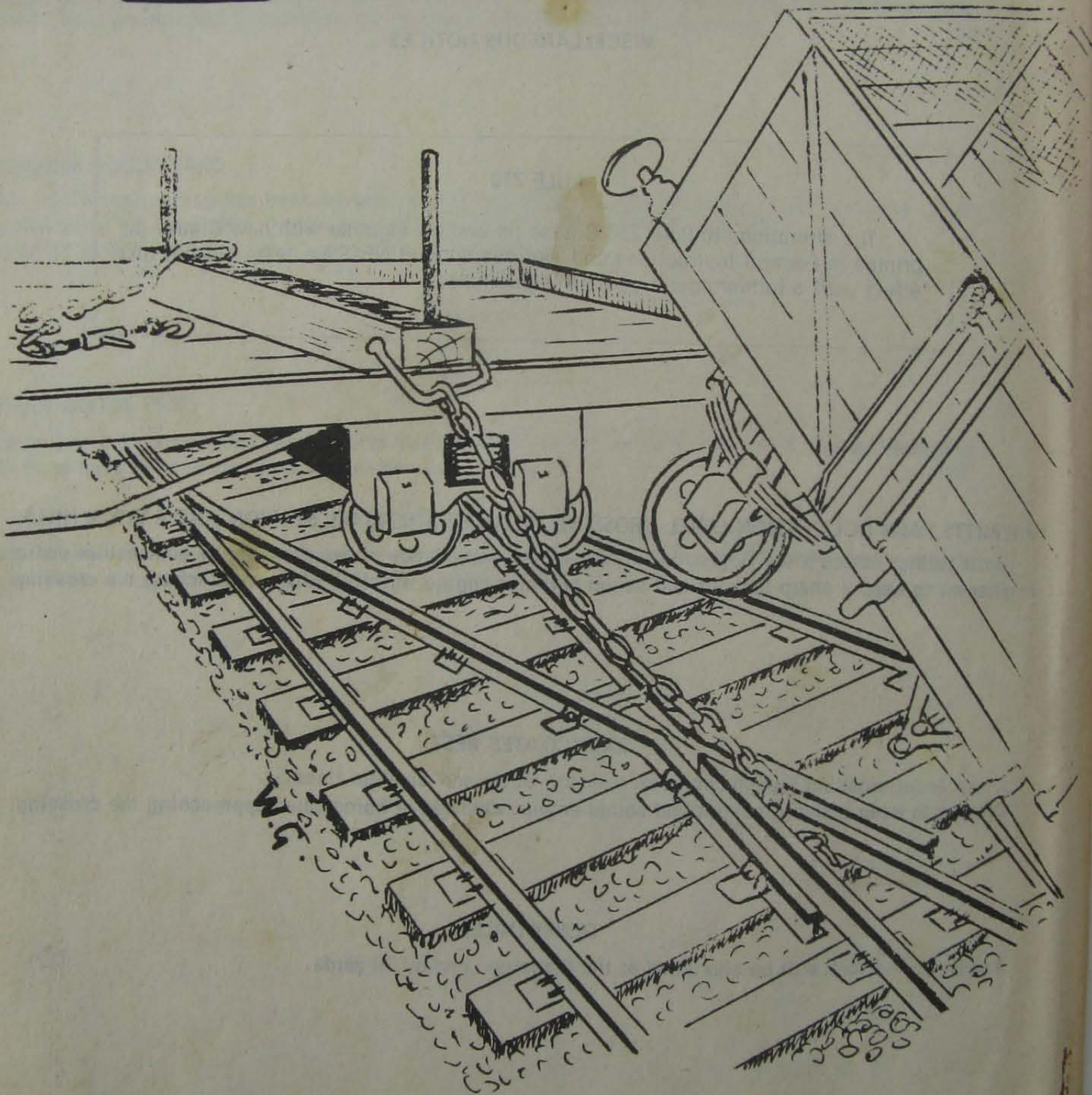
F.J. BURGE
Movements Manager.

York
8 March, 1968

Receipt of this notice need not be acknowledged. If not received by the normal time advise your superior
Office by telegram as follows:— NILE SIG. NOTICE NE/S No. 11



Accident Prevention Service



TRAILING CHAINS

DERAIL TRAINS

**NE/S****EASTERN (NE) REGION****No.12****SOUTHERN SECTION**

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

SATURDAY 23 MARCH**TO****FRIDAY 29 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 look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SECTION A - TEMPORARY SPEED RESTRICTIONS - continued.

Location of work at or between	Lines affected	Mileage at or between		Speed Restriction	Remarks
		M. Chs.	M. Chs.		
YORK TO SCARBOROUGH					
Heslerton and Weaverthorpe	Down Main	32 40	32 44	20	Replacing culvert. Commencing 17 00 Sunday 24 March until 15 00 Wednesday 27 March.
LEEDS CITY TO HULL (PARAGON)					
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	X Down and Up Main	30 15	30 5	X 20	Removing connections. Until 15 00 Tuesday 26 March.
CASTLEFORD OLD STATION TO GARFORTH					
* Allerton Main and Garforth	Single	3 30	1 30	20	Lifting and reballast- ing.
SWINTON (DEARNE JUNCTION) TO BURTON SALMON					
‡ 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 Drain Bridge		10	Condition of Holderness Drain Bridge.
STAIRFOOT JUNCTION AND CUDWORTH STATION JUNCTION					
Stairfoot Junction and Cudworth Station	Down and Up	173 60	173 36	25	Ardslay Tunnel divers- ion. Cut out signs are provided in lieu of C. & T. Boards.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON)-continued		
SUNDAY 24 MARCH-continued		
Neville Hill East and Micklefield Junction	Down Main	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 174¼ 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. <i>Canoe</i> 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.
Broomfleet	All	07 00 to 16 30. Overhauling electric locks.
Wharfedale Territory	All	07 30 to 17 00. Repairs to Bridge No.18 at 7½ m.p. Signal box open.
Melton Lane	Down and Up Slow	07 00 to 17 00. Repairs to level crossing at 8½ m.p.
MONDAY to FRIDAY 25 to 29 MARCH		
Leeds City East Junction and Neville Hill East	All	07 30 to 16 30 daily. Installing cable troughs. Trolleys in use.
TUESDAY 26 MARCH		
Micklefield 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 in remarks)	00 30 to 06 30, lining machine in use between 8½ and 6½ m.p. Arrangements made to pass 1H52 03 00 Leeds to Hull over the Down Main line and 7L55 23 50 (Mon) Hull to Neville Hill over the Up Main line.

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 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.

(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)

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
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 58½ 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 57¼ and 58m.p.
Knottingley East Junction and Sudforth Lane	Down and Up Main	07 00 to 17 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 GRIMSTONE (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 Junction and Goldthorpe	Down and Up Main	08 00 to 20 00. Contractors excavating cutting slope 62 and 62¼m.p. Mechanical plant in use. (38/67)

At or between	Lines affected	Remarks
LEEDS CITY TO SKIPTON (SNAYGILL)		
DAILY UNTIL FURTHER NOTICE		
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)
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 m.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.
Leeds City	All	07 30 to 17 00. Renewing connections and testing cables.
Apperley Junction	All	07 30 to 17 00. Alterations to signalling. Signal box open. (See Section 'C') .
Bingley Junction	All	07 30 to 17 00. Overhauling interlocking. Signal box open.
Hirstwood 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.
Kildwick 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.
Cononley and Snaygill	Down	07 00 to 17 00. Adjusting expansion between 219¼ and 220 m.p.
MONDAY to FRIDAY 25 to 29 MARCH		
Apperley Junction	All	08 00 to 16 00 daily. Recovering material.
WEDNESDAY 27 MARCH		
Hirstwood	All	08 00 to 16 00. Overhauling interlocking.
HUNSLET LANE GOODS BRANCH		
SUNDAY 24 MARCH		
Hunslet Lane Goods Yard	All	07 30 to 17 00. Re-timbering connections. Mechanical plant in use.

At or

APP

DA

Bur

and

Jun

SUN

App

SHIP

SUN

Bing

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

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 therefrom 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 signal box. (15/16)

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)

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. (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, 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. (New item) (15/16)

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)

MOORTHORPE

The facing connection Up Main to Up Reception has been abandoned. (13)

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.

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.

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:— 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)

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 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). (13)

Down Siding to Down Main.

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 miniature arm and applies Up Main to Up Siding. (13)

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 (17)

** 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. (17)

** 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)

★ 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. Enginemmen 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.

(12)

★ 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 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.



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

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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	08 00 to 17 00. Contractors thrust boring along- side tracks. (10/68) 07 00 to 17 00, removing water columns. (8/68)
Driffield	Down and Up Main	07 00 to 17 00, removing water columns. (8/68)
SUNDAY 31 MARCH		
Cottingham	Down Main (BLOCKED)	07 00 to 17 00. Repairs to Thwaites level crossing at 3m. 62chs. Thwaites gate box manned.
Cottingham North	All	07 30 to 17 00. Testing cables and signal controls. Signal box open.
Beverley Parks and Station	Down and Up Main (BLOCKED)	00 01 to 18 00. Relaying through Flemingate level crossing at 8m. 1ch. Crane in use.
HULL (BOTANIC GARDENS) TO HEDON		
DAILY UNTIL FURTHER NOTICE		
Wilmington and Southcoates	Down and Up Main	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3½m.p. Ladders and trestles in use. (31/67)
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Sculcoates	Sidings (BLOCKED BY LOCAL ARRANGEMENT)	07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use. (8/68)
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3½m.p. (24)
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
Dairycoates M.P.D.	Down and Up Goods and Sidings	07 00 to 17 00. Contractors demolishing air raid shelters.
SUNDAY 31 MARCH		
Inward East Yard	Sidings (BLOCKED) (by local arrangement)	07 30 to 17 30. Changing crossing and rails.
Dairycoates West and Loaded Mineral	Sidings (BLOCKED) (by local arrangement)	07 00 to 17 00. Lifting and tamping track. Tamper in use.
HULL DOCKS		
DAILY UNTIL FURTHER NOTICE		
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. (29/67)

SECTION
At or betw
STAIRFO
DAILY UN
Stairfoot
and Cu
THORNE J
DAILY UN
Thorne Mo
Dutch Ri
Dutch Riv
Potters
SUNDAY 3
Saltmarsh
Boothferr
WAKEFIEL
DAILY UN
Wakefield
Sharlston
Sharlsto
Pontefrac
Knotting
Knottingl
Knottingl
Junctio
East Ju
Knottingl
and Sud
Sudforth
Whitley
SUNDAY
Knottingl
CROFTON
DAILY UN
Goldthorpe

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. (2)

HEMSWORTH

Signal dispensed with
Shunting Up Main to Down Main.

(3)

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 **Spur**. 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.

(4)

**** 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.

(4)

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

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)

MONDAY 1 APRIL - HESSLE STATION

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

(17)

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. (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, 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)

**** 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)

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)

**** MOORTHORPE**

The facing connection Up Main to Up Reception has been abandoned. (13)

**** 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.

SECT
 DETA
 BETW
 Moorth
 Th
 line
 Th
 Down
 with
 Th
 signa
 has b
 signa
 line o
 Th
 groun
 and D
 No. 2
 Th
 Home
 Th
 line,
 from
 Down
 FERRY
 The
 twin fl
 trains.
 Whi
 and ar
 A f
 that th
 Tel
 SPRING
 Spri
 nal has

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. (13)

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 signal has been reduced in height on a straight post at the same distance from the signal box. (14)

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. (15/16)

** 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 miniature arm and applies Up Main to Up Siding. (13)

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)

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)

** 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)

SEC

**

WAL

U

Engin

A

Dr

Page 30

FERRYB

ADD:—

ance be

the rail

side of

A wh

The f

Wh

If the

drivers m

until sati

immediat

Rosta Clerk

FOR THE INFORMATION OF RAILWAY STAFF ONLY

C. J.

B.R.31262/1

WOOLSTENHOLMES



NE/S

EASTERN (NE) REGION

No.14

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

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

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. (18)

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)

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. (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, 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 - GALLOW'S 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

*
** 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 furthestmost '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 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 a low speed control and proceed towards South Kirkby 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. 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

ADD:— FERRYBRIDGE CEGB LEVEL CROSSING. — is an open crossing without gates or barriers 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 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 Bn

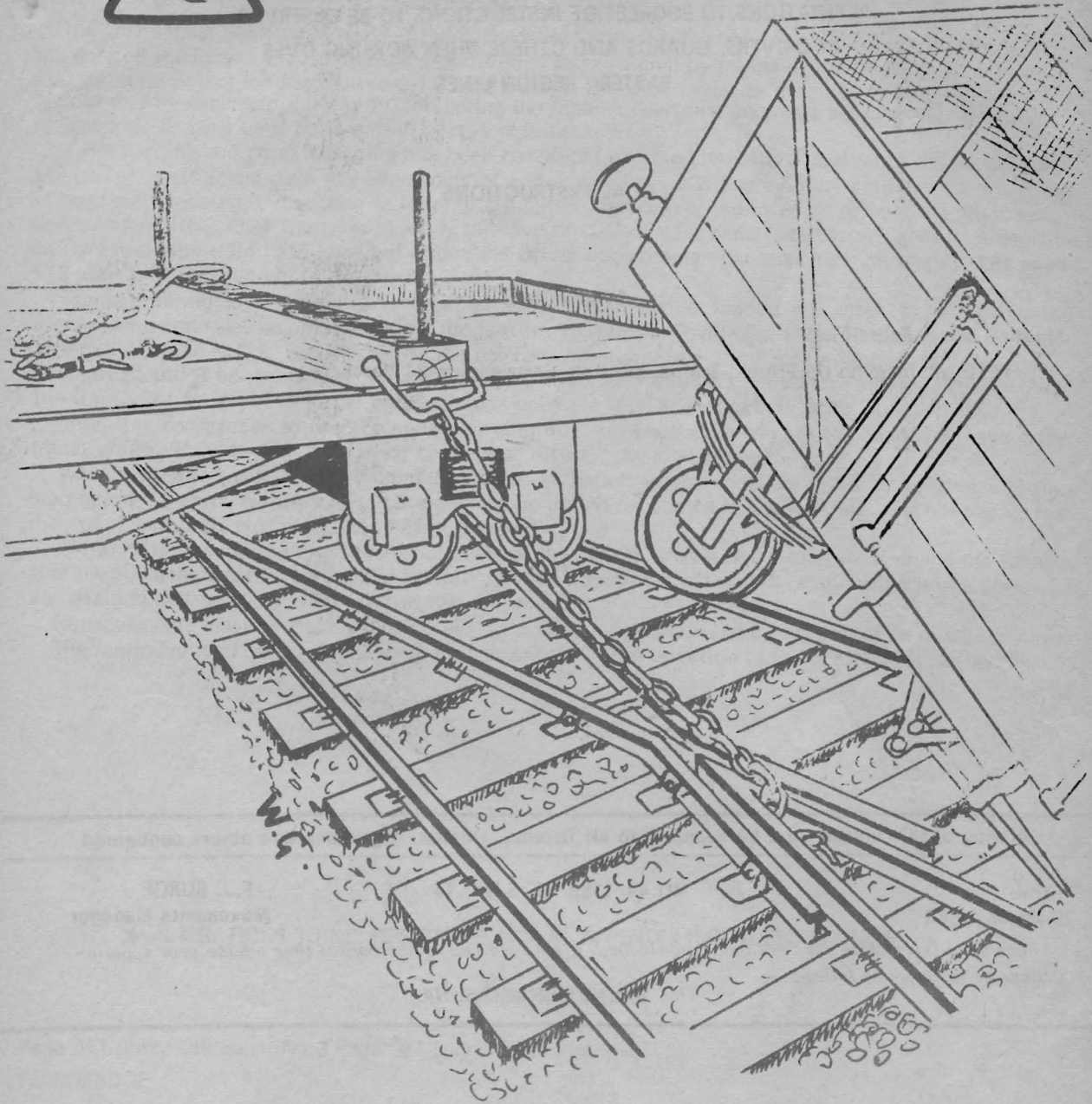
DELETE

A copy

York
29 March, 1Receipt
Officer by



Accident Prevention Service



TRAILING CHAINS DERAIL TRAINS



NE/S

EASTERN (NE) REGION

**No.
15/16**

SOUTHERN SECTION

★SPECIAL NOTICE

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-

At or between	Lines affected	Remarks
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	08 00 to 17 00. Contractors thrust boring along- side tracks. (10/68)
Driffield	Down and Up Main	07 00 to 17 00, removing water columns. (8/68)
WEDNESDAY 24 APRIL		
Gristhorpe and Seamer West	Down and Up Main	07 00 to 17 00, removing water columns. (8/68)
THURSDAY 25 APRIL		
Hessle Road (Anlaby Road Junction) and Springbank North	Down Main (BLOCKED)	09 00 to 13 00. Contractors erecting cables over tracks at 49m. 8chs.
FRIDAY 26 APRIL		
Springbank North and Hessle Road (Anlaby Road Junction)	Up Main (BLOCKED)	00 01 to 05 00. Tamping machine in use.
HULL (BOTANIC GARDENS) TO HEDON		
DAILY UNTIL FURTHER NOTICE		
Wilmington and Southcoates	Down and Up Main	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3¼m.p. Ladders and trestles in use. (31/67)
SUNDAY 21 APRIL		
Stepney	All	07 30 to 15 30. Cleaning out gate ducts. Signal box open.
Stepney	Down and Up Main	08 00 to 16 30. Repairs to level crossing. Stepney signal box open.
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Sculcoates	Sidings (BLOCKED BY LOCAL ARRANGEMENT)	07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use. (8/68)
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3½m.p. (24)
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
Dairycoates M.P.D.	Down and Up Goods and Sidings	07 00 to 17 00. Contractors demolishing air raid shelters.
SUNDAY 21 APRIL		
Hessle Road and Sculcoates	Down Main (BLOCKED)	07 00 to 17 00. Tamping machine in use between 4¼ and 3¼ m.p.
Sculcoates and Alexandra Dock	Down and Up Main (BLOCKED)	06 00 to 18 00. Laying in a crossover between 2m. 22chs. and 2m. 32chs. Crane in use.

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

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)

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 line-side, 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.

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 INSTRUCTIONS with adjacent telephone will be retained.

(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



MOVE AT LOW SPEED IN DIRECTION FOR LOADING



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

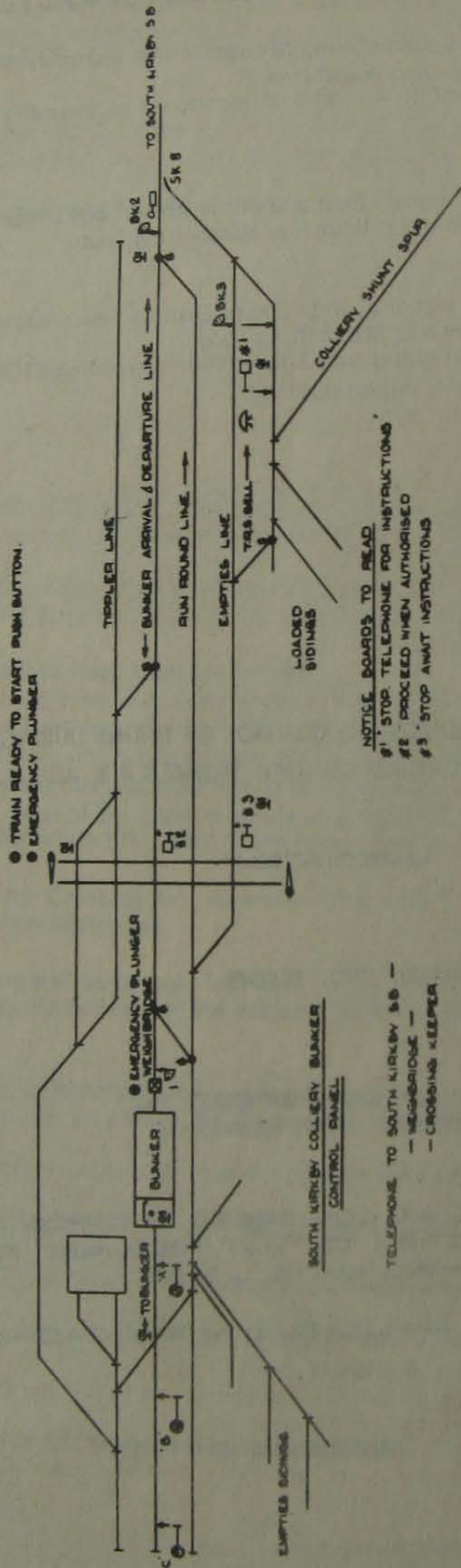
INDICATIONS APPLICABLE WHEN LOADING ONLY

R = RED

W = WHITE

(DIAGRAM ON NEXT PAGE)

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



SECTION
 DETAIL
 SUNDAY
 The
 out of
 Sign
 The
 Sign
 The
 28 yar

* * SCAR
 Th
 been
 Th
 Bridg

BROU
 BROU
 TH
 line
 TH
 D
 D
 D
 M
 M
 D
 D
 D

BROU
 TH
 D
 D
 D

BROU
 TH
 Br
 with
 East
 and E
 ively
 Br
 ment
 displ
 Br
 Down
 is 76
 Br
 incor
 or Gr

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 light 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. (Amended) (18)



NE/S

EASTERN (NE) REGION

No.17

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	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 9¾ m.p. All Up traffic to travel over the Up Slow.
YORK YARDS		
DAILY UNTIL FURTHER NOTICE		
York Yard North	All	07 30 to 17 00 (except Saturdays). Preparing for alterations to signalling and interlocking.
SATURDAY and SUNDAY 27 and 28 APRIL		
York Yard North	All	07 30 (Sat) to 20 00 (Sun). Alterations to signal- ling and interlocking. (See Section 'C'). Signal box open.
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. (5/68)
Lofthouse North and Ardsley	All	07 30 to 16 30, mechanical plant working alongside tracks between 179 and 180¼ m.p.
SATURDAY and SUNDAY 27 and 28 APRIL		
Castle Hills and 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.

NES-16

SECTION B - TEMPORARY ENGINEERING WORKS— continued

At or between	Lines affected	Remarks
HULL YARDS—continued		
WEDNESDAY 1 MAY		
Hull Bridge	Down and Up Goods	06 00 to 17 00. Alterations to signalling. (See Section 'C').
Alexandra Dock	Up Main	06 00 to 17 00. Alterations to signalling. (See Section 'C').
Springbank South, Springbank North and Sculcoates	All	06 00 to 17 00. Alterations to signalling. (See Section 'C').
Hessle Road	Down and Up Springbank South Branch	06 00 to 17 00. Alterations to signalling. (See Section 'C').
HULL DOCKS		
DAILY UNTIL FURTHER NOTICE		
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. (29/67)
STAIRFOOT JUNCTION AND CUDWORTH STATION		
DAILY UNTIL FURTHER NOTICE		
Stairfoot Junction and Cudworth Station	Down and Up Main	Contractors repairing steelwork 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		
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 Down Main. All other traffic diverted. See separate advice for altered train arrangements.
Potters Grange and Dutch River	Up Main (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 Goole Bridge	Down and Up Main	09 00 to 18 00. Maintenance of overhead cables at 3¼m.p.

SECTI
At or
GOOL
DAIL
Rawc
Boo
WAK
DAIL
Wak
Shar
Sha
Pont
Kn
Kno
Kno
J
E
Kno
at
Suc
W
Ray
J
S
SU
Sh
S
K

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
GOOLE, RAWCLIFFE BRIDGE TO BOOTHFERRY ROAD		
DAILY UNTIL FURTHER NOTICE		
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)
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield East	All	07 30 to 17 00. Preparing for signalling alterations (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 58¾ 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 57¼ and 58m.p.
Knottingley East Junction and Sudforth Lane	Down and Up Main	07 00 to 17 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)
Rawcliffe 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, (17/68)
SUNDAY 28 APRIL		
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 signal boxes open.
Snydale East and Featherstone Station	All	07 30 to 17 00. Repairs to Featherstone Station Level Crossing timbers at 53m. 70chs.
Knottingley West Junction and Whitley Bridge	Down and Up Main (BLOCKED)	06 00 to 18 00. Tamping machine in use between 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. (8/68)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)		
DAILY UNTIL FURTHER NOTICE.		
Diggle and Marsden	Down and Up Main	08 00 to 17 00 (except Sat. and Sun.). Repairing tunnel between 15 and 18¼m.p. Enginemmen to control the emission of smoke and steam and sound horns or whistles in tunnel.
Huddersfield	All	07 00 to 17 00. Renewing point machines and testing cables. (9/68)
Hillhouse No.1 and No.2	All	08 00 to 18 00. Contractor demolishing former M.P.D. buildings at 26m. 49chs.
Kirkburton Junction and Bradley Junction	All	Contractors installing sewer under tracks at 28m. 6chs. (6/68)
SUNDAY 28 APRIL		
Greenfield and Marsden	02 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.
Marsden and Huddersfield	Down and Up Slow (BLOCKED)	07 00 to 17 00. Riddling ballast between 19½ and 24½ m.p. and loading drainage refuse in Huddersfield Tunnel, between 25¼ and 25¾ m.p. Ballast cleaning machine in use. All traffic to travel over Fast Lines. Slaithwaite signal box open.
Longwood	All	07 00 to 17 00. Testing signal controls.
WEDNESDAY and THURSDAY 1 and 2 MAY		
Bradley Junction and Heaton Lodge Jn.	All	08 00 to 16 00 daily. Testing cables.
PENISTONE HUDDERSFIELD JUNCTION (EXCLUSIVE) TO HUDDERSFIELD (SPRINGWOOD JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Penistone (Huddersfield Junction) to Huddersfield Springwood Junction	All	07 00 to 19 00. Contractors painting Bridges between 12 and 0 m.p. Also repairs to Bridge 50 between 10 and 10¼ m.p. Trestles, Ladders and Scaffolding in use. (13/68)
CLAYTON WEST BRANCH		
DAILY UNTIL FURTHER NOTICE		
Clayton West Junction and Clayton West Station	Single and Clayton West Station Sidings	07 00 to 19 00. Contractors painting Bridges between 7½m.p. and 11m. 25chs. Trestles, Ladders and Scaffolding in use. (13/68)
SUNDAY 28 APRIL		
Clayton West Station	All	07 00 to 17 00. Alterations to signalling and interlocking. (See Section 'C'). Signal box open.

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 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.

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

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. (2)

** 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 Diesel 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.
Healey Mills 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
Neville Hill Up Yard All Columns	Columns permanently Abandoned. (3)

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

(20)

SUNDAY 28 APRIL — CLAYTON WEST STATION

The sand drag together with the loop leading from the single line will be 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 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.

(20)

WEDNESDAY 1 MAY — BETWEEN HESSLE ROAD AND ALEXANDRA DOCK

Revised signalling will be brought into use between Hessele 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 will be under the supervision of a Traffic Inspector.

(20)

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.

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

SECTION
 DETAILS

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 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 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 INSTRUCTIONS with adjacent telephone has been retained.

(SEE SECTION 'D')

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

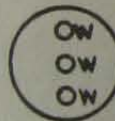
LOADING CONTROL SIGNALS A.B. AND C.



STOP IMMEDIATELY



PREPARE TO STOP



MOVE AT LOW SPEED IN DIRECTION FOR LOADING



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)

(AMENDED)

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 light 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. (Amended) (18)

**** 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.

(18)

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.

(17)

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)

SECTION

DETAILS

HAIGH

The sh
The conne

STEETON

The tra
out of use

Signa

The di

Signa

The d
28 yards

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)

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)

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.

(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 Signaller 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 furthest 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 KIRKBY

Trains e
Empties lin
to run-round
Empty Sidi
Permission
sidings to
travel vi

When a
stop board
the stop b

Movem
line and a
ascertain

No mov
The ru
box.

WALBUTT
Until
Engineme

The ha
removal.

The fa
sidings h

The o
Engin
crossing

Commer
signal an

A new
Drive

A tem
crossing
approach

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.



NE/S

EASTERN (NE) REGION

No.18

SOUTHERN SECTION

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

SATURDAY 4 MAY

TO

FRIDAY 10 MAY 1968

INCLUSIVE

Enginemen and guards must pay particular attention to works contained in this
good look-out for hazards



NE/S

EASTERN (NE) REGION

No. 19

SOUTHERN SECTION

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

SATURDAY 11 MAY
TO
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 look-out and be prepared to stop or run at reduced speed where such hand signals may be exhibited.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SWINTON (DEARNE JUNCTION) TO BURTON SALMON - continued		
DAILY UNTIL FURTHER NOTICE - continued		
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)
Frickley Colliery and Moorthorpe South	All	07 30 to 17 00. Preparing for signalling and interlocking alterations. (4/68)
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 16 $\frac{3}{4}$ m.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.
MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION		
DAILY UNTIL FURTHER 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)
SHAFTHOLME TO FERRYBRIDGE		
DAILY UNTIL FURTHER NOTICE		
Knottingley West Jct. and Ferrybridge	Down and Up Main	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	Down and Up Main	08 00 to 17 00. Contractors thrust boring alongside tracks. (10/68)
Bridlington	Nos. 2, 4 and 5 platforms	07 00 to 17 00, removing water columns. (8/68)
Driffield	Down and Up Main	07 00 to 17 00, removing water columns. (8/68)
HULL (BOTANIC GARDENS) TO HEDON		
DAILY UNTIL FURTHER NOTICE		
Wilmington and Southcoates	Down and Up Main	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3 $\frac{1}{4}$ m.p. Ladders and trestles in use. (31/67)
SUNDAY 12 MAY		
Southcoates	All	07 30 to 15 30. Cleaning out of gate ducts. Signal box open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Sculcoates	Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use. (8/68)
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3¼m.p. (24)
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
Dairycoates M.P.D.	Down and Up Goods and Sidings	07 00 to 17 00. Contractors demolishing air raid shelters.
HULL DOCKS		
DAILY UNTIL FURTHER NOTICE		
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. (29/67)
SATURDAY and SUNDAY 11 and 12 MAY		
King George Dock and Saltend	Down and Up Goods (BLOCKED)	12 00 (or after passage of last train) (Sat) until 17 00 (Sun.). Contractors laying services under tracks. King George Dock signal box open.
CUDWORTH YARD SOUTH TO UPTON AND NORTH ELMSALL (WRANGBROOK)		
DAILY UNTIL FURTHER NOTICE		
Hemsworth East and Wrangbrook	All	08 00 to 16 00 alterations to signalling. (See Section 'C'). Commencing Monday 13 May. (19/68)
SUNDAY 12 MAY		
Hemsworth East	All	07 00 to 17 00. Signalling alterations. (See Section 'C'). Signal box open.
HEMSWORTH EAST TO SOUTH		
DAILY UNTIL FURTHER NOTICE		
Hemsworth South Junction	All	08 00 to 16 00. Recovering abandoned material. Commencing Monday 13 May.
Hemsworth East and South Junction	All	07 00 to 17 00 Signalling alterations. (See Section 'C'). Both signal boxes open.
DENABY 'A' TO UPTON AND NORTH ELMSALL (WRANGBROOK)		
DAILY UNTIL FURTHER NOTICE		
Pickburn and Wrangbrook	All	08 00 to 16 00. Alterations to signalling. (See Section 'C'). Commencing Monday 13 May. (19/68)

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 :-

No.1 – Situated 5 yards West of the Bunker controlling entrance to the line beneath the Bunker. 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.

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 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

SECTION C

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.

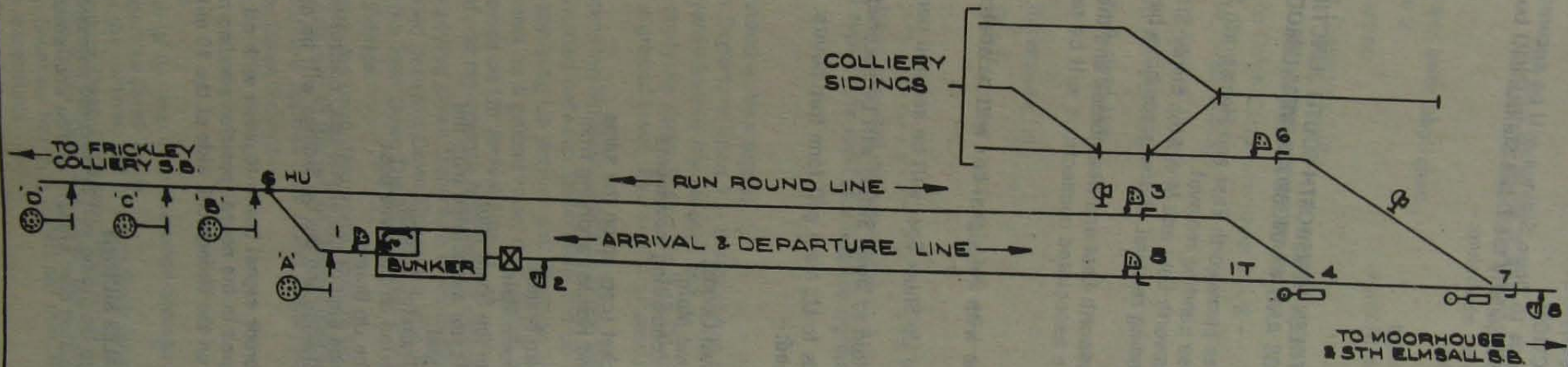
INDICATIONS APPLICABLE WHEN LOADING ONLY

R = RED

W = WHITE

(22/23)

FRICKLEY COLLIERY BUNKER



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.
- 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 will be abolished.

Monday 13 May

Pickburn & Brodsworth 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

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.

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)

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 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 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 INSTRUCTIONS with adjacent telephone has been retained.

(SEE SECTION 'D')

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
YORK (SKELTON) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE		
Cattal and Goldsborough	All	07 00 to 17 00, demolishing the Up platform at former Hopperton Station at 12m. 16chs. (5/68)
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 THURSDAY 7 and 8 FEBRUARY		
Skelton Junction and Dragon Junction	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 8 and 9 FEBRUARY		
Dragon Junction and Skelton Junction	Up Main (BLOCKED)	22 00 (Thurs.) to 06 00 (Fri.). Tamping machines in use between 1 and 0 m.p. and 18½ and 2¼ m.p. All signal boxes open and gate boxes manned.
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	Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (49/67)
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)
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.
WEDNESDAY 7 FEBRUARY		
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.
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
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)
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)
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)
Killingbeck and Cross Gates	All	08 00 to 18 00. Contractor laying sewer through Bridge No.25 at 16 m. 73 chs.

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

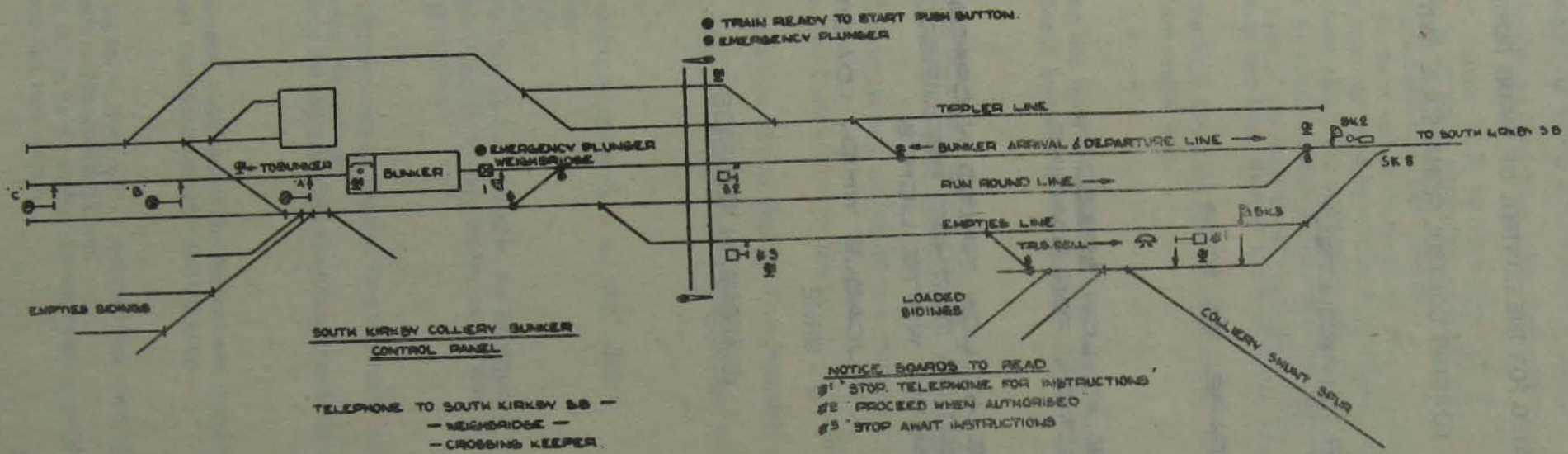
R = RED

W = WHITE

(19)

(DIAGRAM ON NEXT PAGE)

SOUTH KIRKBY COLLIERY BUNKER



*** * * 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)

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)

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.

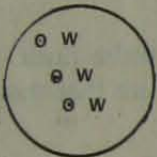
(SEE SECTION 'D')

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

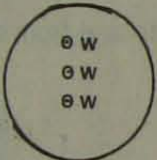
LOADING CONTROL SIGNALS A, B, C AND D.



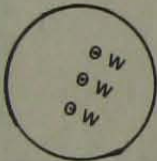
STOP IMMEDIATELY



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

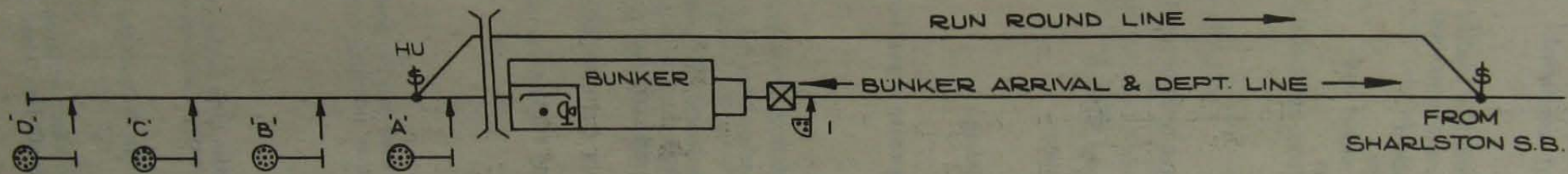
W = WHITE

(DIAGRAM ON NEXT PAGE)

(22/23)

(NEW ITEM)

SHARLSTON COLLIERY BUNKER.



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)

(AMENDED) (21)

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)

*** * 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)

*
** 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 Signaller 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 furthest Loading control signal.

When the bunker operator is ready to commence loading the signal for the train to proceed 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.

SECTION

The l
removalThe
sidingsThe
Eng
crossinThe
erecteThe
permanA ne
DrivA ten
crossing
approach

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)

★ MONDAY 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.

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

★ 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 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 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

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
NEVILLE HILL WEST TO HUNSLET EAST		
DAILY UNTIL FURTHER NOTICE		
Hunslet East	All	07 00 to 17 00. Thermit welding rail joints.
MICKLEFIELD TO CHURCH FENTON SOUTH		
DAILY UNTIL FURTHER NOTICE		
Garforth and Chaloners Whin	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
Micklefield Station and Church Fenton Station	All	07 30 to 17 00. Installing cable troughs. (37/67)
SUNDAY 4 FEBRUARY		
Peckfield	Down Main	08 00 to 17 00. Rewiring signal. (No.17 Down Main or to Down Branch 22).
CASTLEFORD (OLD STATION) TO GARFORTH		
DAILY UNTIL FURTHER NOTICE		
Allerton Main	All	08 00 to 16 00. Lifting point connections. (47/67)
MONDAY to FRIDAY 5 to 9 FEBRUARY		
Castleford Old Station and Garforth	Single	08 00 to 16 00 daily. On track tamping machines working between 6m. 14chs. and 0m.p.
NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN)		
DAILY UNTIL FURTHER NOTICE		
Burton Salmon	Up Siding and Warehouse Siding	07 00 to 18 00, contractors demolishing goods warehouse. Plant in use. (43/67)
Garforth and York (Chaloners Whin)	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
SUNDAY 4 FEBRUARY		
Sherburn North	Down Main	07 30 to 17 00. Renewing level crossing decking at 12m. 67chs.
CASTLEFORD (CUTSYKE JN.) TO CASTLEFORD (CENTRAL)		
DAILY UNTIL FURTHER NOTICE		
Cutsyke Junction and Castleford Central	All	07 00 to 17 00. Contractors demolishing former Glasshoughton North signal box. Plant in use. Commencing Monday 5 February. (5/68)

SECT
At d
SWIN
DAI
Wat
D
Dea
Hi
C
Hic
Si
Fr
Fri
M
Mo
a
Pon
Fe
SU
Mod
D
Bur
M
Fric
M
MO
DAI
Sout
SHA
DAI
Wom
Kn
Knott
Jun

STOP ACCIDENTS



REMEMBER YOUR PALS

ACCIDENT PREVENTION

BEGINS WITH

YOU



NE/S

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

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION) - continued		
DAILY UNTIL FURTHER NOTICE-continued		
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 180¼ m.p.
Ardsley Station and Gelderd Road Junction	Down and Up Main	07 00 to 17 00. Contractors cleaning drains in Ardsley Tunnel between 180¼ and 181 m.p. Until 17 00 Sunday 19 May. (20/68)
SATURDAY and SUNDAY 18 and 19 MAY		
Hemsworth South Junction and Nostell	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 under 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 diverted. 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 to 24 MAY		
Westgate North	All	07 30 to 17 00 daily. Preparing for relaying.
MONDAY 20 MAY		
Westgate South	All	07 30 to 16 30. Renewing connections.
MONDAY and TUESDAY 20 and 21 MAY		
Hemsworth Station and South Kirkby Junction	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.

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 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.

Glasshoughton West

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 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 (formerly 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 Distant
- 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

- 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 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 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 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 act 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.
 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.
 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
 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.

A telephone, communicating with Cutsyke signal box is provided at this signal.

Two new Ground Frames will be 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, at present situated beneath Cutsyke Up Main Starting signal will be incorporated in the new Cutsyke Up Main colour light Starting signal (No.30).

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

SUNDAY 19 MAY—YORK STATION

The following points will be reconnected and brought back into use:—

- 510 Down Scarborough Goods to Down Scarborough
- 518 Up Station line to Down Scarborough
- 559 Up Scarborough

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

- 135 Branches Yard to Down Scarborough
- 135 Subsidiary signal Branches Yard to 240 signal
- 136 Down Scarborough Goods to Down Scarborough
- 136 Subsidiary signal Down Scarborough Goods to 240 signal
- 139 Fruit Dock to Down Scarborough
- 143 Shunting signal Up Scarborough Goods to 240 signal
- 146 No.16 Platform to Down Scarborough
- 146 Subsidiary signal No.16 Platform to 240 signal
- 148 No.15 Platform to Down Scarborough
- 151 Shunting signal No.15 Platform to 240 signal
- 152 No.14 Platform to Down Scarborough
- 154 Shunting signal 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
- 156 Shunting signal No.15 Platform line to 142 signal
- 156 Shunting signal No.15 Platform line to 155 signal
- 238 Down Scarborough to 156 signal
- 244 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.

(24)

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.

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

SECTION
 DETAILS

SUNDA
 Ardsley

Sign
 The
 signal v
 The
 apply D

MONDA

The
 the fac
 Goods
 Goods

* YORK Y
 **
 The

Alter
 Up
 subsi

A
 D
 Down
 Th
 Good
 dista
 Th
 as gr
 Th
 Up V
 line
 Th
 Th
 grou
 This
 or Ex
 Th
 as a
 sign
 Good

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 arm below the Goods Second Home signal will apply to this route. (24)

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 removal.

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)

SECTION
DETAILS

FRICKLE

Two
Certain

The
Sprin
Bunker (

Moto
of the B

Moto
of the B

The f
No.1

No.2
No.3

No.5

No.6

No.8

Teleph
Nos. 6 an

Contro
Four Le
provided a

General
All poin
A lines
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.

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

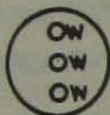
LOADING CONTROL SIGNALS A, B, C AND D.



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

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

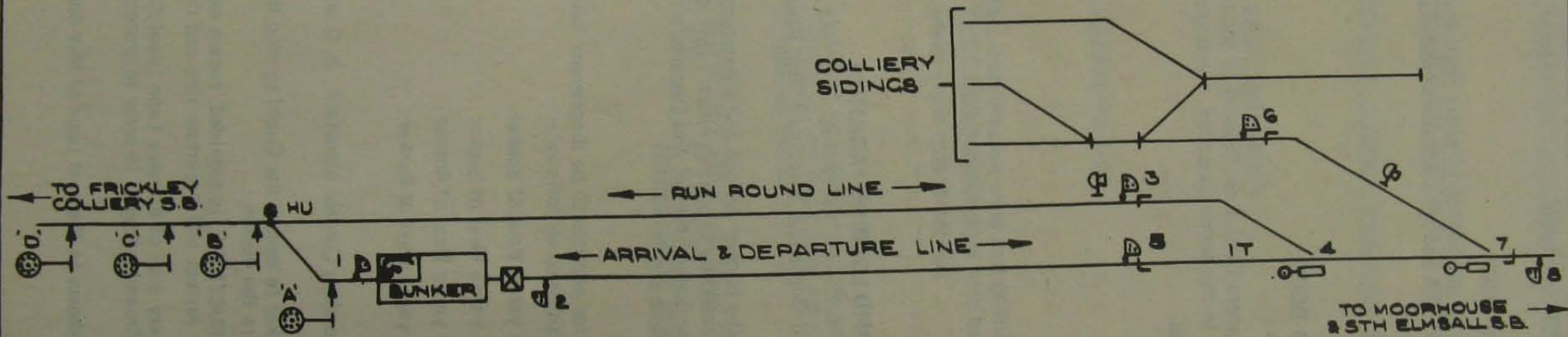
Catch points in the Down Main line, at present secured out of use, brought into use as follows:—

- 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.

FRICKLEY COLLIERY BUNKER



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

SIGNAL
 DETAILS

BETWEEN HESSLE ROAD AND ALEXANDRA DOCK

Revised signalling has been brought into use between Hesse 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. (AMENDED) (20)

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.

(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. (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 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.

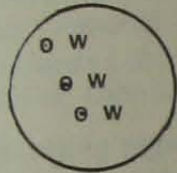
(SEE SECTION 'D')

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

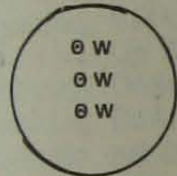
LOADING CONTROL SIGNALS A, B, C AND D.



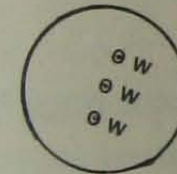
STOP IMMEDIATELY



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.

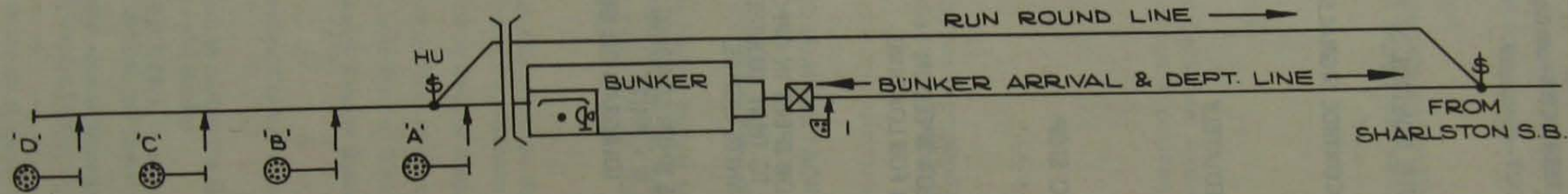
INDICATIONS APPLICABLE WHEN LOADING ONLY

R = RED

W = WHITE

(DIAGRAM ON NEXT PAGE)

SHARLSTON COLLIERY BUNKER.



SECTION
DETAILS

** LIGHTING

The t
ently ou

The t
Sh
Sh
Sh

BRIGHO

The
ion, per

The

BRADLE

The
in the r

The

** CLAYT

The
with pl

A ne
The
been re
existin

The
the sing
The

** HUNSL

Grou
permane

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 Signaller 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 furthest 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.

SECTIO

WALBU

Unt
EngineThe
Eng
crossinThe
erectedThe
permanA ne
DriveA ten
crossing
approach

★Repairs a

Place

Healey M
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.

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

SECTION D

ALTERATIONS TO NE REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

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:- 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	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.

Classification	Maximum speed M.P.H.	Minimum proportion of fully braked vehicles
ADD:- 7*	35	§
AMEND:- 8	25	†
ADD:- 9	25	†

NOTE:- § The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books.

★ PAGE 263
RULE 39(a)

Signal Box	Signal at which Rule 39 Clause (a) is exempt	Remarks
ADD:- Cutsyke	Down Methley Inner Home Down Cutsyke Branch Outer Home	Clear weather only Clear weather only

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.

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 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:- 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	25		
Maximum speed of "† Branch or Stopping freight train and Officers' Special train or ballast train requiring to stop in section" to read	25		



NE/S

EASTERN (NE) REGION

No.21

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 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.

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 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 (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.

SECTION B—TEMPORARY ENGINEERING WORKS—continued.

At or between	Lines affected	Remarks
YORK (SKELTON) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE		
Skelton Junction and Dragon	All	07 30 to 16 30, cleaning and painting bridges. Ladders and trestles in use. (14/68)
Goldsborough and Knaresborough	All	07 00 to 18 00, contractors demolishing former Knaresborough Goods signal box. Plant in use. (7/68)
SUNDAY 26 MAY		
Starbeck North and Harrogate Dragon	Down and Up Main	07 00 to 17 00. Erecting superstructure on Bridge No. 1 at 0m. 25chs.
MONDAY and TUESDAY 27 and 28 MAY		
Knaresborough and Harrogate Dragon Jn.	Down Main (BLOCKED)	22 00 (Mon) to 06 00 (Tues) Tamping machine in use between $\frac{1}{4}$ and $17\frac{1}{2}$ m.p. All signal boxes and open gate boxes manned.
TUESDAY 28 MAY		
Starbeck North and Dragon	Down and Up Main	07 00 to 17 00. Signalling and interlocking alterations (See Section 'C').
TUESDAY and WEDNESDAY 28 and 29 MAY		
Knaresborough and Skelton Jn.	Up Main (BLOCKED)	22 00 (Tues) to 06 00 (Wed) Tamping machine in use between 14 and $3\frac{1}{4}$ m.p. All signal boxes and gate boxes open.
WEDNESDAY and THURSDAY 29 and 30 MAY		
Goldsborough and Starbeck South	Up Main (BLOCKED)	22 00 (Wed) to 06 00 (Thurs) Tamping machine in use between $16\frac{1}{4}$ and $17\frac{1}{4}$ m.p. All signal boxes and gate boxes open.
THURSDAY and FRIDAY 30 and 31 MAY		
Dragon Jn. and Starbeck North	Up Main (BLOCKED)	22 00 (Thurs) to 06 00 (Fri) Tamping machine in use between 0 and $\frac{3}{4}$ m.p. All signal boxes and gate boxes open.

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	Contractors repairing Bridges Nos. 6 and 8 between $32\frac{1}{2}$ and 33m.p. (49/67)
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)
SUNDAY 26 MAY		
Batley and Morley	Down and Up Main	07 00 to 17 00. Track maintenance in Morley Tunnel between $36\frac{1}{4}$ and $38\frac{1}{4}$ m.p.
THURSDAY 30 MAY		
Holbeck East Jn. and L.N.W. Jn.	Up Main (BLOCKED)	00 01 to 06 00 On track tamping machine tamping joints between 42 and $33\frac{1}{4}$ m.p.

LEEDS CITY TO HULL (PARAGON)**DAILY UNTIL FURTHER NOTICE**

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)
------------	---	---

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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 (BETWEEN TRAINS)	06 00 to 18 00. Adjusting rail expansion between 202 and 202½m.p. Also testing rails in Thackley Tunnel between 203½ and 204½m.p. Arrangements made to pass 1M43, 08 45 Leeds to Morecambe. Both signal boxes open.
Thackley Junction	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 working between 213½ and 217½m.p. Keighley Station Junction, Steeton, Kildwick and Cononley signal boxes open.
Kildwick	All	07 30 to 18 30. Alterations to barrier equipment. Signal box open.

SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION)**MONDAY to FRIDAY 27 to 31 MAY**

Guiseley Junction and Esholt Junction	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.) track tamping machine working between 3m. 45chs. and 0m.p. Both signal boxes open.
--	---	--

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

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 Colliery 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')

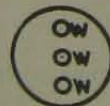
ASPECTS TO BE DISPLAYED FOR THE CONTROL OF TRAINS DURING LOADING OPERATIONS
 LOADING CONTROL SIGNALS A,B AND C.



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

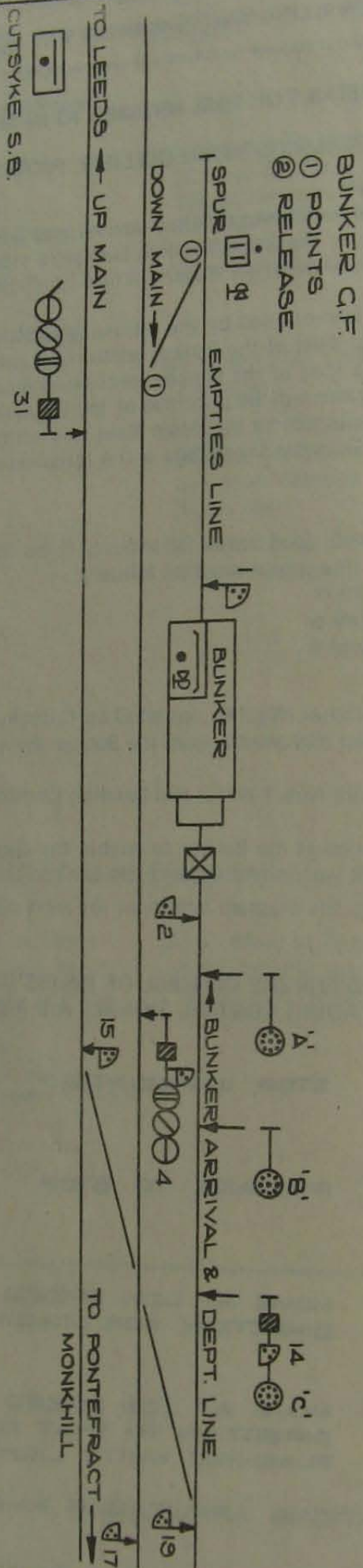
R = RED

W = WHITE

(SEE DIAGRAM ON NEXT PAGE)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

GLASSHOUGHTON COLLIERY BUNKER



SECTION C-SIGNALLING
DETAILS OF WORK

MONDAY 27 MAY

The numbers of Existing
HB 1 Up Alexandra
HB 2 Down Alexandra
Signal HR51 will

TUESDAY 28 MAY-MELMERBY GROUND

The Down Main except for a short
The Up Main line
One Engine in Ste
The Down and U
Harrogate Dragon
The facing and permanently out of
All associated

Starbeck North
The facing connection pending removal. A

Bilton
All points will
All signals will distant for the level
signal for the level
The level crossing worded "STOP, TELEPHONE and a telephone connection Bilton, Nidd Bridge

Nidd Bridge and L
The level crossing
All signals will the Single line Dis

Wormald Green
The level crossing
The trailing connection pending removal.
All signals will the Single line Dis

Ripon
All points will become handworked
Up Goods Line
Trailing connection
Trailing connection
Up Goods Line
All signals will
The Up Goods Line
The Down Main
for 12 wagons.
The Up Siding v

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 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.

(25)

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 Main 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 permanently 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 line 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 Distant 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 Distant 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.

(25)

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION

The following points have been reconnected and brought back into use:—

- 510 Down Scarborough Goods to Down Scarborough
- 518 Up Station line to Down Scarborough
- 559 Up Scarborough

The following signal routes have been brought back into use:—

- 135 Branches Yard to Down Scarborough
- 135 Subsidiary signal Branches Yard to 240 signal
- 136 Down Scarborough Goods to Down Scarborough
- 136 Subsidiary signal Down Scarborough Goods to 240 signal
- 139 Fruit Dock to Down Scarborough
- 143 Shunting signal Up Scarborough Goods to 240 signal
- 146 No.16 Platform to Down Scarborough
- 146 Subsidiary signal No.16 Platform to 240 signal
- 148 No.15 Platform to Down Scarborough
- 151 Shunting signal No.15 Platform to 240 signal
- 152 No.14 Platform to Down Scarborough
- 154 Shunting signal 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
- 156 Shunting signal No.15 Platform line to 142 signal
- 156 Shunting signal No.15 Platform line to 155 signal
- 238 Down Scarborough to 156 signal
- 244 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.

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 removal.

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.

HEMSWORTH SOUTH

The following signal routes have been brought back into use:—

- Down Branch
- Down Branch
- Down Branch
- Down Branch
- Three ground points from the elevated post as follows:—
Down Branch
- Disc applied
- Disc applied
- Disc continued
- Up Main to Up Main
- Up Main to Up Main
- Disc applied
- Three minutes applying
- The two and Up Branch
- Pickburn & Brodsworth
- been abolished
- erected on the Denaby 'A'

BETWEEN LOFTHOUSE AND HEMSWORTH SOUTH

The Down line operated as a single line Regulations.

Ardsley Station
The following signal routes removal:—

- West York
- Down T
- Trap points
- Trap points
- Facing
- Down T
- Trailing
- Trailing
- Facing

The following signal routes removal:—

- Miniature
- Miniature
- Ground
- West
- Ground
- Down
- Ground
- trail
- Ground
- Ground
- Up Br
- Up Ma
- Miniature

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:—

- 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 have been 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

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

BETWEEN LOFTHOUSE NORTH AND ARDSLEY—continued

Ardsley Station—continued

Signalling alterations

The left hand route indicator associated with the Down Main Starting signal has been abolished. This signal is redesignated Down Main Home.

The miniature arm signal applying Down Branch to Up Main or Down Through Siding now applies Down Branch to Down Through Siding only. (24)

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. (24)

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 page 32 of this notice.

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

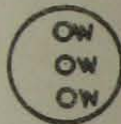
LOADING CONTROL SIGNALS A, B, C AND D.



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.

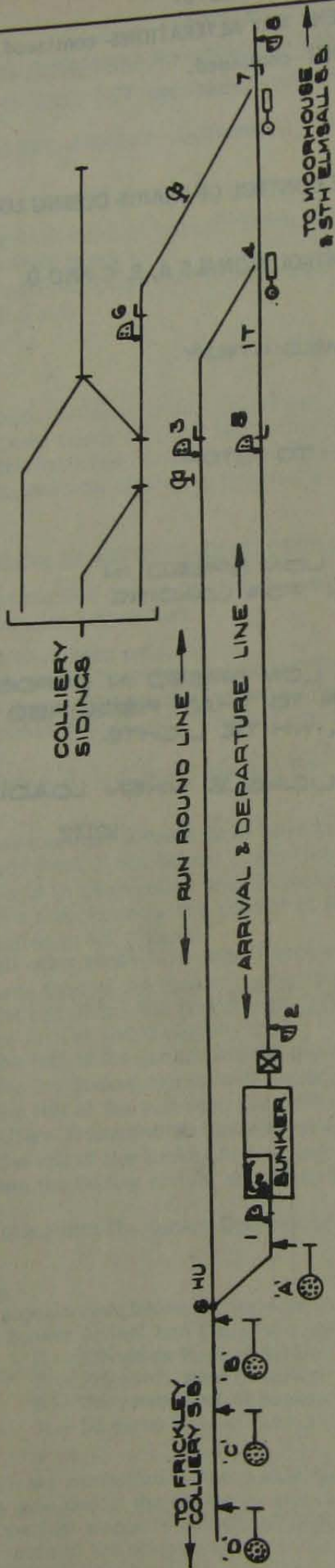
INDICATIONS APPLICABLE WHEN LOADING ONLY

R = RED

W = WHITE

ished. This
plies Down
(24)
abolished and
n the Down
below the
(24)
Round line".
st of the
yards East
8 yards East
he Bunker.
as follows:-
T is
Bunker.
the Bunker.
ying Run Round
of the Bunker
ne Bunker
of the Bunker
r to Colliery
midway between
rds apart are

FRICKLEY COLLIERY BUNKER



SECTION C-
 DETAILS OF
 BETWEEN HE
 Cannon S
 The trail
 has been sec
 The Cann

PRINCE OF
 The trail
 position pe

SHARLSTO
 Sharlston
 Two nev
 within the
 The Rap
 yards from
 situated 5
 stops appr

Control D
 Four Lo
 to the Bun

General
 Ground
 Bunker Op
 A lines
 during loa
 A notic
 signal box
 A wago
 be positio
 level cros
 Referen
 signalling

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.

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 during loading or before the locomotive enters the Bunker.

A notice board worded STOP, AWAIT INSTRUCTIONS, is provided, facing movements towards Sharlston during loading or before the locomotive enters the Bunker.

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')

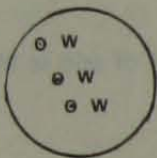
SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS OF WORK ALREADY CARRIED OUT—continued

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

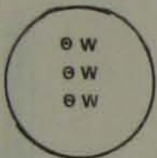
LOADING CONTROL SIGNALS A, B, C AND D.



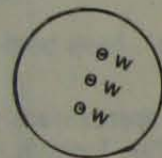
STOP IMMEDIATELY



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

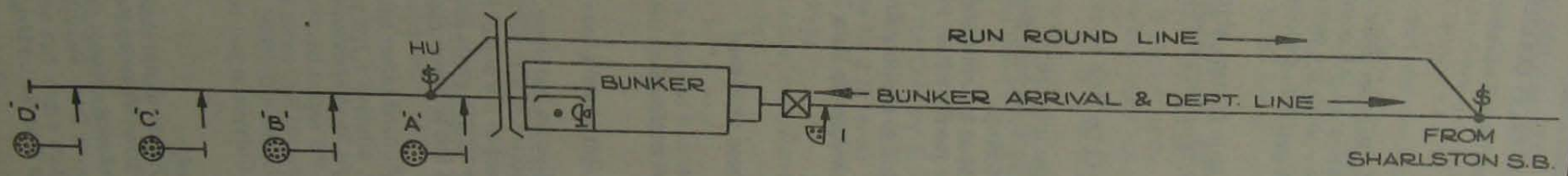
(DIAGRAM ON NEXT PAGE)

(22/23)

SHARLSTON COLLIERY BUNKER

(22/23)

SHARLSTON COLLIERY BUNKER.



NES-35

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 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 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 have been abolished**

- Down Main Starting
- Up Main Outer and Inner Distant
- 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

The follo
No.15

No.17

No.19

No.22

No.23

No.25

Two new G

Colliery

Situat

and Depa

Colliery

Situat

Departure

Both C

is provid

Whitwood SidingsThe Up Main Di
incorporated in the**** BRIGHOUSE**

The following li
ion, pending remova
Up Goods Lo
Trailing conn

The following si

Shunting, Up

Shunting, Nec

Shunting, Up

Shunting, Dov

Shunting, Dow

Shunting, set

BRADLEY WOOD JUN

The trailing connec
in the normal position

The following asso

Shunting Down

Shunting along

Shunting Down

Signal control

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:—

- 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.
- 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.
- 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.
- 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)

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 Signaller 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 furthest 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

Until furth
Enginemen to

The occupat
Enginemen t
crossing.

The contract
erected.

The hand wo
permanently ou

A new level
Drivers to k

A temporary
used by heavy
Drivers to k

A temporary
crossing from th
approaching the

Repairs at Moti

Place

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.

★ 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 overhead crane. Provision of ducts and alterations	Until further notice	

SECTION D—MISCELLANEOUS NOTICES—continued

ALTERATIONS TO NE REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

TABLE S.3.

Siding	Position	Remarks
Menston Sidings	Between Guiseley and Burley in Wharfedale	Padlocked Ground Frame. Returning to Guiseley Down Sidings Ground Frame.

★ PAGE 238
APPERLEY JUNCTION TO ILKLEY STATION

ADD:—
Menston Sidings

Between Guiseley and Burley in Wharfedale

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:— 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	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.

Classification	Maximum speed M.P.H.	Minimum proportion of fully braked vehicles
ADD:—		
7*	35	§
AMEND:—		
8	25	†
9	25	†

ADD:—

NOTE:— § The proportion of vehicles which must form the fitted head is shown in the Freight Trains Loads books.

Signal Box

ADD:—
Cutsyke

★ PAGE 299
CASTLEFORD

ADD:—
GLASSHOUGH

Trains arriving to enable 'Ta enable the tra gross weighin during the lo reason during satisfied it is loading signa is ready to d

PAGE 311
WAKEFIELD (

SHARLSTON
ADD:— SHAR

Trains arriving and will proc "tare" weigh Bunker loading operation and Bunker loading during the loa loading operat loading signal to enable the should this be re-commence be brought to a train weighbill AWAIT INSTRU

ALTERATIONS TO NE REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—continued

GENERAL INSTRUCTIONS—continued

PAGE 263
RULE 39(a)

Signal Box	Signal at which Rule 39 Clause (a) is exempt	Remarks
ADD:— Cutsyke	Down Methley Inner Home Down Cutsyke Branch Outer Home	Clear weather only Clear weather only

LOCAL INSTRUCTIONS

★PAGE 299
CASTLEFORD

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 $\frac{1}{2}$ m.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 Signaller 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 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 $\frac{1}{2}$ 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.



NE/S

EASTERN (NE) REGION

No.26

SOUTHERN SECTION

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

SATURDAY 29 JUNE

TO

FRIDAY 5 JULY 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 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.

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 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.

(5)

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.

(6)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
SHAFTHOLME JUNCTION TO NORTHALLERTON (LONGLANDS JUNCTION)—continued		
SUNDAY 30 JUNE—continued		
Tollerton and Skelton Jn.	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 4¼ and 4 m.p. Trencher in use also removing defective welds at 3m. 22chs. and 3m. 75chs. 03 40 to 12 40:— 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 Northallerton and Thirsk	Up Slow (BLOCKED)	00 01 to 06 00. Tamping machine in use between 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 WEDNESDAY 2 and 3 JULY 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 to 5 JULY 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 and 5 JULY Pilmoor and Thirsk	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		
DAILY UNTIL FURTHER NOTICE		
York Wagon Works	All	07 00 to 17 00. Contractors demolishing buildings and abandoning track. Mechanical plant in use. (18/68)
York Yard North	6, 7 and 8 Down Departures (BLOCKED by local arrangements)	07 00 to 17 00. Welding rail joints. (18/68)
SUNDAY 30 JUNE York Wagon Works	Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Relaying. Crane in use.

SECTION B-TEMPORARY ENGINEERING WORKS-continued

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield East	All	07 30 to 17 00. Preparing for signalling alterations. (12/68)
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 use. (10/68)
Sharlston	All	Contractors installing loading plant. Mechanical plant in use. (6/68)
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.
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 58¾m.p. (9/68)
Pontefract Monkhill Station	All	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 between 57¼ 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. (17/68)
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.
Streethouse West	All	07 30 to 17 00. Overhauling gate connections. Signal box open.
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 clear of traffic. Pontefract Monkhill West signal box open.
Whitley Bridge	Down and Up Main (BLOCKED)	07 00 to 17 00. Renewing culvert at 62m. 57chs.

SECTION

At or betwe

WAKEFIELD
THURSDAY
Turners L
Calder f

OAKENSHAW
THURSDAY
Oakensha
(South J
Oakensh
FRIDAY 5
Oakensha
(South J
Oakensh

OAKENSHAW
WEDNESDAY
Oakensha
THURSDAY
Oakensha
Crofton

FERRYBRIDGE
WEDNESDAY
Pontefrac
Ferrybr

CUDWORTH
BRANCH
DAILY U
Dearne
Junctio
Goldth

METHLEY
DAILY U
Cutseyke
Prince

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 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 Engine Line 'V'. (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.

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 Distant 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 Distant 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 spur 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.

(26)

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.

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.
 (27)

**** 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 box 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 Criggstone 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.

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 Distant
- 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. (28)

YORK YARD SOUTH

The Up Goods semaphore distant signal has been abolished. (28)

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. (28)

* 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 Signaller 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 furthestmost 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.

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 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.

***** 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	Commencing 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
19 June, 1968

MO.44/1383/NE/S No. 26

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



NE/S

EASTERN (NE) REGION

No.27

SOUTHERN SECTION

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

SATURDAY 6 JULY

TO

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

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 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

(30)

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.

(30)

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 applications :-

- | | |
|--------------------------|--------------------------|
| Up 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 |
| | No indication Up Fast |
| Up Goods Loop Home – | 'B' indication Up Branch |
| | 'S' indication Up Slow |
| | 'F' indication Up Fast |
| | No indication Up Loop |

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS OF WORK REFERRED TO IN SECTION 'B' — continued

SUNDAY 7 JULY — WAKEFIELD (KIRKGATE) WEST — continued

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 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.)

(30)

SUNDAY 7 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)

(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

(27)

**** 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.

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.

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. (27)

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 direction 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 (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.



SECTION C-
 DETAILS OF

BETWEEN W
 (KIRKGATE)

Wakefield (K
 The facin
 position.
 The tra
 the reverse

The foll
 Up T
 Up T
 Up T
 The foll
 Up F
 Up F
 The abo

Wakefield
 The fol

Tra
 Fac
 Fac
 The fo

Gr
 Gr
 Gr
 (lo
 Up
 Gr
 Gr
 Up
 Up
 Gr
 Gr

Wakefield
 The f

Fa
 Fa
 Tra

The fo
 Up
 Up
 Up
 Mi
 Gr
 Mi
 Gr

The f
 'M
 'M
 'S
 'S

YORK VA
 The L

HEADFI
 All p
 Brown's

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 Wakefield (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 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 Distant
- 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. (28)
- 'S' — Down Platform to Down Through Siding subsidiary signal. (28)

YORK YARD SOUTH

The Up Goods semaphore distant signal has been abolished. (28)

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. (28)

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

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 Signaller 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 furthest 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

The Do
East End b

A new
Driver

A tem
used by

Driver

A ter
crossing
approach

Repairs

Place

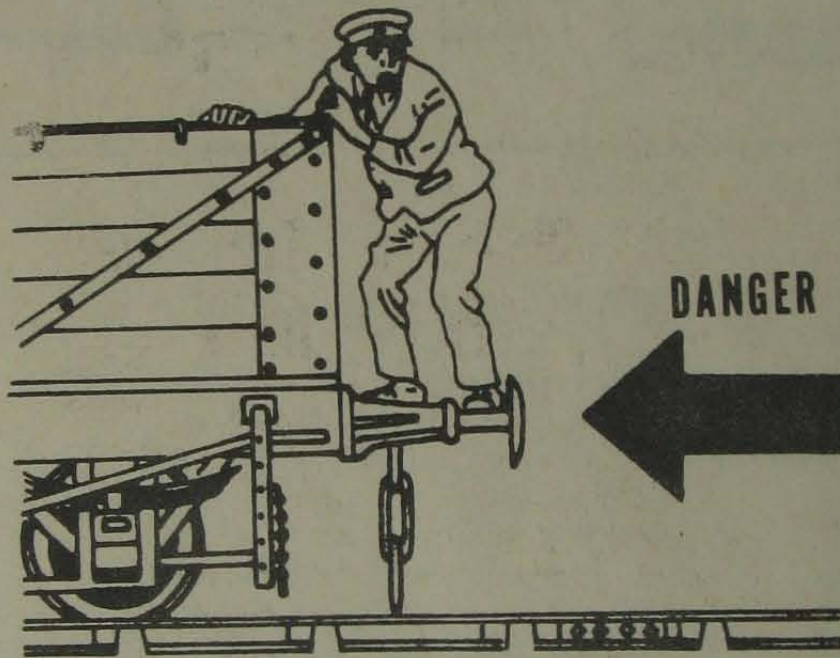
Healey
M.P.D.
(All lin

WATER

Place

Keighle
North E
B16
Down S
Junctio
Water C

STOP ACCIDENTS



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. Enginemmen 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. (5)

SCARBOROUGH GALLOWES 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.

★ 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.

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	



NE/S

EASTERN (NE) REGION

No.28

SOUTHERN SECTION

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

SATURDAY 13 JULY

TO

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 mentioned may be in progress, of which it may not have been possible to give previous notice, and enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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 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 existing signal. (31)

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. (31)

THURSDAY 18 JULY—STOURTON JUNCTION

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. (31)

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
DETAILS

** BETWEEN
(KIRKGA
Calder
The
taken

Between
The
out of u
Wake
the blo
signal

Wakefi
The
positio
The
the rev

The
U
U
U
The
U
The

Wakefi
The

The

Wakefi
The
F
F
T

The
U
U
U
M
G
M
G
The

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**
 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.

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 Distant
- 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.

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.

(28)

**** 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.

(28)

* 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 Signaller 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 furthest 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.

HUTTON'S 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 overhead crane. Provision of ducts and alterations to East end doors.	Until further notice	

WATER WILL NOT BE AVAILABLE AS FOLLOWS:-

Place	Duration	Commencing Date
* Holbeck M.P.D.	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 abandoned	Forthwith



NE/S

EASTERN (NE) REGION

No. 29

SOUTHERN SECTION

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

SATURDAY 20 JULY

TO

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 look-out 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 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

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 disc.

The following shunting signals will be abolished :—

Up Main to Up Siding
 Up Siding to Up Main (32)

DETAILS OF WORK ALREADY CARRIED OUT

LEEDS CITY

A new Banner signal R157 90 yards west of L157 signal has been brought into use which repeats L157. (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 in the normal position pending removal. (31)

BRADFORD EXCHANGE

The Shunting signal Up West to Middle Sidings has been repositioned directly in advance of the existing signal. (31)

TOURTON 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

*
* * Item

The in
 Appendix
 Trains
 on the Bu
 the train
 posed of
 be made
 Trains
 Authorise
 Before all
 three sets
 made. Wh
 train must
 carried ou
 When t
 bunker, th
 engage th
 The Gu
 has enter
 plunger, t
 the train s
 authority.

After
 the Driver
 of the leve
 the run-rou
 SK2 the rou
 SK2 until t
 Trains e
 Empties lin
 to run-rou
 Empty Sidin
 Permission
 sidings to t
 travel via th
 When a t
 stop board t
 the stop boa
 Movemen
 line and a lon
 ascertained
 No movem
 The run-ro
 box.

WALBUTTS FA
 Until furthe
 Enginemen to l

The occupat
 Enginemen to
 crossing.

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.

Drivers to keep a sharp look out and sound horn or engine whistle when approaching this crossing.

★ 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

TABLE F

From	To	Line	Number of Vehicles and special conditions
CLEETHORPES TO WRAWBY JUNCTION			
PAGE 105 (Page ES-D11, Gen. Insts. and Not. Booklet E.S. No.24D)			
AMEND			
Pasture Street Crossing	New Bridge Siding	Up Goods	15 wagons in clear weather with or without brake van

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

York
10 July, 1968

MO.44/1383/NE/S No.29

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.29



NE/S

EASTERN (NE) REGION

No.30

SOUTHERN SECTION

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

SATURDAY 27 JULY

TO

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

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

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. (33)

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. (33)

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)

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. (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. (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

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

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.

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.**

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

TABLE F

From	To	Line	Number of Vehicles and special conditions
CLEETHORPES TO WRAWBY JUNCTION			
PAGE 105 (Page ES-D11, Gen. Insts. and Not. Booklet E.S. No.24D)			
AMEND			
Pasture Street Crossing	New Bridge Siding	Up Goods	15 wagons in clear weather with or without brake van

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

York
17 July, 1968

MO.44/1383/NE/S No.30

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.30



NE/S

EASTERN (NE) REGION

No.31

SOUTHERN SECTION

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

SATURDAY 3 AUGUST

TO

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

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

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.

The Down Main Outer Distant signals will be renamed Down Main Distant signals. (34)

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)

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. (31)

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

DETAILS

CASTLE

Castlefo

The tr

the norm

The s

perman

The l

leading t

The f

Sh

Sh

Sh

CASTLE

The U

Sidings

Nos.

The c

points.

The s

in the p

The s

disc.

The f

Up

BOTANI

The r

a yellow

SHARLST

The C

connect

The m

replaced

The d

signal bo

* ** BRADFORD

The Sh

existing s

WORTLEY

The Do

used as ru

Wortley W

The con

been secu

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

CASTLEFORD GATES AND STATION—continued

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.

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)

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.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

WORTLEY WEST, ARMLEY MOOR AND BRAMLEY—continued

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. (33)
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 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)

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". (31)

**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

CALVERLEY

The Up S

The two l

secured out

The trail

The follo

Down

Up Si

Signal A

The yell

disc and no

HIRSTWOOD

The tra

The sh

The sh

reposition

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)

removal.
ed on both
ards West

t of use,

the Down
ods to

(33)

e points

nd all
(33)

tion

143
s to

n of
" to
(33)

uated
(31)

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.

★ 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.**

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	

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 notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York
24 July, 1968

MO.44/1383/NE/S No.31

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. 31



NE/S

EASTERN (NE) REGION

No.32

SOUTHERN SECTION

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

SATURDAY 10 AUGUST

TO

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 look-out 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
WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST.		
DAILY UNTIL FURTHER NOTICE.		
Wakefield West.	All	07 30 to 17 00. Preparing for signalling alterations. (12/68)
SATURDAY and SUNDAY 10 and 11 AUGUST		
Wakefield West	All	22 00 (Sat) to 21 00 (Sun). Alterations to signalling (See section 'C').
GELDERD ROAD JUNCTION AND HOLBECK WEST JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Gelderd Road Junction and Holbeck West Junction	Down Doncaster	08 00 to 18 00. contractors removing redundant track between 184 and 185 m.p. Crane in use. (24/68)
SUNDAY 11 AUGUST		
Gelderd Junction and Holbeck West Junction	Down and Up Doncaster (BLOCKED)	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 Horsforth	All	07 30 to 16 30. Repairs to Bridge No. 7 at 1m. 3chs. Plant in use. (25/68)
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	All	07 30 to 16 30. Cleaning and painting bridges. Ladders and trestles in use. (14/68)
SUNDAY 11 AUGUST		
Horsforth and Arthington	Down	08 00 to 18 00. Testing rails in Bramhope Tunnel between 5¾ and 8m.p.
YORK TO SCARBOROUGH.		
DAILY UNTIL FURTHER NOTICE.		
Malton and Seamer	All	07 00 to 17 00. Cleaning and painting station buildings; ladders and trestles in use. (14/68)
SUNDAY 11 AUGUST		
Washbeck and Scarborough	Sidings (BLOCKED by local arrangement)	06 00 to 18 00. Relaying. Crane in use.
THURSDAY 15 AUGUST		
Heslerton	All	08 30 to 15 30. Overhauling interlocking. Signal box open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
YORK (SKELTON) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE		
Skelton Junction and Dragon	All	07 30 to 16 30, cleaning and painting bridges. Ladders and trestles in use. (14/68)
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	All	08 30 to 15 30, Overhauling interlocking.
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	Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (49/67)
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)
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
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)
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.
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 retaining 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 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. (8/68)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SWINTON (DEARNE JUNCTION) TO BURTON SALMON—continued		
DAILY UNTIL FURTHER NOTICE - continued		
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 Ferrybridge	Down and Up Main	07 30 to 17 00. Repairs to Bridge 25 at 4m. 52chs. (27/68)
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)
SUNDAY and MONDAY 11 and 12 AUGUST		
Dearne Junction and Burton Salmon	Down Main (BLOCKED except as shown in remarks)	22 00 (Sun) to 07 15 (Mon). Tamping machines in use between 16¾ and 1m.p. Arrangements made to pass 1N58 19 05 Bristol to York and 1N59 19 30 Bristol to Newcastle.
MONDAY to WEDNESDAY 12 to 14 AUGUST		
Moorthorpe South and Moorthorpe Station	Down Goods (BLOCKED by local arrangements)	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 FURTHER 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)

SHAFTHOLME TO FERRYBRIDGE**DAILY UNTIL FURTHER NOTICE**

Knottingley West Jn. and Ferrybridge	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)
THURSDAY and FRIDAY 15 and 16 AUGUST		
Knottingley West Jn. and Ferrybridge	Down Main (BLOCKED)	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	07 00 to 17 00, removing water columns. (8/68)
Driffield	Down and Up Main	07 00 to 17 00, removing water columns. (8/68)

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 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 Route Indicators on the left of the respective signals, will be provided on this gantry with the following applications:—

- | | |
|--------------------------|--------------------------|
| Up 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 |
| | No indication Up Fast |
| Up Goods Loop Home — | '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 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 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 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)

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)

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.

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. (34)

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. (34)

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

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)

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)

*
****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)

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.

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

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.

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. (32)

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
★ Diggle Water Troughs	Permanently abandoned	(34)

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

York
 31 July, 1968

MO.44/1383/NE/S No.32

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. 32



NE/S

EASTERN (NE) REGION

No.33

SOUTHERN SECTION

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

SATURDAY 17 AUGUST

TO

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 look-out 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
SHAFTHOLME JUNCTION TO NORTHALLERTON (LONGLANDS JUNCTION)-continued		
SUNDAY 18 AUGUST-continued		
Northallerton and Thirsk	03 40 to 12 40 Up Fast and Up Slow (BLOCKED) Down Fast (BETWEEN TRAINS) 12 40 to 15 40 Up Slow (BLOCKED)	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.
MONDAY to FRIDAY 19 to 23 AUGUST		
Skelton Jn.	Down and Up Goods	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	07 00 to 17 00. Contractors demolishing buildings and abandoning track. Mechanical plant in use. (18/68)
York Yard North	6, 7 and 8 Down Departures (BLOCKED by local arrangements)	07 00 to 17 00. Welding rail joints. (18/68)
SUNDAY 18 AUGUST		
York Yard South	Down and Up Doncaster Goods (BLOCKED)	02 00 to 17 00. Changing switches. Crane in use.
CARCRUFT (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)
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 JUNCTION) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE.		
Wortley Junction and Horsforth	All	07 30 to 16 30. Repairs to Bridge No. 7 at 1m. 3chs. Plant in use. (25/68)
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	All	07 30 to 16 30. Cleaning and painting bridges. Ladders and trestles in use. (14/68)
Wortley 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.		
DAILY UNTIL FURTHER NOTICE.		
Malton and Seamer	All	07 00 to 17 00. Cleaning and painting station buildings; ladders and trestles in use (14/68)
SUNDAY 18 AUGUST		
Kirkham Abbey and Malton	Down and Up Main	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 Dragon	All	07 30 to 16 30, cleaning and painting bridges. Ladders and trestles in use. (14/68)
Goldsborough and Knaresborough	All	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	Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (49/67)
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)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
MILFORD SOUTH AND GASCOIGNE WOOD		
DAILY UNTIL FURTHER NOTICE		
Milford South and Gascoigne Wood	All	07 00 to 17 00. Contractors erecting cables overhead at 7m. 3chs. (13/68)
SWINTON (DEARNE JUNCTION) TO BURTON SALMON		
DAILY UNTIL FURTHER NOTICE		
Wath Junction and Dearne Junction	All	08 00 to 16 00. Cleaning and painting Bridge No. 4 at 14½m.p. Ladders and trestles in use. (47/67)
Dearne Junction and Hickleton Main Colliery Sidings	Down and Up Main	06 00 to 18 00. Alterations to Bolton on Dearne station platform between 16¾ m.p. and 16m. 10chs. (18/68)
Dearne 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)
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 Ferrybridge	Down and Up Main	07 30 to 17 00. Repairs to Bridge 25 at 4m. 52chs. (27/68)
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)
SUNDAY 18 AUGUST		
Bolton on Dearne	All	07 30 to 17 00. Excavating on viaduct Bridge No. 75.
Hickleton Main Colliery Sidings	All	07 00 to 17 00. Alterations to signalling (See Section 'C'). Signal box open.
Moorthorpe South and Moorthorpe Station	Down and Up Main	07 00 to 17 00. Reballasting between 11m. 26chs. and 11m. 36chs. Dumper in use. Both signal boxes open.
Ferrybridge	Down Main	07 30 to 16 30. Changing switches and rails at 2m. 6chs. Signal box open.
MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION		
DAILY UNTIL FURTHER 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)

SECTION B - T

At or between

SHAFTHOLME**DAILY UNTIL F**
Knottingley We
and Ferrybr**WEDNESDAY** at
Knottingley We
Junction and**THURSDAY** and
Shaftholme and
Askern**HULL (WEST P****DAILY UNTIL**
Bridlington

Driffield

SUNDAY 18 AU
Thwaite Cross**WEDNESDAY** at
Walton Street a
West Parade**THURSDAY** and
West Parade an
Walton Street**HULL (BOTANI****DAILY UNTIL F**
Wilmington and
Southcoates

Southcoates

SUNDAY 18 AU
Marfleet and
Southcoates**HULL YARDS****DAILY UNTIL FU**
SculcoatesSculcoates and
Spring

SECTION B-TEMPORARY ENGINEERING WORKS- continued

At or between	Lines affected	Remarks
HULL YARDS - continued		
DAILY UNTIL FURTHER NOTICE - continued		
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
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)
SUNDAY 18 AUGUST		
Hessle Road and Dairycoates West	Down and Up Goods	07 30 to 17 00. Renewing cables.
Sweet Dews	Down and Up Goods and Sidings (BLOCKED by local arrangement)	07 30 to 17 00. Painting underside of Bridge No.2 (Craven Street). Ladders and trestles in use.
Neptune Street	Sidings (BLOCKED by local arrangement)	06 00 to 18 00. Relaying. Tracklayer in use.
Inward Yard	Sidings (BLOCKED by local arrangement)	06 00 to 18 00. Replacing retarders. Cranes in use.

HULL DOCKS

DAILY UNTIL FURTHER NOTICE

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)
---	------------------	--

STAIRFOOT JUNCTION AND CUDWORTH STATION

DAILY UNTIL FURTHER NOTICE

Stairfoot Junction 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)
---	------------------	--

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 18 AUGUST

Thorne Colliery	Down and Up Main	00 30 to 09 30. Welding rail joints at 11m. 27chs.
-----------------	------------------	--

GOOLE, RAWCLIFFE BRIDGE TO BOOTHFERRY ROAD

DAILY UNTIL FURTHER NOTICE

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)
--------------------------------------	------------------	--

SECTION

At or be

WAKEFI

DAILY

Wakefi

Wakefi

Calde

Crofton

Feath

Sharls

Sharl

Snydal

Pont

Feathe

Feathe

Stati

Feather

Knotti

Pontefra

Knotti

Pontefra

Statio

Knottin

Knottin

Juncti

East J

Rawcliff

Junctio

Shed

SUNDAY

Feathers

Station

CUDWORTH

BRANCH)

DAILY UN

Dearne Va

Junction

Goldthorp

Goldthorp

SECTION B - TEMPORARY ENGINEERING WORKS- continued.

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield East	All	07 30 to 17 00. Preparing for signalling alterations. (12/68)
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 use. (10/68)
Sharlston	All	Contractors installing loading plant. Mechanical plant in use. (6/68)
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.
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 for 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 scaffolding and excavating alongside tracks at 58¼m.p. (9/68)
Pontefract Monkhill Station	All	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 between 57¼ 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. (17/68)
SUNDAY 18 AUGUST		
Featherstone Station	Down and Up Main	07 00 to 18 00. Removal of level crossing gates and posts. Crane and plant in use.
CUDWORTH DEARNE VALLEY SOUTH JUNCTION TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)		
DAILY UNTIL FURTHER NOTICE		
Dearne Valley South Junction and Goldthorpe	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	All	Contractors installing loading plant. Mechanical plant in use. (8/68)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE — continued		
DAILY UNTIL FURTHER NOTICE — 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. Laisterdyke West signal box open.
Bradford Exchange	All	07 30 to 17 00. Renewing connections.
MONDAY and TUESDAY 19 and 20 AUGUST		
Wortley West and Bramley	Down and Up Main	23 00 (Mon) to 05 00 (Tues). On track tamping machine in use, between ¼ and 2¼m.p.
WEDNESDAY to FRIDAY 21 to 23 AUGUST		
Wortley West and Bramley	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		
DAILY UNTIL FURTHER NOTICE		
Milner Royd Junction and Dryclough Jn.	All	08 00 to 16 00. Repairs to retaining wall and Copley Viaduct between 29 and 29½m.p. (17/68)
Low Moor No.1 and No.2 West	All	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 sidings. (25/68)
Bowling Junction and Bradford Mill Lane	Down Goods	08 00 to 16 30. Welding rail joints between 39m. 22chs. and 39m. 18chs. Rail mounted trolley in use. (29/68)
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 23 AUGUST		
Bowling Junction and Mill Lane Junction	All	07 30 to 16 30 daily. Installing cable troughs.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
BARNESLEY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Criggleshstone 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.
MONDAY to FRIDAY 19 to 23 AUGUST		
Criggleshstone and Haigh	Up Main	07 00 to 17 00. Excavating for roadway between 46 and 46½m. p. Mechanical plant in use.
ROYSTON JUNCTION TO MIDLAND JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Criggleshstone East and Middlestown Junction	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 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 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 171½ m.p.
Darfield and Cudworth	Down and Up Main.	Repairs to Bridge 177 at 172m. 75chs.
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)
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 189¼m.p.
Waterloo Colliery Sidings and Stourton Jn.	All	08 00 to 17 00. Demolition of former Rothwell Haigh signal box at 191m. 76chs. (25/68)
Waterloo Colliery Sidings and Stourton Junction	All	07 30 to 19 00. Contractors thrust boring under tracks at 192m. 11chs. Mechanical plant in use. (15/16/68)
Stourton Junction	All	07 00 to 18 00. Thrust boring under tracks at 192m. 57chs. Mechanical plant in use. (12/68)

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

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

(37)

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.

(37)

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.

(33)

**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)

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)

SECTION
DETAIL

**WORTLEY

The
used as

Wortley

The
been se

Armley

The
A p
lines i
of the

Bramley

The
in the
A p
Goods
Down S
All

HOLD

Holdsw

The
the D
been s

Halifax

The
Bridge
The

**MIRFIELD

Mirfield

Nos
leading
remova
Nos.

Mirfield

The
N
M
D
N
N
N
Sh
All as
associat

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 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.

(34)

**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.

(35)

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

* 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)

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 — | 'B' indication Up Branch |
| | 'S' indication Up Slow |
| | No indication Up Fast |
| Up Passenger Loop Home — | 'B' indication Up Branch |
| | 'S' indication Up Slow |
| | No indication Up Fast |
| Up Goods Loop Home — | '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).

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.

Enginemmen 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	

Shutting of Locomotive Water Supplies

Location	Duration	Commencing
★ Diggle Water Troughs	Permanently abandoned	(34)

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

York
7 August, 1968

MO.44/1383/NE/S No.33

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:-



NE/S

EASTERN (NE) REGION

No.34

SOUTHERN SECTION

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

SATURDAY 24 AUGUST

TO

FRIDAY 30 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 look-out 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 (PARAGON)-continued		
DAILY UNTIL FURTHER NOTICE-continued		
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 painting bridges and lineside buildings. Scaffolding and ladders in use.
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)
Hessle Road and West Parade	Down and Up Main	07 00 to 17 00. Contractors working alongside tracks at 1m. 49chs.
SATURDAY and SUNDAY 24 and 25 AUGUST		
Peckfield and Gascoigne Wood	Up Main (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 use.
Hessle Road and West Parade	Down and Up Main (BLOCKED)	23 00 (Sat) to 07 00 (Sun). Abandonments. Crane in use. All traffic diverted via Walton Street Springbank North Junction and Hessle Road.
SUNDAY 25 AUGUST		
Leeds City Station	No. 10 Platform Line (BLOCKED)	07 00 to 17 00. Contractors reballasting platform 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 Barby North	All	03 30 to 12 30. Switches and crossing tamper in use between 174m. 70chs. and 175m. 8chs.
Broomfleet and Brough West	Down Slow (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	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

* 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

FRIDAY 30 AUGUST – FEATHERSTONE STATION LEVEL CROSSING

The level crossing gates will be replaced by lifting barriers.

(37)

SUNDAY 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.

(37)

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 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

(37)

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)

BOTANIC GARDENS

The red faced disc signal applying Coal Stage or Engine Shed line to Down Main has been replaced by 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)

GOLDSWORTH BRIDGE AND HALIFAX WEST

Goldsworth 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.

(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 following applications:—

Up 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
	No indication Up Fast
Up Goods Loop Home —	'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

**Items marked thus will

PAGE NES—D2 Gen
 DELETE present

Until further notice

- (a) 6 wheeler
restricted
- (b) 6 wheeler
loaded a

In each case w
 the Driver that the
 being conveyed at

PAGE NES—D3 Gen. Inst

Description
 of Wagons

AMEND:—

56 Ton Iron Ore

A temporary sleeper or
 line between Geldard sign

Drivers to keep a sharp

WALBUTTS FARM OCCUPA

Until further notice the
 Enginemen to keep a sharp

BE
 The occupation level cr
 Enginemen to keep a sha
 crossing.

SECTION D—MISCELLANEOUS NOTICES—continued

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS
AND OTHERS FOR WORKING OVER EASTERN REGION LINES

PAGE 161

KIRK SANDALL 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 within 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.

MO.44/1383/NE/S No.34

F.J. BURGE
Movements Manager

August, 1968

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

NILE SIG. NOTICE NE/S No. 34.



NE/S

EASTERN (NE) REGION

**No.
35/36**

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 look-out 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
NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN)		
DAILY UNTIL FURTHER NOTICE		
Burton Salmon	Up Siding and Warehouse Siding	07 00 to 18 00, contractors demolishing goods warehouse. Plant in use. (43/67)
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 alterations. (9/68)
Garforth and York (Chaloners Whin)	All	08 00 to 16 30. Unloading and installing cable troughs and cables.
SUNDAY 1 SEPTEMBER		
Church Fenton South and North	All	07 00 to 17 00. Attaching gantry to bridge No. 28 at 10m. 63chs. Ladders and trestles in use.
Church Fenton North and Chaloners Whin	Down and Up Normanton (BLOCKED)	03 00 to 15 00. Ballast cleaning between 2m. 70chs. and 2½ m.p. Ballast cleaner and tamper in use. All traffic to travel over Leeds Lines. See separate advice for altered train arrangements.
WEDNESDAY 4 SEPTEMBER		
Church Fenton North and Chaloners Whin	Down Normanton (BLOCKED)	19 00 to 23 59. Tamping machine in use between 2m. 70chs. and 2½ m.p. All Down traffic to travel over the Down Leeds.
THURSDAY 5 SEPTEMBER		
Chaloners Whin and Church Fenton North	Up Normanton (BLOCKED)	19 00 to 23 59. Tamping machine in use between 2½ m.p. and 2m. 70chs. Arrangements made to pass 2E63, 19 57 York to Sheffield and 1C91, 19 30 Scarborough to Wakefield. All other Up traffic to travel over the Up Leeds.
SUNDAY 8 SEPTEMBER		
Church Fenton North and Chaloners Whin	Down Leeds (BLOCKED)	08 15 to 13 30. Unloading material from train. All Down traffic to travel over the Down Normanton line.
MONDAY 9 SEPTEMBER		
Chaloners Whin and Church Fenton North	Up Leeds (BLOCKED)	18 00 to 23 00. Tamping machines in use between 2 and 7 m.p. All Up traffic to travel over the Up Normanton.
TUESDAY 10 SEPTEMBER		
Church Fenton North and Chaloners Whin	Down Leeds (BLOCKED)	19 00 to 23 59. Tamping machines in use between 2½ and 10¼ m.p. All Down traffic to travel over the Down Normanton.
CASTLEFORD (CUTSYKE JN.) TO CASTLEFORD (CENTRAL)		
DAILY UNTIL FURTHER NOTICE		
Cutsyke	All	08 00 to 16 00. Preparing for signalling alterations. (8/68)
Castleford Cutsyke Junction and Castleford Station	Down and Up Main	07 00 to 19 00. Contractors reconstructing Bridge No.1 at 0m. 12chs. Cranes and plant in use.
MONDAY to FRIDAY 9 to 13 SEPTEMBER		
Castleford Station and Cutsyke Junction	Up Main (BLOCKED)	08 00 to 18 00 daily. Contractors re-constructing Bridge No. 1 at 0m. 12chs. Cranes and plant in use. Single Line Working over Down Main.

SECTION B-TEMPORARY ENGINEERING WORKS-continued

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) - continued		
SUNDAY 8 SEPTEMBER - continued		
Wakefield East and Calder Bridge	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 arrangements. Calder Bridge signal box open.
Sharlston and Snydale East	Down and Up Main (BLOCKED)	07 00 to 17 00. Laying ducts at 52m.p.
Snydale East and Pontefract West	06 00 to 18 00 Down and Up Main (BLOCKED) 18 00 to 22 00 Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	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.
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.
Rawcliffe Bridge Junction	All	07 30 to 16 30. Changing switches and crossings at 72m. 26chs. Signal box open.
Goole Bridge	All	07 00 to 15 00. Overhauling, Interlocking and renewing disengagers.
SUNDAY and MONDAY 8 and 9 SEPTEMBER		
Wakefield East and Wakefield West	All	00 01 (Sun) to 07 30 (Mon). Alterations to signalling. (See Section 'C').
MONDAY to FRIDAY 9 to 13 SEPTEMBER		
Featherstone	All	08 00 to 16 00 daily. Preparing for installation of track circuits.
TUESDAY to THURSDAY 10 to 12 SEPTEMBER		
Snydale East and Pontefract (Monkhill) West	Down Main (BLOCKED)	21 30 (Tues and Wed) to 03 45 (Wed and Thurs). On track tamping machine working between 53m. 67chs. and 54m. 22chs. All Down traffic diverted. See separate advice for altered train arrangements.
TURNERS LANE TO CALDER BRIDGE		
SUNDAY 1 SEPTEMBER		
Calder Bridge and Turners Lane	Down and Up Main 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 VALLEY SOUTH JUNCTION TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)		
DAILY UNTIL FURTHER NOTICE		
Dearne Valley South Junction and Goldthorpe	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	All	Contractors installing loading plant. Mechanical plant in use. (8/68)

At or between

METHLEY NORTH

DAILY UNTIL

Cutsyke and Prince of Wales

Cutsyke and Prince of Wales

Pontefract West

Prince of Wales and Pontefract

SUNDAY 8 SE

Cutsyke Junc

Prince of Wales

Prince of Wales Pontefract

CHARLESWORTH

DAILY UNTIL

Charlesworth

Methley So

HARE PARK T

DAILY UNTIL

Crofton West

Hare Park

ARDSLEY TO

DAILY UNTIL

Ardsley and T

DUDLEY HILL

DAILY UNTIL

Dudley Hill a

Laisterdyke

Laisterdyke Ea

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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 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 171½ m.p.
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. (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 189¼ m.p.
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 192m. 57 chs. Mechanical plant in use. (12/68)
SUNDAY 1 SEPTEMBER		
Cudworth Station and Royston Junction	Down Slow and 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 Rosyth Junction signal boxes open.
Carlton South Sidings	No.2 and 3 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.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY TO SKIPTON (SNAYGILL)-continued		
TUESDAY 10 SEPTEMBER		
Apperley Viaduct and Thackley Junction	Down Main	09 00 to 16 00. On track tamping machine working between 204m. 6chs. and 204m. 35chs.
EMBSAY STATION TO SKIPTON NORTH JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Embsay Jn. and Skipton Station North Junction	All	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 Frizinghall	All	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 207½ m.p.

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

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 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
 BETWEEN 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)

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 (37)

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)

SECTION
DETAIL

** WAKE

Th

Up
Rou
fol

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 —	'B' indication Up Branch
	'S' indication Up Slow
	No indication Up Fast
Up Passenger Loop Home —	'B' indication Up Branch
	'S' indication Up Slow
	No indication Up Fast
Up Goods Loop Home —	'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).

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.

Enginemmen 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

Location	Duration	Commencing
••• Diggle Water Troughs	Permanently abandoned	(35/36)

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

York
 21 August, 1968

MO.44/1383/NE/S No.35/36

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:-



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 look-out 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 (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
Leeds City East and Neville Hill West	All	08 00 to 15 30. Repairs to parapet on bridges 6, 33 and 37 between 19m. 2chs. and 19m. 49chs.
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 retaining 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	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)
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 Hesse Haven	All	07 30 to 16 30 (Mon. to Fri.) cleaning and painting bridges and lineside buildings. Scaffolding and ladders in use.
Hesse Station	All	08 00 to 16 00. Renewing point connections. (2/68)
Hesse Station	All	07 30 to 16 30 daily. Renewing point, facing point lock and signal connections.
Hesse Haven	All	08 00 to 16 00. Renewing point connections. (2/68)
Hesse Road and West Parade	Down and Up Main	07 00 to 17 00. Contractors working alongside tracks at 1m. 49chs.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HULL (BOTANIC GARDENS) TO HEDON		
DAILY UNTIL FURTHER NOTICE		
Wilmington and Southcoates	Down and Up Main	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3½ m.p. Ladders and trestles in use. (31/67)
Southcoates	Down and Up Main	07 00 to 17 00. Contractors demolishing Old Southcoates station buildings. Plant in use.
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Sculcoates	Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use. (8/68)
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3½ m.p. (24)
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
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)
SUNDAY 22 SEPTEMBER		
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
Burleigh Street	Down and Up Main (BLOCKED)	06 00 to 18 00. Providing switches and crossings. Crane in use.
Neptune Street	Sidings (BLOCKED by local arrangement)	06 00 to 18 00. Relaying. Crane in use.
HULL DOCKS		
DAILY UNTIL FURTHER NOTICE		
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)
SATURDAY and SUNDAY 21 and 22 SEPTEMBER		
Sweet Dews Sidings and King George Dock	Down Goods (BLOCKED)	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.
SUNDAY 22 SEPTEMBER		
King George Dock	All	07 30 to 16 30. Overhauling and testing interlocking. Signal box open.
STAIRFOOT JUNCTION AND CUDWORTH STATION		
DAILY UNTIL FURTHER NOTICE		
Stairfoot Junction and Cudworth Station	Down and Up Main	Contractors repairing steel work to Bridge No. 12 Dearne Viaduct at 17¼ m.p. Crane and mechanical plant in use.

SECTI

At or

THORI

DAILY

Dutch

Thorr

Dutch

Potte

SUND.

Boothf

Saltn

GOOLE

DAILY

Rawcli

Booth

WAKEF

DAILY

Wakefi

Wakefi

Calde

Calder

Crofto

Crofton

Feather

Sharlsto

Sharlston

Snydale E

Pontefra

Featherst

Featherstor

Featherston

Knottingle

Pontefract M

Passenger

Pontefract E

Knottingle

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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 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.
GOOLE, RAWCLIFFE BRIDGE TO BOOTHFERRY ROAD		
DAILY UNTIL FURTHER NOTICE		
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)
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield East	All	07 30 to 17 00. Preparing for signalling alterations. (12/68)
Wakefield East and Calder Bridge	All	07 30 to 17 30. Painting Bridges at 48½m.p. Ladders, scaffolding and mechanical plant in use. (18/68)
Calder Bridge and Crofton East	Down and Up Main	07 00 to 17 00. Contractor repairing Bridge No.11 at 49m. 30chs. (35/36/68)
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 use. (10/68)
Sharlston	All	Contractors installing loading plant. Mechanical plant in use. (6/68)
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.
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 for installing barriers. Signal box open.
Featherstone 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 in use. (37/68)
Pontefract East and Knottingley West Jn.	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks at 58¾ m.p. (9/68)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY TO SKIPTON (STATION SOUTH)-continued.		
SUNDAY 22 SEPTEMBER		
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 Keighley Station Jn.	06 00 to 15 00 Down Main (BLOCKED) 15 00 to 18 00 Down and Up Main (BETWEEN TRAINS)	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 Bingley Station signal boxes open.
Cononley and Skipton North Jn.	04 00 to 14 00 Down and Up (BLOCKED) 14 00 to 18 30 Up (BLOCKED) 18 30 to 20 30 Down and Up (BETWEEN TRAINS)	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.
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 27 SEPTEMBER		
Leeds Shipley Junction	All	07 30 to 17 00 each day. Providing power supply and renewing electric locks. Signal box open.
MONDAY to FRIDAY 23 to 27 SEPTEMBER		
Bingley Junction	All	08 00 to 16 00 each day. Providing power supply.
HUNSLET LANE GOODS BRANCH		
DAILY UNTIL FURTHER NOTICE		
Hunslet Goods Jn. and Hunslet Lane Goods Yard	All	07 30 to 19 00. Contractors reconstructing Bridges 258 and 259 between 194m. 54chs. and 194m. 60chs. Cranes and plant in use overhead. Commencing Monday 23 September
SUNDAY 22 SEPTEMBER		
Hunslet Goods Junction and Hunslet Lane Goods Yard	All (BLOCKED)	07 30 to 17 00. Welding rail joints. Trolleys in use. Hunslet Goods Junction signal box open.
EMBSAY STATION TO SKIPTON NORTH JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Embsay Jn. and Skipton Station North Junction	All	08 00 to 18 00. Painting Bridge No.5 between 2 and 2¼m.p. Ladders in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Guiseley Junction and Esholt Junction	All	08 00 to 17 00. Contractors repairing Bridge No.14 at 1m. 50chs. Mechanical plant in use. (37/68)
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)
GRASSINGTON BRANCH		
DAILY UNTIL FURTHER NOTICE		
Embsay Junction and Rylstone	All	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 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)
Manningham M.P.D.	Down and Up Goods	Contractors demolishing old loco shed at 207½ m.p.
SATURDAY to MONDAY 21 to 23 SEPTEMBER		
ShIPLEY Goods	Down and Up Main (BLOCKED)	23 00 (Sat) to 05 00 (Mon). Contractors repairing Bridge No.3 at 206m. 36chs. ShIPLEY Goods sig- nal 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

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 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)

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)

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
- B — 220 yards North of Bunker
- 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

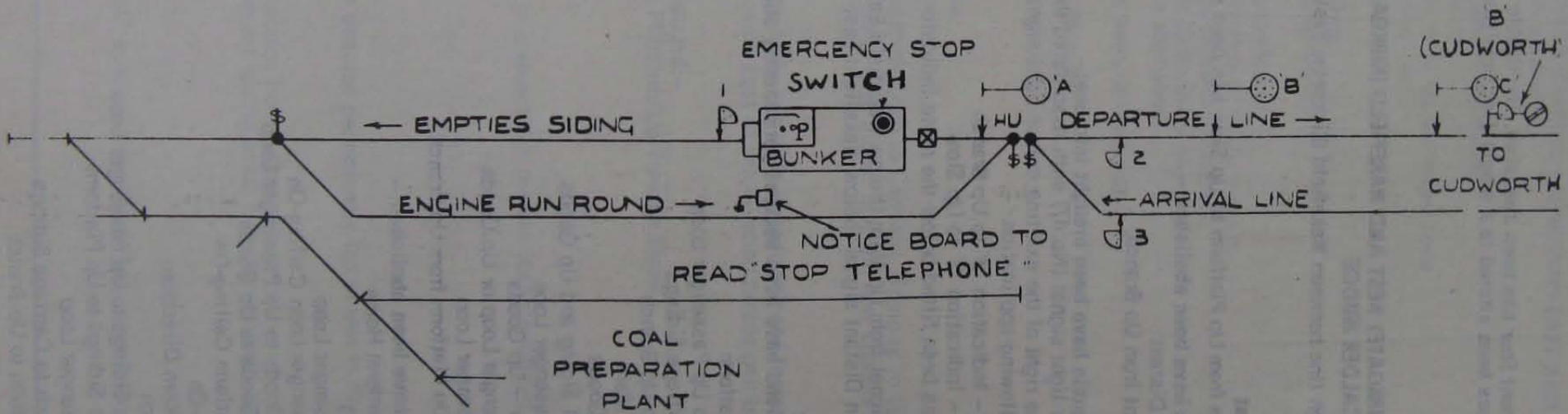


INDICATIONS APPLICABLE WHEN LOADING ONLY

R = RED

W = WHITE

GOLDTHORPE COLLIERY BUNKER



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS-continued.

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

BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD (KIRKGATE) EAST AND BETWEEN WAKEFIELD (KIRKGATE) EAST AND CALDER BRIDGE—continued.

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 Branch.

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.

(40)

NORMANTON NORTH JUNCTION

All "STOP AND AWAIT INSTRUCTIONS" boards in the North Yard have been abolished.

(40)

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. **Enginemmen 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
★ Bradford Hammerton Street. D.M.U. Depot.	The tanker fuelling siding will be shortened by approx. 100-ft. whilst Contractors concrete the apron.	Until further notice	
Healey Mills	Alterations to overhead crane.		
M.P.D.	Provision of ducts and alterations to East end doors.		
(All lines),			

SECTION

PAGE
CUDV
ADD:
GOL

Tr
to en
locon
line
the b
contr
The t
train
to co
the b
at ar
safe
bunk
the
Con
via

A
Y
11
R
Off

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 locomotive must then be detached for the purpose of running round and proceed via the engine run-round 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 ½m.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.

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

York
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

Barby Mo.



NE/S

EASTERN (NE) REGION

No.39

SOUTHERN SECTION

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

SATURDAY 28 SEPTEMBER

TO

FRIDAY 4 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, which it may not have been possible to give previous notice, and enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE—continued		
SUNDAY 29 SEPTEMBER		
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 use. 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 WEDNESDAY 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.
GREETLAND TO DRYCLOUGH JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Greetland and Drycough Junction	All	07 30 to 17 00. Contractors trimming and felling trees and bushes on lineside between 0m. 1ch and 1m. 10chs. (35/36)
SUNDAY 29 SEPTEMBER		
Greetland	All	07 30 to 17 00. Testing cables. Signal box open.
LAISTERDYKE WEST TO BOWLING JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Hall Lane	All	Gates and connections removed in preparation for installing manned barriers. Signal box open Sundays. Commencing 07 30 Sunday 29 September. (39/68)
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. Commencing 07 30 Monday 30 September. (39/68)
SUNDAY 29 SEPTEMBER		
Hall Lane	Down and Up Main	07 00 to 17 00. Removal of Hall Lane gates for manned barrier foundation, Laisterdyke West, Hall Lane and Bowling Junction signal boxes 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 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)

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

(42)

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 Main

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

The signals will be positioned approximately 150 yds. after passing the existing Down Main and Down Goods Home signals and the aspects will be fixed at red. The signals will be hand signalled until brought into use on 6th October.

774 Ground position light subsidiary 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. (42)

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 29 SEPTEMBER—CHURCH FENTON SOUTH

The trailing connection from Up Normanton to Up Goods Yard will be secured permanently out of use in 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.

Altered Signalling

The shunting signal from Goods Yard to Up Normanton or Up Goods will, in future apply only to Up Goods Loop. (42)

TUESDAY 1 OCTOBER—BURTON SALMON

The trailing connection Up Goods to Goods Yard, farthest from the signal box, will be 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 in future apply to 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)

WEDNESDAY 2 OCTOBER—KNOTTINGLEY

No.387 Ground position light signal applying from Shunting Sidings to Up Goole or Down Branch line will be elevated to a height of 10 feet above rail level. (42)

SUNDAY 29 SEPTEMBER—BETWEEN CUDWORTH SOUTH JUNCTION AND MONCKTON EMPTY SIDINGS

The H.B. lines between Cudworth South Junction and Monckton Empty Siding Signal Boxes will be abandoned except that the Down line between Cudworth South Junction and Cudworth Yard South will be retained as the Down Arrival Siding worked under "No Block Regulations" so far as they can be applied.

Buffer stops will be 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 will be abolished.

SECTION
 DETAILS C
 SUNDAY 2
 -contin
 Cudworth
 The fo
 T
 Up
 The fo
 Dov
 Shu
 Up
 Shu
 Shu
 Altered S
 The D
 Slow to D
 Cudworth
 The si
 All co
 operation
 Do
 Up
 A noti
 before rea
 Cudworth
 The si
 dispenser
 Up
 Monckton
 The si
 SATURDA
 An illun
 North Dep
 Exchange
 ** NEVILLE H
 Neville Hi
 The Eas
 The gro
 Three N
 From
 to D
 From
 Rep
 From
 Neville Hil
 The follo
 Groun
 Groun
 A new gr
 line has bee

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 with 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. (42)

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 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)

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 with 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. (42)

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 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)

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

(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)

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
- B — 220 yards North of Bunker
- C — 385 yards North of Bunker

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



MOVE AT LOW SPEED IN DIRECTION FOR LOADING



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



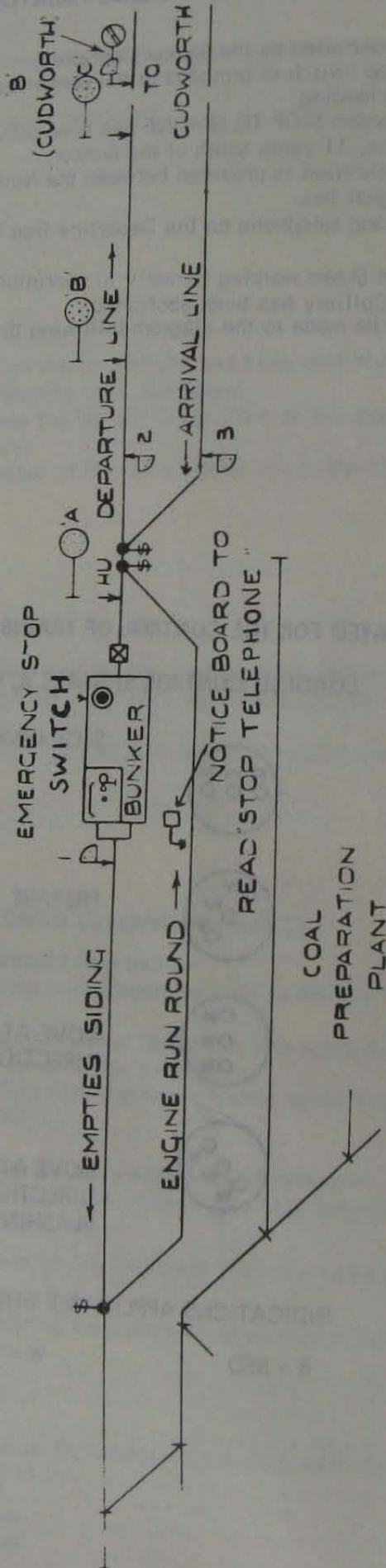
INDICATIONS APPLICABLE WHEN LOADING ONLY

R = RED

W = WHITE

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

COLDTHORPE COLLIERY BUNKER



SECTION
DETAILS

*** HEBDEN
The D
to Neck

*** BETWEEN
(KIRKGA
The
re-Insta

Wakefi
The
The

The
A t
the sig
Up Pla

A s
the Up
Up
Up

Wakefi
The
remov

The

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

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) 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 Branch.

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. (40)

NORMANTON NORTH JUNCTION

All "STOP AND AWAIT INSTRUCTIONS" boards in the North Yard have been abolished. (40)

SECTION

Items

A ter
of the p
Engin

★

A S
28 Sep

★

A
on theA t
crossi
appro
Repair

Place

Bradfr

Th

Train:

Heale

M.P.D

(All I

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.**

★

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., $\frac{1}{4}$ 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
Bradford Hammerton Street. D.M.U. Depot.			
Healey Mills M.P.D. (All lines),	Alterations to overhead crane. Provision of ducts and alterations to East end doors.	Until further notice	

The tanker fuelling siding will be shortened by approx. 100-ft. whilst Contractors concrete the apron. **Trains to be re-positioned as necessary.** Contractor's men and equipment on site.

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 locomotive must then be detached for the purpose of running round and proceed via the engine run-round 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 ½m.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

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 7¼ 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 officer by telegram as follows:-

NILE SIG. NOTICE NE/S No.39



NE/S

EASTERN (NE) REGION

No.40

SOUTHERN SECTION

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

SATURDAY 5 OCTOBER

TO

FRIDAY 11 OCTOBER 1968

INCLUSIVE

Enginemmen 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 enginemmen must be on the look-out 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 (WORTLEY JUNCTION) TO HARROGATE (DRAGON)-continued		
SUNDAY 6 OCTOBER Rigton and Harrogate South	Down and Up Main	07 30 to 17 00. Repairing walls and pointing at Crimple Viaduct at 15m. 64chs. Both signal boxes open.
MONDAY to FRIDAY 7 to 11 OCTOBER Horsforth and Harrogate South	Down Main	22 00 (Mon. to Thurs.) to 06 30 (Tues. to Fri.). On track tamping machine in use between 4½ m.p. and 18 m.p. Horsforth, Rigton and Harrogate South signal boxes open.
YORK TO SCARBOROUGH		
DAILY UNTIL FURTHER NOTICE Malton and Seamer	All	07 00 to 17 00. Cleaning and painting station buildings. Ladders and trestles in use. (14/68)
Ganton and Seamer	Down and Up Main	08 00 to 16 30. Repairing telegraph pole route. Commencing Monday, 7 October.
SUNDAY 6 OCTOBER Scarborough and Londesborough Road	Sidings (BLOCKED by local arrangements)	06 00 to 18 00. Relaying. Crane in use.
TUESDAY 8 OCTOBER Weaverthorpe	All	09 30 to 15 30. Testing controls.
THURSDAY 10 OCTOBER Kirkham Abbey	All	09 30 to 15 30. Testing controls.
YORK (SKELTON) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE Skelton Junction and Dragon	All	07 30 to 16 30. Cleaning and painting bridges. Ladders and trestles in use. (14/68)
Goldsborough and Knaresborough	All	07 00 to 18 00. Contractors demolishing former Knaresborough Goods signal box. Plant in use. (7/68)
MONDAY to WEDNESDAY 7 to 9 OCTOBER Dragon and Starbeck North	Up Main (BLOCKED)	22 00 (Mon and Tue) to 06 00 (Tue and Wed). Tamping machine in use between 0m. 4 chs. and 0m. 76 chs.
STARBECK NORTH TO MELMERBY GROUND FRAME		
DAILY UNTIL FURTHER NOTICE Starbeck North and Melmerby Ground Frame	All	07 00 to 17 00. Contractors demolishing old signal box at Nidd Bridge station. Plant in use.
FARNLEY BRANCH		
DAILY UNTIL FURTHER NOTICE Farnley Branch	All	07 00 to 17 00. Cleaning and painting bridges. Scaffolding, trestles and ladders in use.

SECTION B-TEMP

At or between
THORNHILL (L.N.W.)
DAILY UNTIL FURTHER NOTICE L.N.W. Junction Batley
Farnley Branch and Holbeck East Jn.
Farnley Jn. and Holbeck East
Morley and East Junction
SUNDAY 6 OCTOBER Dewsbury Sta Morley Low
LEEDS CITY
DAILY UNTIL FURTHER NOTICE Leeds City E and Neville West
Leeds City Neville H
Marsh Lane and Nevil West
Neville H
Neville H and Mars Junction
Neville H and East
Neville H Cross G
Neville H and Garf
Neville H and Garf
Killingbeck Cross G
Cross G Micklefi
Garforth a Chalone
Gascoign

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Milner Royd Junction and Dryclough Jn.	All	08 00 to 16 00. Repairs to retaining wall and Copley Viaduct between 29 and 29½ m.p. (17/68)
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)
Broomfield Carriage Sidings	All Sidings	08 00 to 17 00. Taking up duck boards between sidings. (25/68)
WEDNESDAY and THURSDAY 9 and 10 OCTOBER		
Greetland and Elland	Down Main	22 00 (Wed) to 06 00 (Thurs). On track tamping and lining machine in use between 31m. 22chs. and 30m. 76chs.
GREETLAND TO DRYCLOUGH JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Greetland and Dryclough Junction	All	07 30 to 17 00. Contractors trimming and felling trees and bushes on lineside between 0m. 1ch and 1m. 10chs. (35/36)
LAISTERDYKE WEST TO BOWLING JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Hall Lane	All	Gates and connections removed in preparation for installing manned barriers. Signal box open Sundays. (39/68)
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)
SATURDAY TO MONDAY 5 TO 7 OCTOBER		
Laisterdyke West and Bowling Junction	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 altered train arrangements. Laisterdyke West, Hall Lane and Bowling Junction signal boxes open.
HEBDEN BRIDGE TO NORMANTON, GOOSE HILL		
DAILY UNTIL FURTHER NOTICE		
Eastwood and Hebden Bridge	All	07 30 to 17 00. Contractors trimming and felling lineside trees and bushes between 22¾ and 24 m.p.
Luddendenfoot and Sowerby Bridge West	Down Main	08 00 to 16 30. Repairs to retaining wall between 26 and 26½ m.p. Scaffolding erected and ladders in use. (28/67)
Sowerby Bridge Station and Greetland	All	08 00 to 16 00. Repairs to retaining wall between 29 and 29¾ m.p. (17/68)
Healey Mills Yard	All	08 00 to 16 00. On track tamping machines in use. (10/68)
Horbury Jn.	All	08 00 to 18 00, contractors constructing Bridge No.225A at 45½ m.p. Cranes and plant in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	Down and Up Main	08 00 to 17 00 (except Sat. and Sun.). Repairing tunnel between 15 and 18¼ m.p. Enginemen to sound horns or whistles in the tunnel.
Huddersfield	All	07 00 to 17 00. Renewing point machines and testing cables. (9/68)
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.
TUESDAY 8 OCTOBER		
Heaton Lodge Junction and Huddersfield	Up Fast (BLOCKED)	00 01 to 06 00. On track tamping and lining between 29¼ and 25¾m.p. All Up traffic to travel over the Up Slow.
WEDNESDAY 9 OCTOBER		
Huddersfield and Heaton Lodge Junction	Down Fast (BLOCKED)	00 01 to 06 00. On track tamping and lining between 25¼ and 29½m.p. All Down traffic to travel over the Down Slow line.
THURSDAY 10 OCTOBER		
Huddersfield and Heaton Lodge Junction	Down Slow (BLOCKED except as shown in remarks)	00 01 to 06 00. Tamping and lining between 25¼ and 29½m.p. All Down traffic to travel over the Down Fast except that arrangements made to pass 1C89 03 06 Huddersfield to Bradford Exchange and 1C66 03 18 Huddersfield to Bradford Exchange over the Down Slow between Huddersfield and Bradley Junction.
PENISTONE HUDDERSFIELD JUNCTION (EXCLUSIVE) TO HUDDERSFIELD (SPRINGWOOD JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Penistone (Huddersfield Junction) to Huddersfield Springwood Jn.	All	07 00 to 19 00. Contractors painting Bridges between 12 and 0 m.p. Also repairs to Bridge 50 between 10 and 10¼ m.p. Trestles, ladders and scaffolding in use.
Clayton West and Springwood Junction	All	07 30 to 17 00. Preparing for signalling alterations. (37/68)
Huddersfield (Springwood Junction) and Lockwood	All	08 00 to 18 00. Contractors attaching cables to Paddock Viaduct and along side tracks between 0m. 48chs. and 0m. 72chs. (33/68)
Brockholes Station	Up Main	08 00 to 16 00. Repairs to platform walls at 4m. 30chs. (22/23/68)
Berry Brow Station	Down and Up Main	08 00 to 17 00. Demolition of station footbridge. (25/68)
MONDAY to FRIDAY, 7 to 11 OCTOBER		
Penistone Huddersfield Jn. and Clayton West Jn.	All	07 30 to 16 30 daily. Installing cable troughs in Cumberworth Tunnel.
TUESDAY and WEDNESDAY, 8 and 9 OCTOBER		
Clayton West Jn. and Lockwood	Down Main (BLOCKED)	23 00 (Tue.) to 06 15 (Wed.). On track tamping/lining machines working between 5m. 60chs. and 6m. 28chs. Both signal boxes open.

SECTION B
At or betw
CLAYTON
DAILY UN
Clayton W
Junction
West Sta
Clayton W
Clayton
THORNHIL
DAILY UN
Heckmonc
and Cle
BARNESLEY
DAILY UN
Crigglest
Horbury
HORBURY
DAILY UN
Horbury a
Station
Criggles
ROYSTON
DAILY UN
Crigglesto
Middlest
DARFIELD
DAILY UN
Darfield St
Houghton
Darfield an
Valley Co
Darfield an
Colliery S
Darfield ar
Cudworth
Cudworth S

SECTION B - TEMPORARY ENGINEERING WORKS - continued

SECTION

At or between	Lines affected	Remarks
SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Guiseley Junction and Esholt Junction	All	08 00 to 17 00. Contractors repairing Bridge No.14 at 1m. 50chs. Mechanical plant in use. (37/68)
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)
GRASSINGTON BRANCH		
DAILY UNTIL FURTHER NOTICE		
Embsay Junction and Rylstone	All	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 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)
Manningham M.P.D.	Down and Up Goods	Contractors demolishing old loco shed at 207½ m.p.
SATURDAY to MONDAY 5 to 7 OCTOBER		
ShIPLEY Goods	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 boxes open.
MONDAY to FRIDAY 7 to 11 OCTOBER		
ShIPLEY Leeds Junction and Manningham Station Junction	Down and Up Main (BLOCKED)	22 30 (Mon to Thurs) to 06 30 (Tues to Fri). On track tamping machine in use between 205m. 69chs. and 208m. 40chs. All traffic to travel over the Down and Up Goods lines between Leeds Junction and Manningham Station Junction.
Manningham Station Junction and Bradford Forster Square	All (BETWEEN TRAINS)	
SHIPLEY BRADFORD JUNCTION TO SHIPLEY BINGLEY JUNCTION		
SUNDAY 6 OCTOBER		
Bingley Junction	All	07 30 to 17 00. Installing C.B. apparatus and alterations to signalling. (See Section 'C'). Signal box open.

* ** It

THURSDAY
The le
signal bo

SATURDAY
Revise
details a
receive a

Manste
The mi
crossing v
Supple

SUNDAY
The co
secured p

The fo

The s
in future
The U

WEDNESDAY
The s
Up Branc

SUNDAY
The tr

BARLBY M
The fo
Do
Do
Shu
Up
Up
Up

The fo
The
Slip

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.

** 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 signal box. (43)

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
- 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—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.

(42)

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)

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:—

- 771 Siding Line
- 772 Down Goods Loop
- 773 Down Main

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 into use on 6 October.

774 Ground position light subsidiary 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.

(42)

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

(42)

**SECTION
DETAILS**

CHURCH

The trailing connection in the Down Hull from the Down Branch have been connected to the trailing connection in the Down Hull and renamed Hull Lines Crossover.

Altered S

The shunt neck between the Down Goods line and the Down Main line has been abolished.

BURTON S

The trailing connection in the Down Hull from the Down Branch have been connected to the trailing connection in the Down Hull and renamed Hull Lines Crossover.

KNOTTING

No. 387 (Siding Line) has been abolished.

BETWEEN C

The H.B. signal at the junction of the Down Goods line and the Down Main line has been abandoned and the aspects have been retained as they were.

Cudworth Sou

The following points have been disconnected and secured out of use:—

The followi

Trailing connection in the Down Hull from the Down Branch have been connected to the trailing connection in the Down Hull and renamed Hull Lines Crossover.

Altered Signalli

The Down Goods line has been severed and is now the Down Goods Loop/Depot Arrival Line.

Cudworth Yard S

The signal box at the junction of the Down Goods line and the Down Main line has been abandoned and the aspects have been retained as they were.

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 Loop. (42)

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 will now apply 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)

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.

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 with 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 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
- B — 220 yards North of Bunker
- C — 385 yards North of Bunker

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



MOVE AT LOW SPEED IN DIRECTION FOR LOADING



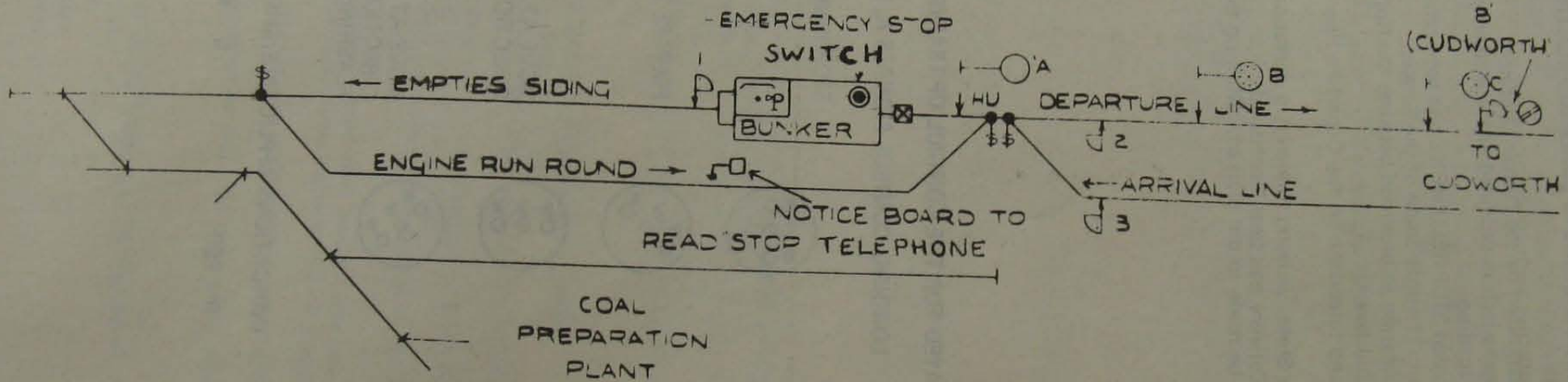
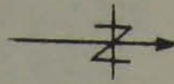
MOVE AT LOW SPEED IN OPPOSITE DIRECTION TO THAT REQUIRED FOR LOADING
 FLASHING WHITE LIGHTS

INDICATIONS APPLICABLE WHEN LOADING ONLY

R = RED

W = WHITE

COLDTHORPE COLLIERY BUNKER



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

NES-32

SEC
 DET
 abo
 ***NOR
 ***NOR
 rem
 BRID
 T
 been
 to th

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. (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. (40)

*** 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)

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.**

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., 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 47½ m.p. on the Down has been resited and is now 45 yards on the approach side of the 47½ 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 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.

(Applies from Sunday 6 October)

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Bradford Hammerton Street, D.M.U. Depot. The tanker fuelling siding will be shortened by approx. 100-ft. whilst Contractors concrete the apron. Trains to be re-positioned as necessary. Contractor's men and equipment on site.			
Healey Mills M.P.C. (All lines),	Alterations to overhead crane. Provision of ducts and alterations to East end doors.	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 7¾ 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
PAGE 234 (Page 41 Gen Insts and Notices No.39D) LEEDS CITY TO HULL (PARAGON) DELETE:- Manston	Neville Hill East Junction - Garforth	14 miles 77 chs.

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

York
25 September, 1968

MO.44/1383/NE/S No.40.

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:40



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 look-out 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 (PARAGON)		
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 retaining 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 look-out.
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	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)
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 painting 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 point 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.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN) - continued		
DAILY UNTIL FURTHER NOTICE-continued		
Sherburn-in-Elmet North and Bolton Percy	All	08 00 to 16 00. Preparing for signalling alterations. (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 between 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.
THURSDAY 17 OCTOBER		
Milford 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.
CASTLEFORD (CUTSYKE JN.) TO CASTLEFORD (CENTRAL)		
DAILY UNTIL FURTHER NOTICE		
Cutsyke	All	08 00 to 16 00. Preparing for signalling alterations. (8/68)
Castleford Cutsyke Junction and Castleford Station	Down and Up Main	07 00 to 19 00. Contractors reconstructing Bridge No.1 at 0m. 12 chs. Cranes and plant in use.
MILFORD SOUTH AND GASCOIGNE WOOD		
DAILY UNTIL FURTHER NOTICE		
Milford South and Gascoigne Wood	All	07 00 to 17 00. Contractors erecting cables overhead at 7m. 3chs. (13/68)
SWINTON (DEARNE JUNCTION) TO BURTON SALMON		
DAILY UNTIL FURTHER NOTICE		
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)
Dearne Junction and Hickleton Main Colliery Sidings	Down and Up Main	06 00 to 18 00. Alterations to Bolton on Dearne station platform between 16¾ m.p. and 16m. 10chs. (18/68)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SWINTON (DEARNE JUNCTION) TO BURTON SALMON - continued.		
DAILY UNTIL FURTHER NOTICE - continued		
Hickleton Main Colliery Sidings and Frickley Colliery	Down and Up Main	07 00 to 19 00, trail boring at 12m. 51chs. and 12m. 23chs. Boring rigs erected. (2/68)
Frickley Colliery	All	Contractors installing loading plant. Mechanical plant in use. (8/58)
Moorthorpe and Ferrybridge	Down and Up Main	07 30 to 17 00. Repairs to Bridge 25 at 4 m. 52chs. (27/68)
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		
DAILY UNTIL FURTHER 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)
SHAFTHOLME TO FERRYBRIDGE		
DAILY UNTIL FURTHER NOTICE		
Womersley and Knottingley	Down and Up	08 00 to 16 30. Preparing for alterations to Chidding Stubbs and Spring Lodge automatic half-barriers circuits. Hand-signalling in operation.
Knottingley West Jn. and Ferrybridge	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding* and excavating alongside tracks. (9/68)
HULL (WEST PARADE) TO SEAMER WEST		
SUNDAY 13 OCTOBER		
Bridlington Quay	All	07 00 to 17 00. Cleaning out gate ducts. Servicing all main and wicket gate connections. Signal box open.
HULL (BOTANIC GARDENS) TO HEDON		
DAILY UNTIL FURTHER NOTICE		
Wilmington	All	07 00 to 17 00. Contractors demolishing platforms at Wilmington Old station. Plant in use. Commencing Monday 14 October.
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)
Southcoates	Down and Up Main	07 00 to 17 00. Contractors demolishing Old Southcoates station buildings. Plant in use.

SECTION

At or bet

HULL Y

DAILY U
SculcoaSculco
SpringAlexan
and HHessle
Alex

SUNDA

Hessle
Alex

HULL

DAILY

Gravin

Hold

Sout

SATU

Sweet

and

Dock

CUDW

DAILY

Cudwo

Junc

Cudv

STAIRF

DAILY

Stairfo

and C

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

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

(44)

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

(44)

SECTION C-SIG

BRAYTON

The level crossing signal box.

BARLBY NORTH

The following
Down Hul
Down Bra
Shunting
Up Branch
Up Branch
Up Branch

The following
The facing
Slip Lead

Altered Connections
The trailing
connection in the Down
The Down a

WAKEFIELD WEST

The following
Up Platform
Up Pass
Up Goods

BETWEEN LEEDS

Revised signal
details are published
have received

Manston Level

The miniature
will continue to
Supplement

ARDSLEY STATION

The shunting
Up Branch line

NEVILLE HILL

The Down
now the Down
Neck and is b

Neville Hill

The following
Up Goods
Up Main
Down Main

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)

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

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. (42)

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)

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

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)

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

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. (42)

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)

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

(44)

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—continued

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
- 772 Down Goods Loop
- 773 Down Main

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 into use on 6 October.

774 Ground position light subsidiary 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. (42)

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

(42)

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)

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 will now apply 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)

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. (43)

SECTION C
 DETAILS OF
 KNOTTING
 No. 387
 line has be

BETWEEN

The H.
 abandoned
 been reta
 applied.
 Buffer

South Jun
 South Jun

Cudworth

The fo

Tr
 Up

The fo

Do

Sh

Up

Sh

Sh

Alter

The l

Slow to

Cudworth

The s

All c

operatio

D

L

A no

before

Cudworth

The

been di

L

Monck

The

HULL II

An i

the Nor

Exchan

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)

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.

Cudworth Yard North

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:—

- 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)

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. (41)

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)

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)

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., $\frac{1}{4}$ 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 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

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.

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

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Bradford Hammerton Street. D.M.U. Depot.	The tanker fuelling siding has been shortened by approx. 100-ft. whilst Contractors concrete the apron. Trains to be re-positioned as necessary. Contractor's men and equipment on site.		
Healey Mills M.P.D. (All lines),	Alterations to overhead crane. Provision of ducts and alterations to East end doors.	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 Helling 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 7¾ 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 'F'

From	To	Line	No. of vehicles and special conditions
PAGE 189 (Page 60 Supp. No.3, Page 32 Gen. Insts. and Notices No.39D)			
LEEDS CITY TO HULL (PARAGON) ETC.			
AMEND:-			
Neville Hill	Marsh Lane Junction	Up Sidings to Up Goods 186 Signal	15 Coaching Stock Vehicles 30 Freight wagons 15 fitted wagons without Brake van.
West Junction		Down Sidings to Up Goods 186 Signal	15 Coaching Stock Vehicles or 2 Stores Vans.

From

PAGE 203
LEEDS CITY
AMEND:-
Leeds Nev
West Jun
775 Signa

Name of Cr

PAGE 234 (LEEDS CITY)
DELETE-
Manston

A copy of

York
2 October,
Receipt of
Officer by te



NE/S

EASTERN (NE) REGION

No.42

SOUTHERN SECTION

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

SATURDAY 19 OCTOBER

TO

FRIDAY 25 OCTOBER 1968

INCLUSIVE

Enginemmen 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 enginemmen must be on the look-out 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 SCARBOROUGH DAILY UNTIL FURTHER NOTICE Malton and Seamer	All	07 00 to 17 00. Cleaning and painting station buildings. Ladders and trestles in use. (14/68)
Ganton and Seamer	Down and Up Main	08 00 to 16 30. Repairing telegraph pole route.
SUNDAY 20 OCTOBER Scarborough and Washbeck	Sidings (BLOCKED by local arrangement)	06 00 to 18 00 Relaying. Crane in use.
MONDAY to WEDNESDAY 21 to 23 OCTOBER York and Bootham	Down and Up Main (BLOCKED)	22 00(Mon and Tues) to 04 00(Tues and Wed) switches and crossing tamper in use between 1p.p. and 1m.p.8chs. Burton Lane signal box open.
MONDAY to FRIDAY 21 to 25 OCTOBER Seamer West and Washbeck	Down and Up Main	09 00 to 16 00 daily. On track curve corrector in use between 38½ and 41¼m.p.
WEDNESDAY 23 OCTOBER Knapton	All	07 00 to 17 00. Renewing Gate machine. Signal box open.
WEDNESDAY to FRIDAY 23 to 25 OCTOBER York and Burton Lane	Down and Up Main (BLOCKED)	22 30(Wed and Thu) to 03 30(Thu and Fri). Switches and crossing Tamper in use between 0m. 18chs. and 0m. 26chs.
YORK (SKELTON) TO HARROGATE (DRAGON) DAILY UNTIL FURTHER NOTICE Skelton Junction and Dragon	All	07 30 to 16 30. Cleaning and painting bridges. Ladders and trestles in use. (14/68)
Goldsborough and Knaresborough	All	07 00 to 18 00. Contractors demolishing former Knaresborough Goods signal box. Plant in use. (7/68)
WEDNESDAY 23 OCTOBER Hamerton and Cattal	Down and Up Main	09 00 to 12 00. Contractors erecting overhead wires at 8m. 79chs.
STARBECK NORTH TO MELMERBY GROUND FRAME DAILY UNTIL FURTHER NOTICE Starbeck North and Melmerby Ground Frame	All	07 00 to 17 00. Contractors demolishing old signal box at Nidd Bridge station. Plant in use.
FARNLEY BRANCH DAILY UNTIL FURTHER NOTICE Farnley Branch	All	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 FURTHER NOTICE 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 OCTOBER L. and N.W. Junction and Batley
LEEDS CITY TO HU DAILY UNTIL FURTHER NOTICE 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
Gascoigne Wood and Thorpe Gate
Gascoigne Wood and Thorpe Gates

SECTION B—TEMPORARY ENGINEERING WORKS—continued.

At or between	Lines affected	Remarks
THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
L. and N.W. Junction and Batley	Down and Up Main	Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (49/67)
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)
Farnley Jn. and Holbeck East Jn.	All	07 30 to 17 00. Repairing Bridge No.6 and 41m. 43chs. (40/68)
Morley and Holbeck East Junction	All	07 30 to 17 00. Contractors repairing culvert at 40m. 33chs. (40/68)
SUNDAY 20 OCTOBER		
L. and N.W. Junction and Batley	All	07 30 to 17 00. Testing cables.
LEEDS CITY TO HULL (PARAGON)		
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 retaining 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 15½m.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)
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)
Gascoigne Woodland Thorpe Gates	All	07 00 to 17 00. Contractors demolishing redundant signal box at Hambleton. Plant in use. Commencing Monday 21 October. (42/68)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
GELDARD TO WELLINGTON STREET HIGH LEVEL BRANCH		
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 WHIN)		
DAILY UNTIL FURTHER NOTICE		
Burton Salmon	Up Siding and Warehouse Siding	07 00 to 18 00. Contractors demolishing goods warehouse. Plant in use. (43/67)
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.
SUNDAY 20 OCTOBER		
Fryston	All	07 00 to 17 00. Overhauling interlocking. Signal box open.
Burton Salmon and Milford South	Down Goods and Up Main	07 00 to 17 00. Renewing signal gantry at Hillam No.5 home signal. Mobile crane in use.
Church Fenton North and Chaloners 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 traffic to travel over Leeds lines. Road ser- vice in operation for Ulleskelf. See S.T.N.
MONDAY and TUESDAY 21 and 22 OCTOBER		
Chaloners Whin and Church 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.
FRIDAY 25 OCTOBER		
Milford 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.
CASTLEFORD (CUTSYKE JN.) TO CASTLEFORD (CENTRAL)		
DAILY UNTIL FURTHER NOTICE		
Cutsyke	All	08 00 to 16 00. Preparing for signalling alter- ations. (8/68)
Castleford Cutsyke Junction and Castleford Station	Down and Up Main	07 00 to 19 00. Contractors reconstructing Bridge No.1 at 0m. 12 chs. Cranes and plant in use.
MILFORD SOUTH AND GASCOIGNE WOOD		
DAILY UNTIL FURTHER NOTICE		
Milford South and Gascoigne Wood	All	07 00 to 17 00. Contractors erecting cables over- head at 7m. 3chs. (13/68)

At or between	Lines affected	Remarks
ROYSTON JUNCTION TO MIDLAND JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Crigglestone East and Middlestown Junction	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 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 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 171½ 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	All	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.	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 192m. 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.
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.
Engine Shed Junction 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.
Leeds City	All	07 30 to 17 00. Testing cables.

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

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 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)

**** 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

BARLBY

Alter

The tr

ion in th

The l

**** WAKEFIELD**

The

L

L

L

BETWE

Rev

details

have r

Manst

The

will c

Su

KING

T

**** NEV**

T

now

Nec

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

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 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)

**** 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 C
DETAILS O

BARLBY NO

Altered
The trai
ion in the
The Do**** WAKEFIELD**The fol
Up f
Up f
Up f

BETWEEN

Revised
details ar
have rece

Manston

The mi
will conti
Suppl

KING GE

The fo

Do
Up
Do
Up
Do
Co
Cr

The fo

Do
Up
Do
Do
Up
Do
Co
Co
Do
Do
Up**** NEVILLE**The Do
now the D
Neck and

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. (42)

**** 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)

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)

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

(44)

**** 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.

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
- 772 Down Goods Loop
- 773 Down Main

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 into use on 6 October.

774 Ground position light subsidiary 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. (42)

**** 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

(42)

**** 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

(New Item)

(45)

SECTION C
 DETAILS OF

**** BURTON SA**

The traili
 permanently
 The shun
 Down Good
 The shun
 Tempora

BRIDLINGT

The form
 been fixed
 to the Up S

CROFTON

The trai
 normal pos

FEATHERS

The Up
 The trailing
 shunting s
 abolished.

PONTEFRA

The faci
 normal pos
 use in the

The foll

- Shun
- Shun
- Shun
- Down
- Down
- Down

**** HULL INWA**

An illum
 the North D
 Exchange S

**** KNOTTINGL**

No.387 C
 line has bee

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)

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.

(43)

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

(44)

**** 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)

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 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 with 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

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—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

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)

[Faint, mostly illegible text from the reverse side of the page, including phrases like 'PONTFRACT WEST AND EAST', 'HILLHOUSE NO. 1 and NO. 2', and 'LEEDS - REVUE HILL BRANCH TO STOCK BOP']

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 47½ m.p. on the Down has been resited and is now 45 yards on the approach side of the 47½ m.p. (43)

PONTEFRAC T 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. 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.

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

Repair

Place

Bradfo
Th

Train

Heale

M.P.D.

(All I

Th

have

for th

Regio

found

desti

PAGE

AD

C

North

D

THIS

From

PAGE

LEEDS

AME

Nevil

Wes



NE/S

EASTERN (NE) REGION

No.43

SOUTHERN SECTION

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

SATURDAY 26 OCTOBER

TO

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 look-out 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 JUNCTION TO NORTHALLERTON (LONGLANDS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Barlby North and York	All	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 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.
Shaftholme	Down and Up Main	08 00 to 16 00. Lifting timbers, altering connections and changing relays. Signal box open.
Chaloners Whin and U179 Signal	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	03 00 to 13 00. Drainage between 181 and 180 1/4 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.
Chaloners Whin and Barlby North	Up Main	04 00 to 18 00. Alterations to track circuits between U181 and U179 signals. York Road automatic half-barriers manned.
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.
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 by local arrangements)	07 00 to 16 00. Retimbering between 187m. 74chs. and 187m. 64chs. Trains replatformed as necessary.

SECTION B

At or between

SHAFTHOLME

SUNDAY 27
Skelton Bridge

Tollerton and

MONDAY 28

Skelton Bridge
Tollerton

TUESDAY 29

Tollerton

Tollerton
Skelton

WEDNESDAY 30

Tollerton
Skelton

Tollerton

Thirsk and
Longlands

THURSDAY 31
Pilmoor

FRIDAY 1
Thirsk

CARCLEY

DAILY UNTIL FURTHER NOTICE
Adwick Moor

Balne and L

South
Collingwood

South

SECTION B—TEMPORARY ENGINEERING WORKS—continued.

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
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 retaining 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 resignalling. (36/67)
Neville Hill East and Garforth	All	08 00 to 17 00. Renewal of Manston level crossing gates between 15 and 15½m.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)
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)
Gascoigne Wood and Thorpe Gates	All	07 00 to 17 00. Contractors demolishing redundant signal box at Hambleton. Plant in use. (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 painting 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 point 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.

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
---------------	----------------	---------

LEEDS CITY TO HULL (PARAGON)-continued

SATURDAY and SUNDAY 26 and 27 OCTOBER
 Garforth and Neville Hill West Junction
 Up Main (BLOCKED)

23 30 (Sat) to 20 00 (Sun). Relaying and re-aligning between 18¼m.p. and 18m. 50chs. Cranes in use.
Single Line working over the Down Main between Neville Hill West Jcn. 2320 crossover and temporary crossover road at 17¼m.p. (former Killingbeck).

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 14 chs and 2¾ m.p. Twin jib tracklayer, scarifier and tamper in use.
Single line working over the Up Main for 1H51 03 00 Leeds to Hull. Hagg Lane (at 5m. 58chs) and Hambleton (at 4m. 7chs) crossings maintained.

SUNDAY 27 OCTOBER
 Leeds City East

East End of No.6 Platform (BLOCKED)

07 00 to 17 00. Contractors reballasting. **Trains replatformed as necessary.**

Garforth and Peckfield

Down Main (BLOCKED)

03 30 to 08 15. Unloading train.

Hawden and Eastington

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 service in operation). See separate advice for altered train arrangements.
13 30 to 15 30. Single line working over the Up Main between Hawden and Staddlethorpe.

Hawden and Staddlethorpe

13 30 to 15 30
 Down Main (BLOCKED)

07 30 to 17 00 Repairs to Bridge No. 9 at 4¼ m.p. Hessle station signal box open.

Hessle Station and Haven

All

07 30 to 17 00. Painting Park Street Bridge No.1. Ladders and trestles in use.

West Parade and Hull Paragon

All

GELDARD TO LEEDS WELLINGTON ST. HIGH LEVEL BRANCH

DAILY UNTIL FURTHER NOTICE

Wellington St. Goods Yard All

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 ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SWINTON (DEARNE JUNCTION) TO BURTON SALMON		
DAILY UNTIL FURTHER NOTICE		
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)
Dearne Junction and Hickleton Main Colliery Sidings	Down and Up Main	06 00 to 18 00. Alterations to Bolton on Dearne station platform between 16¾ m.p. and 16m. 10chs. (18/68)
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 Ferrybridge	Down and Up Main	07 30 to 17 00. Repairs to Bridge 25 at 4m. 52chs. (27/68)
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		
DAILY UNTIL FURTHER 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)
SHAFTHOLME TO FERRYBRIDGE		
DAILY UNTIL FURTHER NOTICE		
Womersley and Knottingley	Down and Up	08 00 to 16 30. Preparing for alterations to Chidding Stubbs and Spring Lodge automatic half-barriers circuits. Hand-signalling in operation.
Knottingley West Jn. and Ferrybridge	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)
WEDNESDAY to FRIDAY 31 OCTOBER to 1 NOVEMBER		
Knottingley South Junction and Norton	Up Main (BLOCKED)	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').

SECTION B-TEMPORARY

At or between
HULL (BOTANIC GARDENS) TO WILMINGTON
DAILY UNTIL FURTHER NOTICE
Wilmington and Southcoates
Southcoates
HULL YARDS
DAILY UNTIL FURTHER NOTICE
Sculcoates and Springbank No. 1
Alexandra Dock and Hessle Road
Hessle Road and Alexandra Dock
SUNDAY 27 OCTOBER
Hessle Road and Alexandra Dock
Dairycoates West and Inward Yards
MONDAY 28 OCTOBER
Hessle Road and Alexandra Dock
HULL DOCKS
DAILY UNTIL FURTHER NOTICE
Graving Dock and Holderness South
MONDAY 28 OCTOBER
Hessle Road and Alexandra Dock
CUDWORTH
DAILY UNTIL FURTHER NOTICE
Cudworth Station and Cudworth

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
STAIRFOOT JUNCTION AND CUDWORTH STATION		
DAILY UNTIL FURTHER NOTICE		
Stairfoot Junction 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)
THURSDAY 31 OCTOBER		
Thorne Colliery	All	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		
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 27 OCTOBER		
Boothferry Road and Saltmarshe	Down Main (BLOCKED)	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 8m.p. and 8m. 42chs. Mobile crane in use.
GOOLE, RAWCLIFFE BRIDGE TO BOOTHFERRY ROAD		
DAILY UNTIL FURTHER NOTICE		
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)
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield East	All	07 30 to 17 00. Preparing for signalling alterations. (12/68)
Calder Bridge and Crofton East	Down and Up Main	07 00 to 17 00. Contractor repairing Bridge No. 11 at 49m. 30chs. (35/36/68)
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 use. (10/68)

At or between

WAKEFIELD

DAILY UN
Sharlston

Snydale
Pontefra

Feathers

Feather

Feather
Knot

Ponte
Eas

Ponte
Kno

Ponte
Ea

Pon
S

Kn

Kn

R

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
CUDWORTH DEARNE VALLEY SOUTH JUNCTION TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)		
DAILY UNTIL FURTHER NOTICE		
Dearne Valley South Junction and Goldthorpe	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	All	Contractors installing loading plant. Mechanical plant in use. (8/68)
METHLEY NORTH JUNCTION TO PONTEFRACT (MONKHILL) WEST		
DAILY UNTIL FURTHER NOTICE		
Cutsyke and Prince of Wales	Down and Up Main	Contractor erecting steelwork between 58m. 57chs. and 58m. 53chs. Crane and mechanical plant in use. (37/67)
Cutsyke and Prince of Wales	All	08 00 to 16 00. Preparing for alterations to signalling and interlocking. (9/68)
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.
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 and Cutsyke	Down and Up Main (BLOCKED)	07 00 to 17 00. Laying ducts under track at 59m. 10chs. and repairs to Level Crossing between 58m. 78chs and 59m. 2chs. Cutsyke signal box open.
CHARLESWORTH'S TO LOFTHOUSE JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Charlesworth's and Methley South	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	Reconstructing Bridge No. 21 at 182m. 72chs. Single Line Working over the Down Main line. (See Programme No. 43D).
HARE PARK TO CROFTON WEST		
DAILY UNTIL FURTHER NOTICE		
Crofton West and Hare Park	All	07 00 to 17 00. Cleaning and painting bridges. Scaffolding, trestles and ladders in use. (31/68)
ARDSLEY TO MORLEY		
DAILY UNTIL FURTHER NOTICE		
Ardsley and Tingley	Down Main and Down Siding (BLOCKED)	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)
MONDAY 28 OCTOBER		
Morley Top	All	08 00 to 16 00. Alterations to signalling (See Section 'C'). Signal box open.
TUESDAY to FRIDAY 29 OCTOBER to 1 NOVEMBER		
Morley Top	All	08 00 to 16 00 daily. Recovering connections.

At or between

DUDLEY HILL TO DAILY UNTIL FURTHER NOTICE
Dudley Hill and Laisterdyke East

Laisterdyke East

LEEDS CITY (WHITFIELD) DAILY UNTIL FURTHER NOTICE
Holbeck East Junction and Wortley West Junction

Wortley West Junction
Bramley

Armley Moor and Bramley
Armley Moor and Bramley

Bramley and Laisterdyke
Bramley and Laisterdyke

Bramley and Laisterdyke
Laisterdyke East and Bramley
New Pudsey and Laisterdyke
Laisterdyke East and West

Laisterdyke East and Laisterdyke West
Laisterdyke West and St. Dunstan's

Hammerton and St. Dunstan's
MONDAY to FRIDAY
Laisterdyke East and Armley Moor

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION)-continued		
MONDAY to FRIDAY 28 OCTOBER to 1 NOVEMBER		
Goosehill Junction	All	08 00 to 16 00 daily. Renewing connections.
WEDNESDAY and THURSDAY 30 and 31 OCTOBER		
Swinton Junction and Houghton Colliery Sidings	Down Fast/Main (BLOCKED)	23 00 (Wed to 06 30 (Thu). On track tamping machines working between 172 m.p. and 172 m. 36 chs. All Down traffic to travel over the Down Slow/ Goods under Absolute Block working regulations.
LEEDS CITY TO SKIPTON (STATION SOUTH)		
DAILY UNTIL FURTHER NOTICE		
Whitehall Jn. and Wortley Jn.	All	Contractors demolishing Overbridge at 195 m. 67 chs. Crane and plant in use. Until 12 00 Saturday 26 October. (39/68)
Whitehall Junction and Wortley Junction	All	Contractors demolishing Platforms at former Holbeck Low Level Station at 195m. 67chs. Crane and plant in use. Commencing 12 00 Saturday 26 October.
Wortley Junction and Thackley Junction	All	08 00 to 18 00. Contractors removing redundant track between 196m. 31chs. and 204m. 76chs. Plant in use. Signal boxes open by local arrangement.
Wortley Junction and Kirkstall Junction	Down and Up Main	07 00 to 18 00. Laying cables under tracks at 197m. 21chs. (40/68)
Kirkstall and Newlay	All	08 00 to 18 00. Contractors thrust boring under tracks at 198 m. 56 chs. (30/68)
Calverley and Rodley and Apperley Junction	All	07 30 to 17 00. Contractors thrust boring and sheet piling at 201m. 37chs. Crane in use. (35/36/68)
Apperley Viaduct and Shipley Junction	All	08 00 to 17 00. Contractors repairing Bridge No. 40A at 203 m. 28 chs. Mechanical plant in use. (37/68)
Hirstwood and Bingley Station	All	08 00 to 18 00. Contractors reconstructing. Superstructure of Bridge No. 58 at 208m. 1ch. Cranes and plant in use. (33/68)
Hirstwood and Bingley Station	Down and Up Main	07 30 to 17 00. Repairs to Bridge 62 at 208m. 71chs. (12/68)
SUNDAY 27 OCTOBER		
Leeds City	All	07 30 to 17 00. Testing cables.
Leeds City (North Junction) and Whitehall Junction	04 00 to 10 00 Down and Up Main and Down Shipley (BLOCKED) 10 00 to 23 59 Down and Up Main (BLOCKED)	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 B

At or between

LEEDS CITY

SUNDAY 27

Kirkstall and

Bingley J

Hirstwood

Keighley

Junction

SUNDAY

Bingley

and Sk

Station

HUNSL

DAILY

Hunsle

Huns

Yard

SATU

Hunsl

Jun

Hun

APPE

DAIL

Burle

SHI

DAI

Gui

Es

Gui

ar

SECTION B - TEMPORARY ENGINEERING WORK - continued

At or between	Lines affected	Remarks
SHIPLEY (GUISELEY JUNCTION) TO GUISELEY (ESHOLT JUNCTION) - continued		
DAILY UNTIL FURTHER NOTICE - continued		
Guiseley Junction and Esholt Junction	All	08 00 to 17 00. Contractors repairing Bridge No. 15 at 2m. 10chs. Mechanical plant in use. (41/68)
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)
SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) STATION		
DAILY UNTIL FURTHER NOTICE		
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)
Manningham M.P.D.	Down and Up Goods	Contractors demolishing old loco shed at 207½ m.p.
Manningham Sidings	All	08 00 to 17 00. Demolition of chimney and associated buildings at 207m. 54chs. Commencing Monday 28 October. (43/68)

* Items m
**

SUNDAY 27 O
Manston Le
either side o
warn road use

SUNDAY 27 O
The Up Le
height by 10

MONDAY 28
The Dow

MONDAY 2
As from
running fro
Sculcoates
Block Reg
The left
will apply

The fol
HR
dis
HR
a R

A new
provided,
No
No
No
No
No

A new
provided
No
No
Telep
cating v
A 'Li

MONDA
The
pending
The
Shunt S

The
S
S
S

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. (46)

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 (46)

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

(44)

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

(45)

* * 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. (43)

SECTION C—SI
DETAILS OF W

CROFTON EAS

The trailing
normal positio

FEATHERSTO

The Up Sid
The trailing e
shunting sign
abolished.

PONTEFRAC

The facin
normal posi
use in the r

The foll

Shun
Shun
Shun
Dow
Dow
Dow

BETWEEN

Revise
published
copy.

DUDLEY

The p
The G
Spur 1, w

PRINCE

The f
until fur

* * WHITWO

The c
secured

The f

The
applies
The L

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

(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 copy. (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 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—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

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. (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

(45)

**** SHIPLEY BINGLEY JUNCTION**

The trailing crossover between the Down and Up Bradford lines have been abolished. (43)

** Items m

A Suppl
 Owing t
 now been c
 having rec
 On rec
 affecting

A tem
 of the pla
 Engine

The v
 and is n

A ter
 crossing
 approach

Unt
 as hit

Down T
 Trai
 line (f
 of the
 Trai
 beyond

Up Tra
 All
 to a
 light s
 ments

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)**

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 47½ m.p. on the Down has been resited and is now 45 yards on the approach side of the 47½ 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 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

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Bradford Hammerton Street. D.M.U. Depot.	The tanker fuelling siding has been shortened by approx. 100-ft. whilst Contractors concrete the apron.		
	Trains to be re-positioned as necessary. Contractor's men and equipment on site.		
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 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.

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



NE/S

EASTERN (NE) REGION

No.44

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 look-out 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
SWINTON (DEARNE JUNCTION) TO BURTON SALMON—continued		
DAILY UNTIL FURTHER NOTICE—continued Moorthorpe and Ferrybridge	Down and Up Main	07 30 to 17 00. Repairs to Bridge 25 at 4m. 52chs. (27/68)
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		
DAILY UNTIL FURTHER 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)
SHAFTHOLME TO FERRYBRIDGE		
DAILY UNTIL FURTHER NOTICE Womersley and Knottingley	Down and Up Askern	08 00 to 16 30. Preparing for alterations to Chidding Stubbs and Spring Lodge automatic half-barriers circuits.
Womersley and Knottingley South Junction	Down and Up Askern	07 00 to 17 00. Contractors demolishing former Criddling Stubbs gate box. Plant in use. Commencing Monday 4 November. (44/68)
Knottingley West Jn. and Ferrybridge	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)
SUNDAY 3 NOVEMBER Knottingley South and West	Down and Up Askern (BLOCKED except as shown in remarks)	06 00 to 18 00. Providing new drain between 58¼ m.p. and 58m. 30chs. Plant in use. Arrangements made to pass trains over Knottingley West Junction. Knottingley signal box open.
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 GARDENS) TO HEDON		
DAILY UNTIL FURTHER NOTICE Wilmington	All	07 00 to 17 00. Contractors demolishing platforms 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 trestles in use. (31/67)
Southcoates	Down and Up Main	07 00 to 17 00. Contractors demolishing Old Southcoates station buildings. Plant in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

NES-25

At or between	Lines affected	Remarks
BARNESLEY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Criggleshstone 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.
ROYSTON JUNCTION TO MIDLAND JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Criggleshstone East and Middlestown Junction	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 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 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 171½ 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 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 192m. 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 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.

(47)

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)

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 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

(45)

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 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.

(47)

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)

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 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

(45)

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. (46)

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. (46)

**** 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—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS OF WORK ALREADY CARRIED OUT — continued

**** CROFTON EAST**
 The trailing signal has been moved to normal position.

**** FEATHERSTONE**
 The Up Siding signal has been abolished. The trailing signal has been abolished.

**** PONTEFRAC**
 The facing signal has been moved to normal position and use in the rear.

The following
 Shunting signal
 Shunting signal
 Shunting signal
 Down signal
 Down signal
 Down signal

BETWEEN KING GEORGE DOCK AND HESSLE ROAD
 Revised copy published.

MORLEY TO
 The two signals have been moved to normal position. The crossing signal has been moved to Shunt Spur.

The following
 Shunting signal
 Shunting signal
 Shunting signal

DUDLEY ROAD
 The facing signal has been moved to normal position. The Green signal has been moved to Spur 1, which is now used for shunting.

**** PRINCE OF WALES**
 The facing signal has been moved to normal position until further notice.

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

(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 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)

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)

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. (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

(45)

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)

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.

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

Repairs at Motive Power Depots, Carriage Shed etc.

Place	Nature of Work	Duration	Commencing
Bradford Hammerton Street. D.M.U. Depot.	The tanker fuelling siding has been shortened by approx. 100-ft. whilst Contractors concrete the apron.		
	Trains to be re-positioned as necessary. Contractor's men and equipment on site.		
Healey Mills M.P.D. (All lines).	Alterations to overhead 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 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	Monday 4 November

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, 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
23 October, 1968

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

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.44



NE/S

EASTERN (NE) REGION

No.45

SOUTHERN SECTION

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

SATURDAY 9 NOVEMBER

TO

FRIDAY 15 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 look-out 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 (PARAGON)-continued		
DAILY UNTIL FURTHER NOTICE-continued		
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 17 00. Contractors demolishing redundant signal box at Hambleton. Plant in use. (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 painting bridges and lineside buildings. Scaffolding and ladders in use.
Ferry Station	Up Slow and Up Loop	07 00 to 17 00. Contractors demolishing air raid shelter. Plant in use. (44/68)
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 point 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.
SATURDAY and SUNDAY 9 and 10 NOVEMBER		
Neville Hill West Junction and Garforth	23 30 (Sat) to 11 30 (Sun) All (BLOCKED) 11 30 to 20 00 (Sun) Down Main (BLOCKED) Up Main (ahead of connection to Up Goods) (BLOCKED)	23 30 (Sat) to 20 00 (Sun). Realignment and relaying between 18m. 50chs. and 18¼m.p. Crane in use. 23 30 (Sat) to 11 30 (Sun). All traffic diverted. See Separate advice for altered train arrangements. 11 30 to 20 00 (Sun). Single Line working over the Up Main/Up Goods between the temporary crossover road at 17¼m.p. (former Killingbeck) and Neville Hill West Junction, 2312 points.
SUNDAY 10 NOVEMBER		
Leeds City	Up siding and Up Goods (BLOCKED)	07 00 to 17 00. Contractors reballasting track. All Up Traffic to travel over the Through or Platform lines.
Leeds City East End	No.5 Platform (BLOCKED)	08 30 to 16 30. Contractors fixing girders to roof. Trains replatformed as necessary.
Leeds City East Junction	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. 441 points. Trains to be replatformed as necessary.
Leeds City East Junction	All	07 45 to 17 45. Adjusting rails between 20m. 38chs. and 20m. 55chs.

SECTION B
At or betw
LEEDS CI
SUNDAY 1
Marsh Lane
and Nevil
West Ju
Neville Hi
Junction
Garforth
Howden an
Eastringt
Howdon a
Staddlet
Broomflee
Staddlet
Brough Eas
Ferryby
Hessle Sta
Hessle Ro
West Par
Hull Parag
Hull Parag
FRIDAY 15
Brough Eas
Ferryby.
GELDARD T
DAILY UNT
Wellington
Goods Yar

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON) - continued		
SUNDAY 10 NOVEMBER - continued		
Marsh Lane Junction and Neville Hill West Junction	Down Goods and Down Main	07 30 to 17 00. Repairs to retaining wall between 19m. 51chs. and 19m.p.
Neville Hill East Junction and Garforth	All	07 30 to 17 00. Laying out cable from trolley.
Howden and Eastington	03 45 to 13 30 Down and Up Main (BLOCKED except as shown in remarks)	03 45 to 15 30. Ballast cleaning between 20m. 71chs. 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 (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.
Howdon and Staddlethorpe	13 30 to 15 30 Down Main (BLOCKED)	
Broomfleet and Staddlethorpe	Up Fast (BLOCKED)	
Brough East and Ferriby	Down and Up Fast (BLOCKED)	07 00 to 17 00. Pulling back rails between 14m. 46chs. and 16¼m.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.
Hessle Station	All	07 30 to 17 00. Renewing Point Facing Point, Rodding and signal connections.
Hessle Road and West Parade	Down and Up Main (BLOCKED)	07 30 to 16 30. Painting Bridge No.2 at 0m. 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.
Hull Paragon	All	07 30 to 17 00. Renewing pipes.
Hull Paragon	No. 3 Platform (BLOCKED)	07 00 to 17 00. Changing 411B switches at 0m. 10chs. Trains replatformed as necessary.
FRIDAY 15 NOVEMBER		
Brough East and Ferriby.	Down Fast (BLOCKED)	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	07 00 to 18 00. Demolition of overhead building by contractors. Plant in use. (43/68)
Goods Yard		

NES-16

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
MOORTHORPE STATION TO SOUTH KIRKBY JUNCTION		
DAILY UNTIL FURTHER 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)
SUNDAY and MONDAY 10 and 11 NOVEMBER		
Moorthorpe Station and South Kirkby Junction	Down and Up Main (BLOCKED)	22 00 (Sun) to 07 00 (Mon). On track tamping and lining machines in use. All traffic diverted. See separate advice for altered train arrangements.
SHAFTHOLME TO FERRYBRIDGE		
DAILY UNTIL FURTHER NOTICE		
Womersley and Knottingley	Down and Up Askern	08 00 to 16 30. Preparing for alterations to Chidding Stubbs and Spring Lodge automatic half-barriers circuits.
Womersley and Knottingley South Junction	Down and Up Askern	07 00 to 17 00. Contractors demolishing former Cridding Stubbs gate box. Plant in use. (44/68)
Knottingley West Jn. and Ferrybridge	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)
SUNDAY 10 NOVEMBER		
Knottingley South and West	Down and Up Askern	06 00 to 18 00. Providing new drain between 58½ m.p. and 58m. 30chs. Plant in use. Knottingley signal box open.
WEDNESDAY and THURSDAY 13 and 14 NOVEMBER		
Knottingley West and South Junctions	Up Askern (BLOCKED)	21 30 (Wed) to 05 00 (Thu). Tamping machine in use between 58m. 50chs. and 58m. 57chs.
THURSDAY and FRIDAY 14 and 15 NOVEMBER		
Knottingley South and West Junctions	Down Askern (BLOCKED)	21 30 (Thu) to 05 00 (Fri). Tamping machine in use between 58m. 48chs. and 58m. 63chs.
HULL WEST PARADE AND SEAMER WEST		
SUNDAY 10 NOVEMBER		
Cottingham and Beverley Parks	Down and Up Main	08 00 to 16 30. Repairs to Thwaites level crossing. Gate box manned.
WILMINGTON TO HULL HESSLE ROAD (SWEET DEWS SIDINGS)		
DAILY UNTIL FURTHER NOTICE		
Wilmington	All	07 00 to 17 00. Contractors demolishing platforms 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 trestles in use. (31/67)

SECTION B - 1

At or between

HULL YARDS

DAILY UNTIL FURTHER NOTICE
Sculcoates

Sculcoates and Springbank Junction
Alexandra Dock and Hessle
Hessle Road
Alexandra Dock

Neptune Street

HULL DOCK

DAILY UNTIL FURTHER NOTICE
Sweet Dew
King George

Graving Dock
Holderness
South

SATURDAY
King George
and Salt

SATURDAY
Sweet Dew
and King

CUDWORTH

DAILY UNTIL FURTHER NOTICE
Cudworth Junction
Cudworth

STAIRFOOT
DAILY UNTIL FURTHER NOTICE
Stairfoot
and Cudworth

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Sculcoates	Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use. (8/68)
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at 3½m.p. (24)
Alexandra Dock and Hessle Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
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)
HULL DOCKS		
DAILY UNTIL FURTHER NOTICE		
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.
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)
SATURDAY and SUNDAY 9 and 10 NOVEMBER		
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.
SATURDAY and SUNDAY 9 and 10 NOVEMBER		
Sweet Dews Siding and King George Dock	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.
CUDWORTH SOUTH JN. TO CUDWORTH H AND B YARD		
DAILY UNTIL FURTHER NOTICE		
Cudworth South Junction and Cudworth H and B Yard	All	08 00 to 16 00. Recovering abandoned materials.
STAIRFOOT JUNCTION AND CUDWORTH STATION		
DAILY UNTIL FURTHER NOTICE		
Stairfoot Junction 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)

NES-19

SECTION B-TEMPORARY ENGINEERING WORKS-continued

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) - continued		
DAILY UNTIL FURTHER NOTICE - continued		
Pontefract West and East	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 West Junction and East Junction	Down and Up Main	08 00 to 18 00. Contractors laying main between 57¼ and 58m.p.
Whitley Bridge and Sudforth Lane	Up Siding (BLOCKED by local arrangement)	07 00 to 17 00. Contractors demolishing tank house at 61¼ m.p. Plant in use. (44/68)
Rawcliffe Bridge Junction and Engine Shed	Down and Up Main and Sidings	07 00 to 18 00. Contractors erecting scaffolding at 73m. 11chs. (17/68)
SATURDAY 9 NOVEMBER		
Featherstone	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 open.
SUNDAY 10 NOVEMBER		
Calder Bridge and 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 56¼ m.p. Both signal boxes open.
Knottingley Station	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 NOVEMBER		
Calder Bridge	All	08 00 to 16 00. Renewing connections.
TUESDAY and WEDNESDAY 12 and 13 NOVEMBER		
Rawcliffe Bridge and Engine Shed	Down Main	22 00 (Tue) to 03 00 (Wed). Tamping machine in use between 73m. 41chs. and 73m. 48chs.
WEDNESDAY and THURSDAY 13 and 14 NOVEMBER		
Crofton East and Sharlston Station	Down Main	23 00 (Wed) to 06 00 (Thu). On track tamping machine working between 50m. 29chs. and 50m. 38chs.
CUDWORTH DEARNE VALLEY SOUTH JUNCTION TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)		
DAILY UNTIL FURTHER NOTICE		
Dearne Valley South Junction and Goldthorpe	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	All	Contractors installing loading plant. Mechanical plant in use. (8/68)

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 (48)

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 (45)

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)

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

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.

The following signals have been abolished:—

Up Normanton to Up Leeds Second Home
 Down Leeds to Down Normanton Home

(47)

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

(47)

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.

(46)

**** 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)

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. (45)

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)

*** * EMSAY STATION AND EMSAY 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

(45)

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)

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. (46)

★ 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.

Bradford H.
The tank

Trains to b

Healey Mil
M.P.D.
(All lines),

Healey Mi
Locomotiv
plant

Wakefield
Wagon Rep
Shops No
and 16 Si
(BLOCKED

These
Black Lar
immediat
P053022
but in th
advised

The a
have con
for the v
Regional
found en
destinat

A copy

York
30 Octob

Receip
Officer b

3 N30.7D



NE/S

EASTERN (NE) REGION

No.47

SOUTHERN SECTION

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

SATURDAY 23 NOVEMBER

TO

FRIDAY 29 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 look-out 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
BRADFORD CITY ROAD GOODS BRANCH		
DAILY UNTIL FURTHER NOTICE		
St Dunstons and Bradford City Road Goods	All	08 00 to 18 00. Contractors reconstructing Bridge No.3 at 192m. 78chs. Cranes and plant in use overhead. (46/68)
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Milner Royd Junction and Dryclough Jn.	All	08 00 to 16 00. Repairs to retaining wall and Copley Viaduct between 29 and 29½m.p. (17/68)
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)
Halifax West and East	All	07 30 to 16 30. Installation of new lift and removal of roof. Ladders in use. (41/68)
Lightcliffe and Low Moor No.1	All	07 30 to 18 00. Erecting scaffolding and cables over tracks at 36m. 75chs. (44/68)
Bradford Exchange	All	08 00 to 18 00. Contractors demolishing station roof. Trains to be replatformed as necessary.
Halifax East and Lightcliffe	Down and Up (BLOCKED)	23 30 (Sat) to 09 30 (Sun). Excavating and laying drain in Beacon Hill Tunnel. Mechanical excavators in use. Lightcliffe signal box open.
SATURDAY 23 NOVEMBER		
Bradford Exchange	Platforms 6 to 10 incl. (BLOCKED)	13 00 to 18 00. Contractors demolishing station roof. Trains to be replatformed as necessary.
SUNDAY 24 NOVEMBER		
Bowling Junction and Mill Lane Junction	All	07 30 to 16 30. Picking up dismantled poles. Trolley in use. Bowling Junction signal box open.
Halifax East and West	All shunting lines between Platform 6 and Goods Signal Box (BLOCKED)	07 30 to 17 00. Removing smoke plates from Bridge No.17 Horton Street. Both signal boxes open.
Bradford Exchange	Platforms 6 to 10 incl. (BLOCKED)	08 00 to 18 00. Contractors demolishing station roof. Trains to be replatformed as necessary.
GREETLAND TO DRYCLOUGH JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Greetland and Dryclough Junction	All	07 30 to 17 00. Contractors trimming and felling trees and bushes on lineside between 0m. 1ch. and 1m. 10chs. (35/36)

SECTION B - TEMP

At or between

HEBDEN BRIDGE TO

DAILY UNTIL FUR

Eastwood and
Hebden BridgeHebden Bridge
StationLuddendenfoot a
Sowerby Bridge
WestLuddendenfoot
Sowerby Bridge

Healey Mills Y

Horbury Jn.

Wakefield Kirk
West and EaWakefield East
Horbury JunWakefield Kir
Station and
Turners Lan**SUNDAY 24**
Mytholmroyd
and Sowerby
West

Elland

Mirfield No.
No. 3**MONDAY to**
Horbury Jun
and Wakef**MONDAY to**
Hebden Bri
Luddender

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 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. (50)

SUNDAY 24 NOVEMBER—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 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 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 converted to hand worked spring points.

The connection from No.1 Siding to the Arrival Line will be converted to hand worked spring points.

The following signals will be 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)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

NOSTELL

The Up Shunt Siding together with the associated signalling has been abandoned. (49)

**** 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. (47)

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. (48)

*** 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:—

Up Normanton to Up Leeds Second Home
Down Leeds to Down Normanton Home (47)

**** 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 (47)

HALL LANE : (LAISTERDYKE)

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (New item) (50)

**** 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)

SECTION C—SIG
DETAILS OF WO
ROYSTON JUNC
The connect
abandoned.

NORMANTON
New Zealan

The follow
Through
Up God

The follow
Shunt
Set Ba
Engin
Engin
No.2
No.2
New
No.2

METHLEY
Whistle
the South

* EMBSAY
Embsay S
The D

Embsay
The s
All c

Embsay
The
positio

The

The ab

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS 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:—

Through Siding—Engine Line
 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)

*** EMB SAY STATION AND EMB SAY 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

(47)

The above work under Embsay Station and Embsay Junction has NOT been carried out.

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.**

Repairs at

Place

Bradford H

The tan

Trains to

Healey M

M.P.D.

(All lines

Healey M

Locomoti

plant

Wakefiel

Wagon R

Shops No

and 16 S

(BLOCKE

A co

York

13 Nove

Receip

Officer b

MISCELLANEOUS NOTICES—continued.

Repairs at Motive Power Depots, Carriage Sheds etc.

Place	Nature of Work	Duration	Commencing
Bradford Hammerton Street D.M.U. Depot. The tanker fueling siding has been shortened by approx. 100-ft. whilst Contractors concrete the apron. Trains to be re-positioned as necessary. Contractor's men and equipment on site.			
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 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	

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



NE/S

EASTERN (NE) REGION

No.48

SOUTHERN SECTION

**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 than those mentioned may be in progress, of which it may not have been possible to give previous notice, and enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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 JUNCTION TO NORTHALLERTON (LONGLANDS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Barlby North and York	All	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 automatic 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 at 0m. 10chs. Crane in use. Arrangements made to pass Scarborough trains 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 arrangements where more than one running line is available. All Up traffic to travel over the Up Slow. 12 40 to 15 40. All Down traffic to travel over the Down Fast.

SECTION B—TEMPORARY ENGINEERING WORKS—continued.

At or between	Lines affected	Remarks
CARCROFT (CASTLE HILLS) TO LEEDS CITY (WEST JUNCTION)—continued		
DAILY UNTIL FURTHER NOTICE — continued		
Hemsworth South Jn.	All	08 00 to 16 00. Recovering abandoned materials. (19/68)
Hare Park and Westgate South	All	07 30 to 18 00. Contractors reballasting between 173m. 27chs. and 173m. 59chs. (37/68)
Ardsley Station and Gelderd Road Junction	All	08 00 to 18 00. Contractors constructing Bridge No.22 at 180m. 12chs. Cranes and plant in use. (35/36/68)
SATURDAY and SUNDAY 30 NOVEMBER and 1 DECEMBER		
Moorhouse Junction and Hare Park	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). Rerailing, relaying, reballasting, welding, loading rails and lifting between 166 and 170½ m.p. Cranes, twin jib tracklayer, traxcavators and on track tamping machine in use. Single Line Working over the Up Main for 1N01, 22 45 (Sat) Kings Cross to Bradford, 1A61, 22 20 (Sat) Newcastle to Kings Cross and 1E67, 10 20 (Sun) Bradford to Kings Cross. 23 00 (Sat) to 12 00 (Sun) all other traffic diverted. See separate advice for altered train arrangements. 12 00 to 16 00 (Sun) Single Line Working over the Up Main. Moorhouse Junction, Hemsworth South Junction, South Station and Fitzwilliam Nostell signal boxes open.
SUNDAY 1 DECEMBER		
Westgate South and Ardsley	All	07 00 to 17 00. Testing cables. Balne Lane and Lofthouse North signal boxes open.
Ardsley and Leeds City West Junction	All	07 30 to 17 00. Testing cables.
SUNDAY to TUESDAY 1 to 3 DECEMBER		
South Kirkby and Hemsworth South Junction	Down Main	07 00 to 17 00 daily. Installing track circuits. Hemsworth South Junction signal box open.
SUNDAY to FRIDAY 1 to 6 DECEMBER		
Nostell	All	07 00 to 17 00 daily. Lifting connections. Signal box open.
MONDAY to WEDNESDAY 2 to 4 DECEMBER		
South Kirkby and Hemsworth South Junction	Down Main (BLOCKED except as shown in remarks)	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's Cross to Bradford and 1A04, 01 15 King's Cross to York and two local Trip Trains. All other Down traffic diverted. See separate advice for altered train arrangements.
MONDAY to FRIDAY 2 to 6 DECEMBER		
Hare Park	All	08 00 to 16 00 daily. Preparing for installing track circuits.

SECTION B - TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
SWINTON (DEARNE JUNCTION) TO BURTON SALMON		
DAILY UNTIL FURTHER NOTICE		
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		
DAILY UNTIL FURTHER 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)
SHAFTHOLME TO FERRYBRIDGE		
DAILY UNTIL FURTHER NOTICE		
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 Junction	Down and Up Askern	07 00 to 17 00. Contractors demolishing former Criddling Stubbs gate box. Plant in use. (44/68)
Knottingley West Jn. and Ferrybridge	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks. (9/68)
SUNDAY 1 DECEMBER		
Womersley and Knottingley South	Down and Up Askern (BLOCKED)	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 auto- matic half barriers manned.
Knottingley Station	Down Askern	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.
MONDAY to THURSDAY 2 to 5 DECEMBER		
Knottingley and Womersley	Up Askern (BLOCKED)	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.

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

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. (New item) (51)

NOSTELL

The Up Shunt Siding together with the associated signalling has been abandoned. (49)

LEEDS AND GARFORTH

With reference to Supplementary Notice No.40A, the Ground Frame at Neville Hill East has been brought into use. (50)

****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. (48)

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 (50)

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 have received a copy. (49)

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 associated signalling, are abandoned.

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:—

Through Siding—Engine Line
 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

A new ground disc signal has been provided, 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)

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:—

Through Siding—Engine Line
 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

A new ground disc signal has been provided, 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.

★ 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.**

MISCELLANEOUS NOTICES—continued.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS ETC.

Place	Nature of Work	Duration	Commencing
Bradford Hammerton Street D.M.U. Depot. The tanker fueling siding has been shortened by approx. 100-ft. whilst Contractors concrete the apron. Trains to be re-positioned as necessary. Contractor's men and equipment on site.			
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 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

★ 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.JI. 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



NE/S

EASTERN (NE) REGION

No.49

SOUTHERN SECTION

**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 than those mentioned may be in progress, of which it may not have been possible to give previous notice, and enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
YORK TO SCARBOROUGH—continued		
SATURDAY and SUNDAY 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)	22 00 (Sat) to 16 00 (Sun). Renewal of culvert at 10m. 71chs. Road crane and plant in use. 10 00 to 16 00 (Sun). Single Line Working over the Down Main.
Washbeck	Down Sidings (BLOCKED) (by Local Arrangement)	08 00 to 15 00. Renewing line. Crane in use.
WEDNESDAY 11 DECEMBER		
Knapton	All	07 00 to 17 00. Renewing gate machine.
YORK (SKELTON) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE		
Skelton Junction and Dragon	All	07 30 to 16 30. Cleaning and painting bridges. Ladders and trestles in use. (14/68)
Skelton and Starbeck North	Down and Up Main	07 30 to 17 00 cleaning and painting station buildings. (43/68)
TUESDAY 10 DECEMBER		
Knaresborough	All	10 00 to 16 00. Testing controls.
THORNHILL (L.M.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
L.N.W. Junction and Batley	Down and Up Main	Contractors repairing Bridges Nos. 6 and 8 between 32½ and 33m.p. (49/67)
Batley	Down and Up Main	08 00 to 17 30. Contractors dismantling awning roof on Down Platform. Mechanical plant in use. (46/68)
Morley and Farnley Junction	All	Contractors repairing culvert at 40m. 33chs. (44/68)
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)
Farnley Jn. and Holbeck East Jn.	All	07 30 to 17 00. Repairing Bridge No.8 and 41m. 43chs. (40/68)
Morley and Holbeck East Junction	All	07 30 to 17 00. Contractors repairing culvert at 40m. 33chs. (40/68)
Morley Low and Holbeck East Junction	All	08 00 to 17 00. Contractors repairing culvert at 40m. 35chs. Commencing Monday 9 December.
SUNDAY 8 DECEMBER		
L.N.W. Junction and Batley	Down Main (BLOCKED)	03 30 to 11 30. Renewing waybeams and decking on Bridge No.8 between 32½ and 33m.p. All traffic (Down) diverted. See separate advice for altered train arrangements.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
SHAFTHOLME TO FERRYBRIDGE—continued.		
MONDAY to FRIDAY 9 to 13 DECEMBER		
Knottingley and Womersley	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 Barriers to be manned.
HULL (WEST PARADE) AND SEAMER WEST		
SUNDAY 8 DECEMBER		
West 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.
Beverley Parks and Beverley Station	All	07 30 to 14 00. Overhauling Flemingate lifting barriers. Flemingate gate box open.
Beverley Station	All	07 30 to 14 00. Overhauling lifting barriers. Signal box open.
TUESDAY to THURSDAY 10 to 12 DECEMBER		
West Parade to Walton Street	Down and Up Main	08 00 to 16 00 daily. Re-aligning track between $\frac{3}{4}$ and $1\frac{1}{4}$ m.p.
HESSLE ROAD AND ALEXANDRA DOCK		
DAILY UNTIL FURTHER NOTICE		
Alexandra Dock and Hesse Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
Hesse 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)
WILMINGTON TO HULL HESSLE ROAD (SWEET DEWS SIDINGS)		
DAILY UNTIL FURTHER NOTICE		
Wilmington	All	07 00 to 17 00. Contractors demolishing platforms 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 $3\frac{1}{4}$ m.p. Ladders and trestles in use. (31/67)
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Sculcoates	Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Contractors remodelling sidings. Crane and mechanical plant in use. (8/68)
Sculcoates and Springbank North	Down and Up Main	Contractors painting bridge at $3\frac{1}{2}$ m.p. (24)
Neptune Street	All	07 00 to 17 00. Contractors demolishing building adjacent to Strickland Street footbridge. Plant in use. (52/68)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) - continued		
DAILY UNTIL FURTHER NOTICE - continued		
Sharlston	All	Contractors installing loading plant. Mechanical plant in use. (6/68)
Snydale East and Featherstone Stn.	All	08 00 to 18 00. Contractors reconstructing Bridge No.20 at 53m. 5chs. Cranes and plant in use overhead. (4/68)
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.
Featherstone and Pontefract West	All	08 00 to 17 00. Contractors reconstructing bridge 26 at 55m. 62chs. Cranes and plant in use. (45/68)
Featherstone and 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 plant in use. (37/68)
Pontefract East and Knottingley West Jn.	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside tracks at 58¾ m.p. (9/68)
Pontefract West and East	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 West Junction and East Junction	Down and Up Main	08 00 to 18 00. Contractors laying main between 57¼ and 58m.p.
Whitley Bridge and Sudforth Lane	Up Siding (BLOCKED by local arrangement)	07 00 to 17 00. Contractors demolishing tank house at 61¼ m.p. Plant in use. (44/68)
Rawcliffe Bridge Junction and Engine Shed	Down and Up Main and Sidings	07 00 to 18 00. Contractors erecting scaffolding at 73m. 11chs. (17/68)
SUNDAY 8 DECEMBER		
Crofton West and East	Down and Up Main (BLOCKED except as shown in remarks)	07 00 to 17 00. Excavating under track for cable ducts at 49½ m.p. Mechanical plant in use. Arrangements made to pass Ballast train specials.
Sharlston Station and Streethouse West	Down and Up Main (BLOCKED)	07 30 to 17 00. Welding points and crossings between 51m. 70chs. and 52 m.p. Sharlston Station signal box open.
Knottingley West and East	Down and Up Main (BLOCKED)	06 00 to 18 00. Providing new drain and retaining wall between 58¼ and 58½ m.p. Plant in use. Knottingley 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

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. (51)

*** NOSTELL**

The Up Shunt Siding together with the associated signalling has been abandoned. (49)

LEEDS AND GARFORTH

With reference to Supplementary Notice No.40A, the Ground Frame at Neville Hill East has been brought into use. (50)

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 (50)

**** 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 have received a copy. (49)

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 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. (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.

(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.

(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

(50)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item.

*** 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.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS ETC.

Place	Nature of Work	Duration	Commencing
* * Bradford Hammerton Street D.M.U. Depot. The tanker fueling siding has been shortened by approx. 100-ft. whilst Contractors concrete the apron. Trains to be re-positioned as necessary. Contractor's men and equipment on site.			(49)
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 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	

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.



NE/S

EASTERN (NE) REGION

No.50

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 than those mentioned may be in progress, of which it may not have been possible to give previous notice, and enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SECTION B-TEMPORARY ENGINEERING WORKS-continued

At or between	Lines affected	Remarks
HESSLE ROAD AND ALEXANDRA DOCK		
DAILY UNTIL FURTHER NOTICE		
Alexandra Dock and Hessele Road	All	07 30 to 16 30, laying cables and preparing for alterations to signalling.
Hessele 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)
SUNDAY 15 DECEMBER		
Hessele Road and Alexandra Dock	Down Alexandra Dock (BLOCKED)	08 00 to 15 00. Contractors loading wagons at 2m. 16chs. (Sculcoates Junction).

WILMINGTON TO HULL HESSLE ROAD (SWEET DEWS SIDINGS)

DAILY UNTIL FURTHER NOTICE		
Wilmington and Southcoates	Down and Up Main	07 30 to 17 30 each day, contractors repairing buildings between 3 and 3 1/4 m.p. Ladders and trestles in use. (31/67)

HULL YARDS

DAILY UNTIL FURTHER NOTICE		
Sculcoates	Sidings (BLOCKED by local arrangement)	07 00 to 17 00. Contractors remodelling sidings. 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. (24)
Neptune Street	All	07 00 to 17 00. Contractors demolishing building adjacent to Strickland Street footbridge. Plant in use. (52/68)
Wilmington Junction	All (BLOCKED by local arrangement)	08 00 to 16 00. Renewing switches and crossings. Crane in use. Commencing Monday 16 December.

SUNDAY 15 DECEMBER

Wilmington Junction	All (BLOCKED by local arrangement)	07 00 to 17 00. Providing connection from Up Independent to Up Hornsea line at 2m. 46chs. Crane and mechanical plant in use.
---------------------	------------------------------------	--

HULL DOCKS

DAILY UNTIL FURTHER NOTICE		
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.
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)

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. (2)

SUNDAY 15 DECEMBER—APPERLEY BRIDGE STATION

The signal box together with all signals worked therefrom will be abolished. (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 December—Between Neville Hill East Junction and Garforth

AWS will be brought into use between and including the following signals :-

Down Main 791 and Garforth 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

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

MONDAY to FRIDAY 16 to 20 DECEMBER — BETWEEN LEEDS AND YORK (CHALONERS WHIN) AND BETWEEN GARFORTH AND GASCOIGNE WOOD — continued

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

Up Main 788 to 179

Up Goods Loop 786 to 185

Hunslet East Down Departure Line on approach side of 776

(2)

TUESDAY 17 DECEMBER—WHITWOOD COLLIERY SIDINGS AND CUTSYKE

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)

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)

* * LEEDS AND GARFORTH

With reference to Supplementary Notice No.40A, the Ground Frame at Neville Hill East has been brought into use.

(50)

* * 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

(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 associated signalling, are abandoned.

(50)

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)

SECTION C

DETAILS OF

WILMINGTON

Wilmington

The con

disconnec

The sig

abolished

Dansom L

The co

connecte

The U

* * * METHLE

Whis

the Sou

* * HUNSL

Hunsle

A n

A N

Line at

Junctio

The

Hunsle

Th

out of

Th

now o

conve

Th

Th

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 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)

SECTION D

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.

** 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.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS ETC.

Place	Nature of Work	Duration	Commencing
Healey Mills M.P.D. (All lines)	Alterations to overhead 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 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	

SECTION I
MISCELLANEOUS
A sup
operation
This s
Instructi
NE/S) fo

A c
York
4 Dec
Rec
Officer



NE/S

EASTERN (NE) REGION
SOUTHERN SECTION

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 than those mentioned may be in progress, of which it may not have been possible to give previous notice, and enginemen must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN)		
DAILY UNTIL FURTHER NOTICE		
Fryston and Burton Salmon	Down and Up Main	08 00 to 20 00. Contractors repairing stonework of Fairburn Tunnel at 17m. 24chs. Scaffolding in 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 alterations. (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, 21 and 22 DECEMBER		
Fryston and Burton Salmon	Down and Up Main (BLOCKED except as shown in remarks)	22 00 (Sat) to 12 00 (Sun). Repairs to Fairburn Tunnel. Arrangements made to pass 02 06 York to Normanton and 3Z24, 01 15 York to Didcot over the Up Main and 23 50 Normanton to York, 23 25 Manchester to Newcastle, 23 32 Manchester to Durham, and 08 00 Wakefield to York over the Down Main. Both signal boxes open.
SUNDAY 22 DECEMBER		
Castleford Old Station	All	08 00 to 17 00. Renewing levers and floorplates. Signal box open.
Church Fenton and Chaloners Whin	Down and Up Normanton (BLOCKED)	07 00 to 17 00. Removing track and deep re-ballasting between 6 m. 37chs. and 6 m. 10chs. Crane and Traxcavator in use. All traffic to travel over Leeds lines.
York (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 Realignment 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 lines through Chaloners Whin Junction.
MONDAY to FRIDAY 30 DECEMBER to 3 JANUARY		
Altofts 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 00 to 16 00. Preparing for signalling alterations. (8/68)
Castleford Cutsyke Junction and Castleford Station	Down and Up Main	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. (3)

MONDAY 30 DECEMBER—GRAVING DOCK

The signal box together with all points and signals worked therefrom will be abolished. (3)

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 (2)

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 access to the single line to Wilmington. 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 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 IF LINE IS CLEAR".

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. (2)

NES-31
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 access to the single line to Wilmington. 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 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 IF LINE IS CLEAR".

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 Wincolmllee and the Up Main Home to Wincolmllee 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. (2)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

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 have been secured permanently out of use in the normal position pending removal. The associated signals have been abolished. (2)

BETWEEN CLAYTON WEST JUNCTION, LOCKWOOD AND HUDDERSFIELD

Track Circuit Block Regulations apply on the Down Line between Clayton West Junction and Huddersfield Signal Box.

Absolute Block Regulations apply on the Up Line between Huddersfield and Clayton West Junction.

Lockwood

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.

Huddersfield

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. (2)

APPERLEY BRIDGE STATION

The signal box together with all signals worked therefrom is abolished. (2)

*** 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)

** Items m

Until fu
as hithert
Down Trai
Trains
line (form
of the Up
Trainm
beyond th
Up Train
All tra
to a "STC
light sign
ments pa

Contr
and ther
17 00 ea

A ter
crossing
approach

REPAIRS

Place
Healey
M.P.D.
(All lin

Healey
Locomo
plant

Wakefic
Wagon
Shops
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 overhead 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 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	