



**NE/S**

**EASTERN (NE) REGION**

**No.1**

**SOUTHERN SECTION**

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

**SATURDAY 4 JANUARY**

**TO**

**FRIDAY 10 JANUARY 1969**

**INCLUSIVE**

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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.

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# SIGNALLING RECORD SOCIETY

[www.s-r-s.org.uk](http://www.s-r-s.org.uk)

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.  
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## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 5 JANUARY—BETWEEN SNYDALE EAST AND FEATHERSTONE**

The Down Goods line between Snydale East and Featherstone will be taken out of use for through movements. Access to Acton Hall Colliery will be via Featherstone, the Down Goods line and the Colliery Ground Frame.

**Snydale East**

The Down Siding will be taken out of use.

**The following new connections will be laid in and will be secured out of use :-**

- Trailing Crossover from new Up Main to former Up Main
- Trailing Crossover from former Up Main to Down Main

**The following connections will be secured permanently out of use, pending removal :-**

- Trailing connection from new Up Main to Down Main and Down Goods
- Facing connection Down Main to Down Siding

**The following signals will be abolished :-**

- Down Main to Down Goods Home and Featherstone Distant beneath (on same post).
- Down Siding to Down Goods and Featherstone Distant beneath (on same post).
- Shunting New Up Main to Down Main, Down Goods or Colliery
- Shunting Down Main to New Up Main or along Down Main
- Shunting Down Goods to New Up Main, Down Main or Down Siding
- Shunting Acton Hall Colliery to Down Siding
- Shunting Acton Hall Colliery to Up Goods

(4)

## 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)



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. (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 Independent have been disconnected and secured in the reverse position.

The Up Main Starting Signal to Wilmington has been abolished. (1)

**METHLEY COLLIERY SIDINGS AND CUTSWYKE**

**Methley 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.

**Cutswyke**

The Up Methley Main Starting signal now shows a Red or Green aspect only. (2)

SECTION C—SIGNALLING  
 DETAILS OF WORK ALREADY CARRIED OUT—continued

**SNYDALE EAST**

The Slip connection between the Down and Up Sidings together with the slip points with the Down Sidings have been removed. The associated

**BETWEEN CLAYTON AND HADDERSFIELD**

Track Circuit  
 Huddersfield Signal  
 Absolute Block

**Lockwood**

The Signal Box at Lockwood Down Line signals have been abolished. The signal of displaying Yellow aspect for all connections to the Down Line. The associated

**Huddersfield**

Three aspects of the signal. The Tunnel is now a single track. This signal is now a single track. at this signal.

**Clayton West Junction**

A telephone

**APPERLEY BRIDGE**

The signal box

**GRAVING DOCK**

The signal box

**UNTIL FURTHER NOTICE**

The Down Main signal is now a single track. The Up Main signal is now a single track. Regulations and conditions apply. The two sets of points are now in the Down direction.

**Bamsley Exchange**

The Down Main signal is now a single track. The Up Main signal is now a single track. The trailing signal is now a single track. the normal position.

**The following**

Down Main signal is now a single track. Disc Up Main signal is now a single track. Disc Up Main signal is now a single track. Disc Hornsea signal is now a single track. The Disc signal is now a single track. crossover now a single track. The Down Main signal is now a single track. crossover. A new Main Starting signal



**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)

**GRAVING DOCK**

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

**UNTIL FURTHER NOTICE—BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and the diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

Down Main Second Home

Disc Up Main to Down Main or Set Back on Up Main

Disc Up Main to Honeywell Siding

Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single Line via the Main line trailing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.



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

**UNTIL FURTHER NOTICE-BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON-continued**

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (4)

**RAWCLIFFE BRIDGE**

The trailing crossover between the Down and Up Main lines has been 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 has been abolished.

The associated signals have been abolished. (3)

**BETWEEN FEATHERSTONE AND STREETHOUSE WEST**

The Up Goods line between Featherstone and Snydale East has been taken out of use.

The Up Main line has been slewed into the alignment of the Up Goods line at 53m. 32chs., continues via the former Up Goods line and a new alignment to rejoin the existing Up Main line at 52½ m.p.

**Snydale East**

**The following connections have been secured permanently out of use, pending removal :-**

Facing connection Up Goods to Up Main

Trailing connection from former Up Main to Down Main and Down Sidings

**The following signals have been abolished :-**

Up Main Home

Up Goods to Up Main Home

Up Main Starting

Shunting Up Main to Down Main or Down Siding

Shunting Down Main to Up Main

Shunting Down Siding to Up Main

Shunting Up Main to Up Goods

The former Up Goods Home signal now applies as the Up Main Home signal.

**Streethouse West**

The existing Up Main Distant signal has been adjusted to the new alignment of the Up Main line. (New Item) (4)

**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 has been abolished.

**Snydale**

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

\* \* Items marked

Until further  
as hitherto.

**Down Trains**

Trains will no  
line (former No. 1  
of the Up Siding  
Trainmen must  
beyond this board

**Up Trains**

All trains from  
to a "STOP FOR  
light signal at th  
ments past the S

Contractors a  
and there is incr  
17 00 each day.

★  
Whistleboards

A temporary le  
crossing from the  
approaching the c

**REPAIRS AT MOT**

Place

Healey Mills  
Locomotive wash  
plant

Wakefield  
Wagon Repair  
Shops Nos. 15  
and 16 Sidings  
(BLOCKED)



## 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.**

## ★ BETWEEN CASTLEFORD OLD STATION AND GARFORTH (SINGLE LINE)

Whistleboards have been erected on all occupation level crossings and curves on this branch.

## HILLHOUSE YARD

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 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 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 12 JANUARY—BETWEEN FEATHERSTONE AND STREETHOUSE WEST

The Down Main Line will be slowed into the alignment of the former Up Main line between 52½ m.p. and 53m. 32chs. and this line will become the new Down Main line.

**Snydale East**

The existing Down Main Home signal (with Featherstone Down Main Outer Distant beneath) will continue to apply to the Down Main line but will remain in its present position, to the left of the alignment of the old Down Main line.

The existing Down Main Starting signal (with Featherstone Down Main Inner Distant beneath) and the associated banner repeater signal will remain in their present position (to the left of the new Down Main line) and will apply to the new Down Main line.

(5)

*see overleaf also.*

## DETAILS OF WORK ALREADY CARRIED OUT

## \*\* 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)



## 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 Signaller 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. (3)

**BETWEEN SNYDALE EAST AND FEATHERSTONE**

The Down Goods line between Snydale East and Featherstone has been taken out of use for through movements. Access to Acton Hall Colliery will be via Featherstone, the Down Goods line and the Colliery Ground Frame.

**Snydale East**

The Down Siding has been taken out of use.

**The following new connections have been laid in and have been secured out of use :-**

Trailing Crossover from new Up Main to former Up Main

Trailing Crossover from former Up Main to Down Main

**The following connections have been secured permanently out of use, pending removal :-**

Trailing connection from new Up Main to Down Main and Down Goods

Facing connection Down Main to Down Siding

**The following signals have been abolished :-**

Down Main to Down Goods Home and Featherstone Distant beneath (on same post).

Down Siding to Down Goods and Featherstone Distant beneath (on same post).

Shunting New Up Main to Down Main, Down Goods or Colliery

Shunting Down Main to New Up Main or along Down Main

Shunting Down Goods to New Up Main, Down Main or Down Siding

Shunting Acton Hall Colliery to Down Siding

Shunting Acton Hall Colliery to Up Goods

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\*\* 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)

**\* \*\*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)

**GRAVING DOCK**

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

**UNTIL FURTHER NOTICE—BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT—continued**

**UNTIL FURTHER NOTICE—BETWEEN BARNSELEY EXCHANGE JUNCTION AND DARTON—continued**

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and the diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

Down Main Second Home

Disc Up Main to Down Main or Set Back on Up Main

Disc Up Main to Honeywell Siding

Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (4)

**RAWCLIFFE BRIDGE**

The trailing crossover between the Down and Up Main lines has been 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 has been abolished.

The associated signals have been abolished. (3)

**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 has been abolished.

**Snydale**

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

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## 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.

## 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.**

## BETWEEN CASTLEFORD OLD STATION AND GARFORTH (SINGLE LINE)

Whistleboards have been erected on all occupation level crossings and curves on this branch.

## HILLHOUSE YARD

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 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 D

## MISCELLANEOUS NOTICES—continued.

## 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)

## ALTERATIONS TO N.E.R. SECTIONAL APPENDIX—SOUTHERN SECTION

TABLE G

From	To	Line		Remarks
		Down	Up	
<b>PAGE 205</b>				
<b>WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC.</b>				
<b>ADD:—</b>				
Rawcliffe Bridge Junction	Beverley Sidings		Goods	Light Engine

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

York

MO.45/NES/

**F.J. BURGE**  
**Movements Manager**

30 December, 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. 2*

## 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

## MONDAY 20 JANUARY—BETWEEN LEEDS AND GARFORTH

With reference to Supplementary Notice No.40A, the Control Cabin at the East end of Neville Hill Coaching Stock Depot will be brought into use. (6)

## MONDAY 20 JANUARY AND UNTIL FURTHER NOTICE—LEEDS CITY STATION

No.4 Platform will be shortened by 214 ft. to a length of 280 ft. and temporary buffer stops will be erected.

The platform siding will be shortened by 117 ft. and wheel chock will be placed in position.

During the period of this work subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN FEATHERSTONE AND STREETHOUSE WEST

The Down Main Line has been slewed into the alignment of the former Up Main line between 52½ m.p. and 53m. 32chs. and this line has become the new Down Main line.

**Snydale East**

The existing Down Main Home signal (with Featherstone Down Main Outer Distant beneath) will continue to apply to the Down Main line but will remain in its present position, to the left of the alignment of the old Down Main line.

The existing Down Main Starting signal (with Featherstone Down Main Inner Distant beneath) and the associated banner repeater signal will remain in their present position (to the left of the new Down Main line) and will apply to the new Down Main line. (5)

**\*\* 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.



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****HULL HESSLE ROAD, WILMINGTON, DANSOM LANE AND SOUTHCOATES—continued****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. (3)

**BETWEEN SNYDALE EAST AND FEATHERSTONE**

The Down Goods line between Snydale East and Featherstone has been taken out of use for through movements. Access to Acton Hall Colliery will be via Featherstone, the Down Goods line and the Colliery Ground Frame.

**Snydale East**

The Down Siding has been taken out of use.

**The following new connections have been laid in :—**

Trailing Crossover from new Up Main to new Down Main  
Facing Crossover from new Down Main to Acton Hall Colliery

**The following connections have been secured permanently out of use, pending removal :—**

Trailing connection from new Up Main to Down Main and Down Goods  
Facing connection Down Main to Down Siding

**The following signals have been abolished :—**

Down Main to Down Goods Home and Featherstone Distant beneath (on same post).  
Down Siding to Down Goods and Featherstone Distant beneath (on same post).  
Shunting New Up Main to Down Main, Down Goods or Colliery  
Shunting Down Main to New Up Main or along Down Main  
Shunting Down Goods to New Up Main, Down Main or Down Siding  
Shunting Acton Hall Colliery to Down Siding  
Shunting Acton Hall Colliery to Up Goods (4)

**\*\*GRAVING DOCK**

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

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****UNTIL FURTHER NOTICE—BETWEEN BARNESLEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered **DARTON—BARNESLEY EXCHANGE JUNCTION**.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

Down Main Second Home

Disc Up Main to Down Main or Set Back on Up Main

Disc Up Main to Honeywell Siding

Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

**(Amended Item) (U.F.N.)**

**\* \* RAWCLIFFE BRIDGE**

The trailing crossover between the Down and Up Main lines has been 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 has been abolished.

The associated signals have been abolished.

(3)

**\* \* 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 has been abolished.

**Snydale**

The signal box together with all points and signals worked therefrom has been abolished.

(3)

## 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

## ★ N.E.R. SECTIONAL APPENDIX—SOUTHERN SECTION

\* \* The Northern and Southern Sections of the North Eastern Region Sectional Appendix have been re-issued as a new single publication operative on and from 18th January, 1969.

Amendments which have become applicable since the book went to press appears in the appropriate No.3D NE/S and NE/N four weekly General Instructions and Notices booklets dated 18th January, 1969 and in subsequent issues. (3)

## 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.**

## BETWEEN CASTLEFORD OLD STATION AND GARFORTH (SINGLE LINE)

Whistleboards have been erected on all occupation level crossings and curves on this branch.

## HILLHOUSE YARD

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.**

**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 25 JANUARY—CROFTON WEST JUNCTION**

The connection from Up Main to No.1 Siding will be secured in the normal position, pending removal. The associated signal will be abolished. (7)

**SUNDAY 26 JANUARY—BETWEEN WAKEFIELD ROAD AND STOURTON JN.****Redesignation of Lines**

Up Goods No.1 will become Up Goods between Wakefield Road and Stourton Junction

Up Goods No.2 will become Up Through Siding between Wakefield Road and a new Notice Board worded "STOP TELEPHONE", will be erected at the clearance point with the Up Sidings. This notice board also applies to movements from the Up Sidings.

**Wakefield Road**

The Up Goods to Up Goods No.2 Home signal with Stourton Up Sidings Distant and the Calling-on signal below will be replaced by a miniature arm signal applying to Up Through Siding.

**Stourton Up Sidings**

The signal box, together with all points and signals worked therefrom, except as shown below, will be abolished.

The connection Up Goods No.2 to Up Sidings will be converted to hand worked spring points lying normally to Up Sidings.

The connections leading from the trailing connection Up Goods No.2 to Reception Sidings, Cripple Sidings and Nos.1 and 2 Fans, will be converted to two-way hand points.

A Notice Board worded "STOP, PROCEED WITH CAUTION" will be erected adjacent to the above mentioned hand worked spring points, applying to setting back movements from Stourton Junction.

**Stourton Jn.****Altered Signalling**

The disc signals at present applying Up Main to Up Goods Nos.1 or 2 and Up Goods to Up Goods Nos. 1 or 2 will, in future, apply Up Main and Up Goods to Up Through Siding Notice Board, respectively. (7)

**MONDAY 27 JANUARY—LEEDS, NEVILLE HILL COACHING STOCK DEPOT**

With reference to Supplementary Notice No.40A, the Control Cabin at the East End of the Coaching Stock Depot will be brought into use. (7)

**DETAILS OF WORK ALREADY CARRIED OUT****LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops will be erected.

The platform siding will be shortened by 117 ft. and wheel chock will be placed in position.

During the period of this work subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN LEEDS AND GARFORTH**

With reference to Supplementary Notice No.40A, the Control Cabin at the East end of Neville Hill Coaching Stock Depot has been brought into use. (6)

**BETWEEN FEATHERSTONE AND STREETHOUSE WEST**

The Down Main Line has been slewed into the alignment of the former Up Main line between 52½ m.p. and 53m. 32chs. and this line has become the new Down Main line.

**Snydale East**

The existing Down Main Home signal (with Featherstone Down Main Outer Distant beneath) will continue to apply to the Down Main line but will remain in its present position, to the left of the alignment of the old Down Main line.

The existing Down Main Starting signal (with Featherstone Down Main Inner Distant beneath) and the associated banner repeater signal will remain in their present position (to the left of the new Down Main line) and will apply to the new Down Main line. (5)

**\* \* BETWEEN SNYDALE EAST AND FEATHERSTONE**

The Down Goods line between Snydale East and Featherstone has been taken out of use for through movements. Access to Acton Hall Colliery will be via Featherstone, the Down Goods line and the Colliery Ground Frame.

**Snydale East**

The Down Siding has been taken out of use.

**The following new connections have been laid in :—**

- Trailing Crossover from new Up Main to new Down Main
- Facing Crossover from new Down Main to Acton Hall Colliery

**The following connections have been secured permanently out of use, pending removal :—**

- Trailing connection from new Up Main to Down Main and Down Goods
- Facing connection Down Main to Down Siding

**The following signals have been abolished :—**

- Down Main to Down Goods Home and Featherstone Distant beneath (on same post).
- Down Siding to Down Goods and Featherstone Distant beneath (on same post).
- Shunting New Up Main to Down Main, Down Goods or Colliery
- Shunting Down Main to New Up Main or along Down Main
- Shunting Down Goods to New Up Main, Down Main or Down Siding
- Shunting Acton Hall Colliery to Down Siding
- Shunting Acton Hall Colliery to Up Goods

(4)

**UNTIL FURTHER NOTICE—BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****UNTIL FURTHER NOTICE—BETWEEN BARNSELEY EXCHANGE JUNCTION AND DARTON – continued****Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.  
**(Amended Item) (U.F.N.)**

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## 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

## ★ ARDSLEY

From 08 00 Tuesday 28 January, until 10 00 Wednesday 29 January, No.9 Points Ardsley Sidings to Down and Up Goods will be disconnected for squadron tamping on the Up Main.

## ★ A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK, B.R. 29987

Supplement No.1 to the above book is being distributed and will be operative from 1 February. All Staff in possession of BR.29987 must ensure that they receive a copy of this supplement by the operative date.

## ★ YORK TO SCARBOROUGH

Commencing Sunday 26 January there will be an increased user of accommodation crossings between Malton and Rillington between 21 and 26m.p. by Contractors vehicles. **Drivers to sound horns when approaching crossings.**

## ★ 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 until Monday 27 January).**

## 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.**

**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****MONDAY 3 FEBRUARY—HULL WEST PARADE**

No.38 Position light signal, situated adjacent to the signal box, applying Up Scarborough Branch to Sidings will, also apply in future to set back movements along Up Scarborough Branch to "Limit of Shunt" board, situated 230 yards in rear of West Parade's No.29 four aspect colour light signal. (8)

**DETAILS OF WORK ALREADY CARRIED OUT****LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops will be erected.

The platform siding will be shortened by 117 ft. and wheel chock will be placed in position.

During the period of this work subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**BETWEEN LEEDS AND GARFORTH**

With reference to Supplementary Notice No.40A, the Control Cabin at the East end of Neville Hill Coaching Stock Depot has been brought into use. (6)

**CROFTON WEST JUNCTION**

The connection from Up Main to No.1 Siding has been secured in the normal position, pending removal and the associated signal abolished. (7)

**\*  
\*\* BETWEEN FEATHERSTONE AND STREETHOUSE WEST**

The Down Main Line has been slewed into the alignment of the former Up Main line between 52½ m.p. and 53m. 32chs. and this line has become the new Down Main line.

**Snydale East**

The existing Down Main Home signal (with Featherstone Down Main Outer Distant beneath) will continue to apply to the Down Main line but will remain in its present position, to the left of the alignment of the old Down Main line.

The existing Down Main Starting signal (with Featherstone Down Main Inner Distant beneath) and the associated banner repeater signal will remain in their present position (to the left of the new Down Main line) and will apply to the new Down Main line. (5)

**UNTIL FURTHER NOTICE—BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****UNTIL FURTHER NOTICE—BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON – continued****Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**BETWEEN WAKEFIELD ROAD AND STOURTON JN.****Redesignation of Lines**

Up Goods No.1 has become Up Goods between Wakefield Road and Stourton Junction.

Up Goods No.2 has become Up Through Siding between Wakefield Road and a new Notice Board worded "STOP TELEPHONE" has been erected at the clearance point with the Up Sidings. This notice board also applies to movements from the Up Sidings.

**Wakefield Road**

The Up Goods to Up Goods No.2 Home signal with Stourton Up Sidings Distant and the Calling-on signal below has been replaced by a miniature arm signal applying to Up Through Siding.

**Stourton Up Sidings**

The signal box, together with all points and signals worked therefrom, except as shown below, has been abolished.

The connection Up Goods No.2 to Up Sidings has been converted to hand worked spring points lying normally to Up Sidings.

The connections leading from the trailing connection Up Goods No.2 to Reception Sidings, Cripple Sidings and Nos.1 and 2 Fans, have been converted to two-way hand points.

A Notice Board worded "STOP, PROCEED WITH CAUTION" has been erected adjacent to the above mentioned hand worked spring points, applying to setting back movements from Stourton Junction.

**Stourton Jn.****Altered Signalling**

The disc signals formerly applying Up Main to Up Goods Nos. 1 or 2 and Up Goods to Up Goods Nos. 1 or 2 now applies Up Main and Up Goods to Up Through Siding Notice Board, respectively. (7)

## 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

## ★ GENERAL APPENDIX

## REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO PIPE SYSTEM

## PAGE 4 (page 10 Supplement No.2)—4 Testing Brake

- (A) "Simple" brake test—Add new clause (iv)  
 (iv) The driver must not start the train unless he has observed the fall and rise of pressure on the locomotive brake pipe gauge.

## ★ A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK, B.R. 29987

Supplement No.1 to the above book has been distributed and is operative from 1 February.

All Staff in possession of BR.29987 must ensure that they have received a copy of this supplement by the operative date. (8)

## BETWEEN MALTON AND RILLINGTON

There is increased user of accommodation crossings between 21 and 26 m.p. by Contractors vehicles. Drivers to sound horns when approaching crossings.

## ★ 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.



## 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 9 FEBRUARY—SKELTON**

Skelton Bridge Ground Frame and associated connections will be abolished.

The facing connection from Up Main to the Up Goods will be replaced by a facing Up to Down Main crossover and a trailing connection from Down Main to the Up Goods.

**SUNDAY 9 FEBRUARY—SNYDALE EAST**

The following connections will be connected to and worked from Snydale East signal box :-

Trailing connection between Down and Up Main Lines

Facing connection from Down Main to Down Loop

Facing connection from Down Loop to Acton Hall Colliery

All movements to and from Acton Hall Colliery will be controlled by Handsignalmen.

**WEDNESDAY 12 FEBRUARY—RILLINGTON**

The Up Main Outer Home signal will be abolished.

## DETAILS OF WORK ALREADY CARRIED OUT

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**HULL WEST PARADE**

No.38 Position light signal, situated adjacent to the signal box, applying Up Scarborough Branch to Sidings will, also apply in future to set back movements along Up Scarborough Branch to "Limit of Shunt" board, situated 230 yards in rear of West Parade's No.29 four aspect colour light signal. (8)

**\*\* BETWEEN LEEDS AND GARFORTH**

With reference to Supplementary Notice No.40A, the Control Cabin at the East end of Neville Hill Coaching Stock Depot has been brought into use. (6)

**CROFTON WEST JUNCTION**

The connection from Up Main to No.1 Siding has been secured in the normal position, pending removal and the associated signal abolished. (7)

**UNTIL FURTHER NOTICE—BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****UNTIL FURTHER NOTICE—BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON — continued****Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**BETWEEN WAKEFIELD ROAD AND STOURTON JN.****Redesignation of Lines**

Up Goods No.1 has become Up Goods between Wakefield Road and Stourton Junction.

Up Goods No.2 has become Up Through Siding between Wakefield Road and a new Notice Board worded "STOP TELEPHONE" has been erected at the clearance point with the Up Sidings. This notice board also applies to movements from the Up Sidings.

**Wakefield Road**

The Up Goods to Up Goods No.2 Home signal with Stourton Up Sidings Distant and the Calling-on signal below has been replaced by a miniature arm signal applying to Up Through Siding.

**Stourton Up Sidings**

The signal box, together with all points and signals worked therefrom, except as shown below, has been abolished.

The connection Up Goods No.2 to Up Sidings has been converted to hand worked spring points lying normally to Up Sidings.

The connections leading from the trailing connection Up Goods No.2 to Reception Sidings, Cripple Sidings and Nos.1 and 2 Fans, have been converted to two-way hand points.

A Notice Board worded "STOP, PROCEED WITH CAUTION" has been erected adjacent to the above mentioned hand worked spring points, applying to setting back movements from Stourton Junction.

**Stourton Jn.****Altered Signalling**

The disc signals formerly applying Up Main to Up Goods Nos. 1 or 2 and Up Goods to Up Goods Nos. 1 or 2 now applies Up Main and Up Goods to Up Through Siding Notice Board, respectively. (7)

**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****ALTERATIONS TO GENERAL APPENDIX****REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO PIPE SYSTEM****PAGE 4 (page 10 Supplement No.2)—4 Testing Brake**

- (A) "Simple" brake test—Add new clause (iv)  
(iv) The driver must not start the train unless he has observed the fall and rise of pressure on the locomotive brake pipe gauge.

**A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK, B.R. 29987**

Supplement No.1 to the above book has been distributed and is operative from 1 February.  
All Staff in possession of BR.29987 must ensure that they have received a copy of this supplement by the operative date. (8)

**BETWEEN MALTON AND RILLINGTON**

There is increased user of accommodation crossings between 21 and 26 m.p. by Contractors vehicles.  
**Drivers to sound horns when approaching crossings.**

**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.  
**(Until Monday 10 February)**



## MISCELLANEOUS NOTICES—continued.

## ★ NEVILLE HILL WORKING IN THE UP SIDINGS

Trains arriving for the up sidings may proceed in an easterly direction along the UP SIDE ARRIVAL LINE (formerly No.1 up reception line) to a Stop Proceed at Caution notice board located at the east end of the up side arrival line. Such trains will be disposed of at the east end of the sidings and the person in charge of the up sidings must advise the signalman at Leeds box when a train has been cleared from the up side arrival line. No movement must be made towards the Neville Hill West Junction along the up side arrival line unless the permission of the signalman at Leeds box has been obtained.

Movements from Neville Hill West Junction direction (including the Hunslet branch) may be allowed to enter the West End of the Up Sidings (other than the Up Side Arrival line) when the permission of the person in charge of the Up Sidings has been obtained.

At the crossover road between the former Up Reception lines adjacent to the Foreman's Office is clipped and scotched to lie along the Up Side Arrival line and must not be used until the permission of the Signalman at Leeds Box has been obtained.

When a train is ready to depart from the Up Sidings the person in charge must advise the Signalman at Leeds box, stating description and destination.  
(As from Monday 10 February)

## 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 YARD

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 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	



## 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 16 FEBRUARY—SNYDALE EAST

The following connections will be connected to and worked from Snydale East signal box :-

Trailing connection between Down and Up Main Lines

Facing connection from Down Main to Down Loop

Facing connection from Down Loop to Acton Hall Colliery

All movements to and from Acton Hall Colliery will be controlled by Handsignalmen. (10)

## DETAILS OF WORK ALREADY CARRIED OUT

## SKELTON

Skelton Bridge Ground Frame and associated connections have been abolished.

The facing connection from Up Main to the Up Goods has been replaced by a facing Up to Down Main crossover and a trailing connection from Down Main to the Up Goods. (9)

## RILLINGTON

The Up Main Outer Home signal has been abolished. (9)

## LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

## HULL WEST PARADE ✓

No.38 Position light signal, situated adjacent to the signal box, applying Up Scarborough Branch to goods will, also apply in future to set back movements along Up Scarborough Branch to "Limit of Shunt" board, situated 230 yards in rear of West Parade's No.29 four aspect colour light signal. (8)

## HALIFAX WEST ✓

The trailing crossover between Nos. 2 and 3 platform lines has been secured permanently out of use pending removal.

\*  
\* CROFTON WEST JUNCTION

The connection from Up Main to No.1 Siding has been secured in the normal position, pending removal and the associated signal abolished. (7)

## BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
<b>LEEDS CITY TO SKIPTON (STATION SOUTH)—continued</b>		
<b>SUNDAY 16 FEBRUARY — continued</b>		
Thackley Junction and Guiseley Junction	Down Fast (BLOCKED)	07 30 to 17 00. Adjusting rail expansions between 204m. 66chs. and 205½ m.p. <b>All Down traffic to travel over Down Slow.</b> Thackley Junction signal box open.
Steeton	Down Main	00 01 to 18 00. Repairs to Level Crossings between 215m. 3chs. and 215m. 5chs. Plant in use. Signal box open.
<b>MONDAY to FRIDAY 17 to 21 FEBRUARY</b>		
Newlay	All	08 00 to 16 00 daily. Renewing connections. Signal box open.
<b>MONDAY to FRIDAY 17 to 21 FEBRUARY</b>		
Apperley Junction and Apperley Viaduct	All	08 30 to 16 00 daily. Recovering material.
<b>MONDAY to SATURDAY 17 to 22 FEBRUARY</b>		
Leeds City (West End)	Platforms 1 and 2 (BLOCKED)	22 35 (Mon to Fri) to 06 50 (Tue to Sat). Contract ors erecting steelwork to low level roof. Mobile crane in use.
<b>TUESDAY 18 FEBRUARY</b>		
Keighley Station Junction	All	08 30 to 16 00. Testing controls.
<b>HUNSLET LANE GOODS BRANCH</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
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.
<b>SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE) STATION</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
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.
<b>SUNDAY 16 FEBRUARY</b>		
Bradford Forster Square	All	07 30 to 17 00. Testing controls. Signal box open.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON — continued****Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

Down Main Second Home

Disc Up Main to Down Main or Set Back on Up Main

Disc Up Main to Honeywell Siding

Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**\*\* BETWEEN WAKEFIELD ROAD AND STOURTON JN. ✓****Redesignation of Lines**

Up Goods No.1 has become Up Goods between Wakefield Road and Stourton Junction.

Up Goods No.2 has become Up Through Siding between Wakefield Road and a new Notice Board worded "STOP TELEPHONE" erected at the clearance point with the Up Sidings. This notice board also applies to movements from the Up Sidings.

**Wakefield Road**

The Up Goods to Up Goods No.2 Home signal with Stourton Up Sidings Distant and the Calling-on signal below has been replaced by a miniature arm signal applying to Up Through Siding.

**Stourton Up Sidings**

The signal box, together with all points and signals worked therefrom, except as shown below, has been abolished.

The connection Up Goods No.2 to Up Sidings has been converted to hand worked spring points lying normally to Up Sidings.

The connections leading from the trailing connection Up Goods No.2 to Reception Sidings, Cripple Sidings and Nos.1 and 2 Fans, have been converted to two-way hand points.

A Notice Board worded "STOP, PROCEED WITH CAUTION" has been erected adjacent to the above mentioned hand worked spring points, applying to setting back movements from Stourton Junction.

**Stourton Jn.****Altered Signalling**

The disc signals formerly applying Up Main to Up Goods Nos. 1 or 2 and Up Goods to Up Goods Nos. 1 or 2 now applies Up Main and Up Goods to Up Through Siding Notice Board, respectively. (7)



## 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

## ALTERATIONS TO GENERAL APPENDIX

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS  
CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO PIPE SYSTEM

## PAGE 4 (page 10 Supplement No.2)—4 Testing Brake

- (A) "Simple" brake test—Add new clause (iv)  
(iv) The driver must not start the train unless he has observed the fall and rise of pressure on the locomotive brake pipe gauge.

## A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK, B.R. 29987

Supplement No.1 to the above book has been distributed and is operative from 1 February.

All Staff in possession of BR.29987 must ensure that they have received a copy of this supplement by the operative date. (8)

## ★ BETWEEN MALTON AND SEAMER

There is increased user of accommodation crossings between 21 and 39 m.p. by Contractors vehicles. Drivers to sound horns when approaching crossings.

## FOSS ISLAND BRANCH

## Foss Island Goods Yard

Line 61 has been spiked out of use and abandoned. Line R.2 (No.4 Dock Road) shortened to 100 feet and buffer stop re-sited.

## NEVILLE HILL WORKING IN THE UP SIDINGS

Trains arriving for the up sidings may proceed in an easterly direction along the UP SIDE ARRIVAL LINE (formerly No.1 up reception line) to a Stop Proceed at Caution notice board located at the east end of the up side arrival line. Such trains will be disposed of at the east end of the sidings and the person in charge of the up sidings must advise the signalman at Leeds box when a train has been cleared from the up side arrival line. No movement must be made towards the Neville Hill West Junction along the up side arrival line unless the permission of the signalman at Leeds box has been obtained.

Movements from Neville Hill West Junction direction (including the Hunslet branch) may be allowed to enter the West End of the Up Sidings (other than the Up Side Arrival line) when the permission of the person in charge of the Up Sidings has been obtained.

At the crossover road between the former Up Reception lines adjacent to the Foreman's Office is clipped and scotched to lie along the Up Side Arrival line and must not be used until the permission of the Signalman at Leeds Box has been obtained.

When a train is ready to depart from the Up Sidings the person in charge must advise the Signalman at Leeds box, stating description and destination.



**NE/S**

EASTERN REGION

**No.8**

NORTHERN AREA

(SOUTHERN SECTION)

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

**SATURDAY 22 FEBRUARY**

**TO**

**FRIDAY 28 FEBRUARY 1969**

**INCLUSIVE**

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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.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 23 FEBRUARY—GASCOIGNE WOOD DOWN YARD**

The hand worked trailing crossover from the Hump to No.1 Reception line will be secured out of use pending removal.

**SUNDAY 23 FEBRUARY—DEARNE JUNCTION**

The Up Main Distant signal will be repositioned 200 yards nearer to the signal box with the arm at 11 feet above rail level. The distance between the Up Main Distant and Home signals will then be 789 yards.

**SUNDAY 23 FEBRUARY—MANNINGHAM SIDINGS AND MANNINGHAM STATION JUNCTION****Manningham Sidings Signal Box**

The signal box, together with all points and signals worked therefrom, will be abolished.

**Manningham Station Junction**

The trailing connection Down Goods to the former Motive Power Depot sidings together with the associated signals (except as shown below), will be abolished.

The ground disc formerly applying Down Goods to M.P.D. or Up Goods will, in future, apply to Up Goods only.

**SUNDAY 23 FEBRUARY—HALIFAX WEST AND EAST**

The West End connections from the Down and Up Main lines to Nos.4 and 5 platform lines, and the Bay siding line, will be abolished. Buffer stops will be erected on No.4 and 5 platform lines opposite the West End of the platforms.

**Halifax West**

The connections between Nos.2 and 1 platform lines and between No.3 and 2 platform lines, will be abolished.

**The following signals will be abolished :—**

- Shunting No.5 Platform to Up Main
- Up Main Distant
- Up Main Outer Home
- Up Main Inner Home
- No.1 Platform Outer Home
- Down Main Home to No.5 Platform

**Halifax East**

The trailing crossover between the Down and Up Main lines nearest the signal box will be secured permanently out of use, pending removal.

The associated disc signal Up Main to Down Main will be abolished.

The Up Main to No.1 platform line connection will be secured to lie permanently towards No.1 platform line, and the catch points in that line will be secured out of use.

**WEDNESDAY 26 FEBRUARY—THWAITE GATES LEVEL CROSSING**

The level crossing gates will be replaced by lifting barriers controlled by the Crossing Keeper.

## DETAILS OF WORK ALREADY CARRIED OUT

**SKELTON**

Skelton Bridge Ground Frame and associated connections have been abolished.

The facing connection from Up Main to the Up Goods has been replaced by a facing Up to Down Main crossover and a trailing connection from Down Main to the Up Goods. (9)

**RILLINGTON**

The Up Main Outer Home signal has been abolished. (9)

SECTION  
DETAILS

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### LEEDS CITY STATION

No. 4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position. Subsidiary signals will be used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead.  
(U.F.N.)

### \* HULL WEST PARADE

No. 38 Position light signal, situated adjacent to the signal box, applying Up Scarborough Branch to Sidings will, also apply in future to set back movements along Up Scarborough Branch to "Limit of Shunt" board, situated 230 yards in rear of West Parade's No. 29 four aspect colour light signal. (8)

### HALIFAX WEST

The trailing crossover between Nos. 2 and 3 platform lines has been secured permanently out of use pending removal.

### BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON-BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

### Barnsley Exchange Junction

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

#### The following signals have been taken out of use :-

Down Main Second Home

Disc Up Main to Down Main or Set Back on Up Main

Disc Up Main to Honeywell Siding

Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

### Darton

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.  
(U.F.N.)



## 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

## ALTERATIONS TO GENERAL APPENDIX

## REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO PIPE SYSTEM

## PAGE 4 (page 10 Supplement No.2)-4 Testing Brake

- (A) "Simple" brake test-Add new clause (iv)  
 (iv) The driver must not start the train unless he has observed the fall and rise of pressure on the locomotive brake pipe gauge.

## \*\* A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK, B.R. 29987

Supplement No.1 to the above book has been distributed and is operative from 1 February.

All Staff in possession of BR.29987 must ensure that they have received a copy of this supplement by the operative date. (8)

## BETWEEN MALTON AND SEAMER

There is increased user of accommodation crossings between 21 and 39 m.p. by Contractors vehicles. Drivers to sound horns when approaching crossings.

## FOSS ISLAND BRANCH

## Foss Island Goods Yard

The line leading to H.G. Hughes Ltd. Warehouse has been spiked out of use and abandoned and No.4 Dock Road has been shortened to 100 feet and buffer stop re-sited.

## NEVILLE HILL WORKING IN THE UP SIDINGS

Trains arriving for the up sidings may proceed in an easterly direction along the UP SIDE ARRIVAL LINE (formerly No.1 up reception line) to a Stop Proceed at Caution notice board located at the east end of the up side arrival line. Such trains will be disposed of at the east end of the sidings and the person in charge of the up sidings must advise the signalman at Leeds box when a train has been cleared from the up side arrival line. No movement must be made towards the Neville Hill West Junction along the up side arrival line unless the permission of the signalman at Leeds box has been obtained.

Movements from Neville Hill West Junction direction (including the Hunslet branch) may be allowed to enter the West End of the Up Sidings (other than the Up Side Arrival line) when the permission of the person in charge of the Up Sidings has been obtained.

At the crossover road between the former Up Reception lines adjacent to the Foreman's Office is clipped and scotched to lie along the Up Side Arrival line and must not be used until the permission of the Signalman at Leeds Box has been obtained.

When a train is ready to depart from the Up Sidings the person in charge must advise the Signalman at Leeds box, stating description and destination.

## 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.



SECTION D

MISCELLANEOUS NOTICES—continued.

★ 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. (10)

HILLHOUSE YARD

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 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	

★ ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Signal	Locomotive Working Order	Locomotive Working Order	Lamps and Methods Signals		Requirement signals order for flow		Cable points, spring or unworked trailing points		Engine Whistles				
			Local Signal	Standard Working Order	Down	Up	Manned Point	Gradient Rising order (Reverse Signal)	L. Long S. Short C. Cross				
									Down	Up	For		
									Man of Foot	Slow or Took	Man of Foot	Slow or Goods	For

PAGE 81

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

Featherstone

INSERT:—Additional Down Goods Line between Station and Snyderdale East.

LOCAL INSTRUCTIONS

PAGE 347

HULL

WEST PARADE SIGNAL BOX

ADD as third paragraph:—

Diesel hauled trains and D.M.U.'s proceeding from West Parade along the Up Scarborough branch towards the Limit of Shunt board, situated on the approach side of Walton Street signal box for the purpose of travelling over the Cottingham Branch to turn their train or vehicles, must be driven from the leading end.

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

York

MO.45/NES/

F.J. BURGE  
Movements Manager

12 February, 1969

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.



**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 2 MARCH—MORLEY LOW**

The Up Sidings will be abolished. The trailing connection from the Up Main 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

(12)

**SUNDAY 2 MARCH—HALIFAX WEST AND EAST****Halifax West and East**

The Down Goods No.1 and the Up Goods between Halifax West and East signal boxes will be taken out of use.

**Halifax West**

All connections will be secured in the normal position pending removal with the exception of the trailing crossover between the Down and Up Main lines. The Down Main connection into No.3 Platform Line which will be secured to lie towards that line.

**The following signals will be abolished :-**

Up Goods Starting Signal

Shunting to Neck

Shunting Down Goods to Up Main

Horse Stage to Down Goods No.2

Down Main to Shunt Neck

Down Main to Goods

Down Main to Down Goods No.2

Sidings to Down Goods No.2

Sidings to Shunt Loop

**Goods Yard**

The connection Down Goods No.1 to Down Goods No.2 will be secured to lie towards Down Goods No.2.

The Down Goods No.1 Home signal will be abolished.

(12)

**SUNDAY 2 MARCH—LEEDS CITY**

A banner repeater signal (RL.124) will be provided on a pillar supporting the station roof 125 yards before reaching No.L.124 signal (Platform No.2 to A or B roads).

(12)

**WEDNESDAY 5 MARCH—WOMERSLEY**

The Up Main Home signal will be repositioned 29 yards further from the signal box.

(12)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued****DETAILS OF WORK REFERRED TO IN SECTION B—continued****WEDNESDAY 5 MARCH—BETWEEN SELBY WEST AND NORTH****Between Selby South and Selby West****The following lines will be abolished :—**

- Down Branch Goods (except for short spur left at Selby South end)
- Down Branch Sidings
- Timber Siding
- Coal Depot
- Horse Dock

**Selby South****The following connections will be secured permanently out of use pending removal :—**

- Down Branch Goods to Down Branch Sidings
- Down Branch Goods to Down Platform
- Down Main to Down Goods Branch

**The following signals will be abolished :—**

- Shunting Down Branch Sidings to Down Branch Goods
- Down Branch Goods First Home (Disc signal)
- Down Branch Goods to Horse Dock
- Down Branch Goods Second Home
- Shunting Horse Dock to Down Branch Goods
- Calling-On, Down Branch Goods to Down Platform
- Shunt Ahead, Down Branch Goods to Down Main
- Down Branch Goods to Down Platform Starting
- Down Branch Goods to Down Main Starting

The disc signals on the left of the Down Platform and Down Main lines at the station end of Down Main applying to setting back movements along Down Main/Down Platform lines or Down Branch Goods, will, in future, apply to setting back along Down Main or Down Platform lines only.

**Selby West**

The Down Branch Goods line will be slued into the Down Branch Siding line 100 yards from the signal box and will be renamed Coal Sidings and will be shortened to 150 yards.

A notice board worded "STOP FOR ORDERS" will be provided at the exit from the Coal Sidings on the left of the trap points leading to the Down Main.

**Selby North**

The Down Branch Goods Distant signal will be abolished.

(12)

**DETAILS OF WORK ALREADY CARRIED OUT****\*  
\*\* SKELTON**

Skelton Bridge Ground Frame and associated connections have been abolished.

The facing connection from Up Main to the Up Goods has been replaced by a facing Up to Down Main crossover and a trailing connection from Down Main to the Up Goods. (9)

**\*  
\*\* RILLINGTON**

The Up Main Outer Home signal has been abolished.

(9)

**GASCOIGNE WOOD DOWN YARD**

The hand worked trailing crossover from the Hump to No.1 Reception line has been secured out of use pending removal. (11)

## SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT-continued

## DEARNE JUNCTION ✓

The Up Main Distant signal has been repositioned 200 yards nearer to the signal box with the arm at 11 feet above rail level. The distance between the Up Main Distant and Home signals will now be 789 yards. (11)

## MANNINGHAM SIDINGS AND MANNINGHAM STATION JUNCTION ✓

## Manningham Sidings Signal Box

The signal box, together with all points and signals worked therefrom, has been abolished. (11)  
(Amended item)

## HALIFAX WEST AND EAST

The West End connections from the Down and Up Main lines to Nos.4 and 5 platform lines, and the Bay siding line, has been abolished. Buffer stops have been erected on No.4 and 5 platform lines opposite the West End of the platforms.

## Halifax West

The connections between Nos. 2 and 1 platform lines and between No.3 and 2 platform lines, have been abolished.

## The following signals have been abolished :-

- Shunting No.5 Platform to Up Main
- Up Main Distant
- Up Main Outer Home
- Up Main Inner Home
- No.1 Platform Outer Home
- Down Main Home to No.5 Platform

## Halifax East

The trailing crossover between the Down and Up Main lines nearest the signal box has been secured permanently out of use, pending removal.

The associated disc signal Up Main to Down Main has been abolished.

The Up Main to No.1 platform line connection has been secured to lie permanently towards No.1 platform line, and the catch points in that line have been secured out of use. (11)

## THWAITE GATES LEVEL CROSSING

The level crossing gates have been replaced by lifting barriers controlled by the Crossing Keeper. (11)

## MILFORD NORTH AND MILFORD SOUTH

Until further notice the Up Goods line between Milford North and Milford South has been brought back into use. J.F.N.)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**MILFORD NORTH AND MILFORD SOUTH**

Until further notice the Up Goods line between Milford North and Milford South has been brought back into use. (U.F.N.)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**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****ALTERATIONS TO GENERAL APPENDIX****REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO PIPE SYSTEM****PAGE 4 (page 10 Supplement No.2)-4 Testing Brake**

- (A) "Simple" brake test—Add new clause (iv)  
(iv) The driver must not start the train unless he has observed the fall and rise of pressure on the locomotive brake pipe gauge.

**BETWEEN MALTON AND SEAMER**

There is increased user of accommodation crossings between 21 and 39 m.p. by Contractors vehicles. Drivers to sound horns when approaching crossings.

**FOSS ISLAND BRANCH****Foss Island Goods Yard**

The line leading to H.G. Hughes Ltd. Warehouse has been spiked out of use and abandoned and No.4 Dock Road has been shortened to 100 feet and buffer stop re-sited.

**NEVILLE HILL WORKING IN THE UP SIDINGS**

Trains arriving for the up sidings may proceed in an easterly direction along the UP SIDE ARRIVAL LINE (formerly No.1 up reception line) to a Stop Proceed at Caution notice board located at the east end of the up side arrival line. Such trains will be disposed of at the east end of the sidings and the person in charge of the up sidings must advise the signalman at Leeds box when a train has been cleared from the up side arrival line. No movement must be made towards the Neville Hill West Junction along the up side arrival line unless the permission of the signalman at Leeds box has been obtained.

Movements from Neville Hill West Junction direction (including the Hunslet branch) may be allowed to enter the West End of the Up Sidings (other than the Up Side Arrival line) when the permission of the person in charge of the Up Sidings has been obtained.

At the crossover road between the former Up Reception lines adjacent to the Foreman's Office is clipped and scotched to lie along the Up Side Arrival line and must not be used until the permission of the Signalman at Leeds Box has been obtained.

When a train is ready to depart from the Up Sidings the person in charge must advise the Signalman at Leeds box, stating description and destination.

## SECTION D

## MISCELLANEOUS NOTICES—continued.

## 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.**

## 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. (10)

## HILLHOUSE YARD

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 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 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 9 MARCH-YORK

The Down Shunt Spur will be dispensed with and the connection from Down Reception lines to Shunt Spur will become trap points.  
The connection Down Reception Lines to Down Leeds will be secured out of use pending removal.  
The signal at the exit from the Down Reception Lines will now apply only to the Down Holgate Loop.  
The following Ground positioned light signals will be abolished:-  
Down Leeds Main to Dringhouses Down Reception Lines  
Shunt Spur to Dringhouses Down Reception Lines  
Down Doncaster Main to Up Leeds (13)

SUNDAY 9 MARCH-CALVERLEY ✓

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. (13)

SUNDAY 9 MARCH-HALIFAX WEST

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.  
All movements to and from Goods Yard will be made through the connections at Halifax East. (13)

MONDAY 10 MARCH-BRADFORD FORSTER SQUARE ✓

Nos. 7-11 East Carriage Sidings will be secured out of use pending removal.  
The Ashpit Sidings and crossover leading to the Turntable Siding will be secured out of use pending removal.  
The Turntable will be abolished. (13)

MONDAY 10 MARCH-BRADFORD VALLEY GOODS

The Cattle Dock Sidings will be secured out of use pending removal.  
A buffer stop will be erected at the toe of the Cattle Dock Sidings points. (13)

DETAILS OF WORK ALREADY CARRIED OUT

GASCOIGNE WOOD DOWN YARD

The hand worked trailing crossover from the Hump to No.1 Reception line has been secured out of use pending removal. (11)

DEARNE JUNCTION

The Up Main Distant signal has been repositioned 200 yards nearer to the signal box with the arm at 11 feet above rail level. The distance between the Up Main Distant and Home signals will now be 789 yards. (11)

MANNINGHAM SIDINGS AND MANNINGHAM STATION JUNCTION

Manningham Sidings Signal Box  
The signal box, together with all points and signals worked therefrom, has been abolished. (11)  
(Amended item)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS –continued****DETAILS OF WORK ALREADY CARRIED OUT –continued****HALIFAX WEST AND EAST**

The West End connections from the Down and Up Main lines to Nos.4 and 5 platform lines, and the Bay siding line, has been abolished. Buffer stops have been erected on No.4 and 5 platform lines opposite the West End of the platforms.

**Halifax West**

The connections between Nos. 2 and 1 platform lines and between No.3 and 2 platform lines, have been abolished.

**The following signals have been abolished :-**

- Shunting No.5 Platform to Up Main
- Up Main Distant
- Up Main Outer Home
- Up Main Inner Home
- No.1 Platform Outer Home
- Down Main Home to No.5 Platform

**Halifax East**

The trailing crossover between the Down and Up Main lines nearest the signal box has been secured permanently out of use, pending removal.

The associated disc signal Up Main to Down Main has been abolished.

The Up Main to No.1 platform line connection has been secured to lie permanently towards No.1 platform line, and the catch points in that line have been secured out of use. (11)

**THWAITE GATES LEVEL CROSSING**

The level crossing gates have been replaced by lifting barriers controlled by the Crossing Keeper. (11)

**SELBY WEST TO SELBY NORTH****Between Selby South and Selby West****The following lines have been abolished :-**

- Down Branch Goods (except for short spur left at Selby South end)
- Down Branch Sidings
- Timber Siding
- Coal Depot
- Horse Dock

**Selby South****The following connections have been secured permanently out of use pending removal :-**

- Down Branch Goods to Down Branch Sidings
- Down Branch Goods to Down Platform
- Down Main to Down Goods Branch

**The following signals have been abolished :-**

- Shunting Down Branch Sidings to Down Branch Goods
- Down Branch Goods First Home (Disc signal)
- Down Branch Goods to Horse Dock
- Down Branch Goods Second Home
- Shunting Horse Dock to Down Branch Goods
- Calling-On, Down Branch Goods to Down Platform
- Shunt Ahead, Down Branch Goods to Down Main
- Down Branch Goods to Down Platform Starting
- Down Branch Goods to Down Main Starting

The disc signals on the left of the Down Platform and Down Main lines at the station end of Down Main applying to setting back movements along Down Main/Down Platform lines or Down Branch Goods, apply to setting back along Down Main or Down Platform lines only.

**SECTION C—SIGNALLING AND PERMANENTWAY ALTERATIONS—continued****DETAILS OF WORK REFERRED TO IN SECTION B—continued****SELBY WEST TO SELBY NORTH—continued****Selby West**

The Down Branch Goods line has been slued into the Down Branch Siding line 100 yards from the signal box and renamed Coal Sidings and have been shortened to 150 yards.

A notice board worded "STOP FOR ORDERS" has been provided at the exit from the Coal Sidings on the left of the trap points leading to the Down Main.

**Selby North**

The Down Branch Goods Distant signal has been abolished. (12)

**MORLEY LOW**

The Up Sidings have been abolished. The trailing connection from the Up Main 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 (12)

**HALIFAX WEST AND EAST****Halifax West and East**

The Down Goods No.1 and the Up Goods between Halifax West and East signal boxes have been taken out of use.

**Halifax West**

All connections have been secured in the normal position pending removal with the exception of the trailing crossover between the Down and Up Main lines. The Down Main connection into No.3 Platform Line which has been secured to lie towards that line.

**The following signals have been abolished :—**

Up Goods Starting Signal  
Shunting to Neck  
Shunting Down Goods to Up Main  
Horse Stage to Down Goods No.2  
Down Main to Shunt Neck  
Down Main to Goods  
Down Main to Down Goods No.2  
Sidings to Down Goods No.2  
Sidings to Shunt Loop

**Goods Yard**

The connection Down Goods No.1 to Down Goods No.2 have been secured to lie towards Down Goods No.2.

The Down Goods No.1 Home signal has been abolished. (12)

**LEEDS CITY**

A banner repeater signal (RL.124) has been provided on a pillar supporting the station roof 125 yards before reaching No. L.124 signal (Platform No.2 to A or B roads). (12)

**WOMERSLEY**

The Up Main Home signal has been repositioned 29 yards further from the signal box. (12)



**SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued****DETAILS OF WORK ALREADY CARRIED OUT-continued****LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**MILFORD NORTH AND MILFORD SOUTH**

Until further notice the Up Goods line between Milford North and Milford South has been brought back into use. (U.F.N.)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON-BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

Down Main Second Home

Disc Up Main to Down Main or Set Back on Up Main

Disc Up Main to Honeywell Siding

Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**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****ALTERATIONS TO GENERAL APPENDIX****REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS  
CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO PIPE SYSTEM****PAGE 4 (page 10 Supplement No.2)-4 Testing Brake**

- (A) "Simple" brake test-Add new clause (iv)  
(iv) The driver must not start the train unless he has observed the fall and rise of pressure on the locomotive brake pipe gauge.

**BETWEEN MALTON AND SEAMER**

There is increased user of accommodation crossings between 21 and 39 m.p. by Contractors vehicles.  
**Drivers to sound horns when approaching crossings.**

**\*  
\*  
\* FOSS ISLAND BRANCH****Foss Island Goods Yard**

The line leading to H.G. Hughes Ltd. Warehouse has been spiked out of use and abandoned and No. 4 Dock Road has been shortened to 100 feet and buffer stop re-sited.

**NEVILLE HILL WORKING IN THE UP SIDINGS**

Trains arriving for the up sidings may proceed in an easterly direction along the UP SIDE ARRIVAL LINE (formerly No.1 up reception line) to a Stop Proceed at Caution notice board located at the east end of the up side arrival line. Such trains will be disposed of at the east end of the sidings and the person in charge of the up sidings must advise the signalman at Leeds box when a train has been cleared from the up side arrival line. No movement must be made towards the Neville Hill West Junction along the up side arrival line unless the permission of the signalman at Leeds box has been obtained.

Movements from Neville Hill West Junction direction (including the Hunslet branch) may be allowed to enter the West End of the Up Sidings (other than the Up Side Arrival line) when the permission of the person in charge of the Up Sidings has been obtained.

At the crossover road between the former Up Reception lines adjacent to the Foreman's Office is clipped and scotched to lie along the Up Side Arrival line and must not be used until the permission of the Signalman at Leeds Box has been obtained.

When a train is ready to depart from the Up Sidings the person in charge must advise the Signalman at Leeds box, stating description and destination.

## SECTION D

## MISCELLANEOUS NOTICES—continued

## 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.**

\*  
\*\* 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. (10)

## HILLHOUSE YARD

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
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	



## 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

## \* \* GASCOIGNE WOOD DOWN YARD

The hand worked trailing crossover from the Hump to No.1 Reception line has been secured out of use pending removal. (11)

## \* \* DEARNE JUNCTION

The Up Main Distant signal has been repositioned 200 yards nearer to the signal box with the arm at 11 feet above rail level. The distance between the Up Main Distant and Home signals will now be 789 yards. (11)

## \* \* MANNINGHAM SIDINGS AND MANNINGHAM STATION JUNCTION

## Manningham Sidings Signal Box

The signal box, together with all points and signals worked therefrom, has been abolished. (11)

## \* \* HALIFAX WEST AND EAST

The West End connections from the Down and Up Main lines to Nos.4 and 5 platform lines, and the Bay siding line, has been abolished. Buffer stops have been erected on No.4 and 5 platform lines opposite the West End of the platforms.

## Halifax West

The connections between Nos. 2 and 1 platform lines and between No.3 and 2 platform lines, have been abolished.

## The following signals have been abolished :-

- Shunting No.5 Platform to Up Main
- Up Main Distant
- Up Main Outer Home
- Up Main Inner Home
- No.1 Platform Outer Home
- Down Main Home to No.5 Platform

## Halifax East

The trailing crossover between the Down and Up Main lines nearest the signal box has been secured permanently out of use, pending removal.

The associated disc signal Up Main to Down Main has been abolished.

The Up Main to No.1 platform line connection has been secured to lie permanently towards No.1 platform line, and the catch points in that line have been secured out of use. (11)

## \* \* THWAITE GATES LEVEL CROSSING

The level crossing gates have been replaced by lifting barriers controlled by the Crossing Keeper. (11)

## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS –continued

## DETAILS OF WORK ALREADY CARRIED OUT –continued

## SELBY WEST TO SELBY NORTH

## Between Selby South and Selby West

**The following lines have been abolished :-**

- Down Branch Goods (except for short spur left at Selby South end)
- Down Branch Sidings
- Timber Siding
- Coal Depot
- Horse Dock

## Selby South

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

- Down Branch Goods to Down Branch Sidings
- Down Branch Goods to Down Platform
- Down Main to Down Goods Branch

**The following signals have been abolished :-**

- Shunting Down Branch Sidings to Down Branch Goods
- Down Branch Goods First Home (Disc signal)
- Down Branch Goods to Horse Dock
- Down Branch Goods Second Home
- Shunting Horse Dock to Down Branch Goods
- Calling-On, Down Branch Goods to Down Platform
- Shunt Ahead, Down Branch Goods to Down Main
- Down Branch Goods to Down Platform Starting
- Down Branch Goods to Down Main Starting

The disc signals on the left of the Down Platform and Down Main lines at the station end of Down Main applying to setting back movements along Down Main/Down Platform lines or Down Branch Goods, apply to setting back along Down Main or Down Platform lines only.

## Selby West

The Down Branch Goods line has been slued into the Down Branch Siding line 100 yards from the signal box and renamed Coal Sidings and have been shortened to 150 yards.

A notice board worded "STOP FOR ORDERS" has been provided at the exit from the Coal Sidings on the left of the trap points leading to the Down Main.

## Selby North

The Down Branch Goods Distant signal has been abolished. (12)

## MORLEY LOW

The Up Sidings have been abolished. The trailing connection from the Up Main 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 (12)

## DEWSBURY RAILWAY STREET

The middle road adjacent to the Loading Dock has been secured out of use pending removal. (New Item) (14)

## HALIFAX WEST AND EAST

## Halifax West and East

The Down Goods No.1 and the Up Goods between Halifax West and East signal boxes have been taken out of use.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****HALIFAX WEST AND EAST—continued****Halifax West**

All connections have been secured in the normal position pending removal with the exception of the trailing crossover between the Down and Up Main lines. The Down Main connection into No.3 Platform Line which has been secured to lie towards that line.

**The following signals have been abolished :—**

Up Goods Starting Signal  
 Shunting to Neck  
 Shunting Down Goods to Up Main  
 Horse Stage to Down Goods No.2  
 Down Main to Shunt Neck  
 Down Main to Goods  
 Down Main to Down Goods No.2  
 Sidings to Down Goods No.2  
 Sidings to Shunt Loop

**Goods Yard**

The connection Down Goods No.1 to Down Goods No.2 have been secured to lie towards Down Goods No.2.

The Down Goods No.1 Home signal has been abolished. (12)

**LEEDS CITY**

A banner repeater signal (RL.124) has been provided on a pillar supporting the station roof 125 yards before reaching No. L.124 signal (Platform No.2 to A or B roads). (12)

**WOMERSLEY**

The Up Main Home signal has been repositioned 29 yards further from the signal box. (12)

**YORK (DRINGHOUSES)**

The Down Shunt Spur has been dispensed with and the connection from Down Reception lines to Shunt Spur will become trap points.

The connection Down Reception Lines to Down Leeds has been secured out of use pending removal.

The signal at the exit from the Down Reception Lines will now apply only to the Down Holgate Loop.

The following Ground position light signals have been abolished:—

Down Leeds Main to Dringhouses Down Reception Lines  
 Shunt Spur to Dringhouses Down Reception Lines  
 Down Doncaster Main to Up Leeds (13)

**CALVERLEY**

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

All connections have been secured out of use in the normal position pending removal. (13)

**HALIFAX WEST**

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.

All movements to and from Goods Yard are now made through the connections at Halifax East. (13)

**BRADFORD FORSTER SQUARE**

Nos.7-11 East Carriage Sidings has been secured out of use pending removal.

The Ashpit Sidings and crossover leading to the Turntable Siding have been secured out of use pending removal.

The Turntable has been abolished. (13)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BRADFORD VALLEY GOODS**

The Cattle Dock Sidings has been secured out of use pending removal.  
A buffer stop has been erected at the toe of the Cattle Dock Sidings points.

(13)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**MILFORD NORTH AND MILFORD SOUTH**

Until further notice the Up Goods line between Milford North and Milford South has been brought back into use. (U.F.N.)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**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**

★ **EXPERIMENTAL BLUE FLASHING LIGHTS ON TAMPING MACHINES**

\* \*\* Referring to the work shown in Section B on Thursday 20 March, from 04 00 to 09 00 on the Down Fast line between Skelton Bridge and Tollerton.

The tamping machine will be fitted, experimentally, with a blue flashing light on the side nearest to the Up Fast line. The light is a reminder to staff on site of the close proximity of trains passing on that line. (11)

**MILFORD SOUTH AND BURTON SALMON**

Until further notice the connections between the Goods and Main lines, and between the Normanton and Ferrybridge lines at Burton Salmon are out of use. All trains to and from the Ferrybridge direction will travel over the Up and Down Goods lines between Milford South and Burton Salmon under the Absolute Block Regulations and Rule 55 must be observed for all trains.

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

York  
5 March, 1969

MO.45/NES/

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.11.

## 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 23 MARCH—KNOTTINGLEY**

No.395 signal, Down Goole to No.419 signal, will be abolished.

No.419 signal, Down Goole to No.425 signal, will be repositioned 200 yards further from the signal box.

**SUNDAY 23 MARCH—HALIFAX GOODS YARD AND EAST**

Nos.3,4 and 5 Platform Lines and the Carriage Siding will be abolished.

The North Bridge lines will be singled. Access to this line will in future be via hand points from the Coal Cell Shunting line to the Up North Bridge line, adjacent to Halifax East signal box. The connections to the Down North Bridge line will be abolished. The trailing crossover between the North Bridge lines will be secured in the reverse position. The Up line from North Bridge to this crossover will be taken out of use. The Down line to North Bridge from this crossover will become the single line.

The Down Main Line will be severed at the West End of No.3 Platform line, and slewed into No.2 Platform Line.

No.2 Platform Line will become the new Down Main.

No.1 Platform Line will become the Up Main line.

**Halifax Goods Yard**

All signals will be abolished. The signal box will be converted to a shunting frame.

**Halifax East**

The connections between the former No.4 Platform Line and the former Up Goods, and between the former Up Goods line and the Down Goods, will be converted to hand operation to give access to the Down Goods Line.

The Down Goods to Coal Shoots connection will also be converted to hand operation.

All other connections, (except the Mains Crossover) will be secured out of use.

All associated signals will be abolished.

**The following new three aspect colour light signals will be provided :-**

No.709 Down Main, with two way stencil type route indicator and subsidiary signal below, situated to the left of the Down Main 789 yards West of the signal box.

No.714 Up Main, with right hand offset subsidiary signal, situated to the left of Up Main at the west end of No.1 Platform.

**UNTIL FURTHER NOTICE THESE SIGNALS WILL DISPLAY RED ASPECTS ONLY AND HAND SIGNALMEN WILL BE PROVIDED.**

Telephone communication with the signal box will be provided from the above mentioned signals.

(15)

## DETAILS OF WORK ALREADY CARRIED OUT

**FOSS ISLANDS BRANCH (FOSS ISLANDS GOODS YARD)**

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

The two sidings adjacent to the Foss Islands Road boundary

The siding to the west of the Coal Cells approach ramp

The two sidings to the rear of the Coal Cells

Nos.1 Dock Road and No.5 Dock Road

(New Item)(15)

**GUISELEY DOWN GOODS YARD**

The connections from No.2 Road to Nos.3,4 and 6 Roads have been secured out of use pending removal.

(New Item)(15)



## SECTION C -- SIGNALLING AND PERMANENT WAY ALTERATIONS --continued

## DETAILS OF WORK ALREADY CARRIED OUT --continued

**\*\* SELBY WEST TO SELBY NORTH****Between Selby South and Selby West****The following lines have been abolished :-**

- Down Branch Goods (except for short spur left at Selby South end)
- Down Branch Sidings
- Timber Siding
- Coal Depot
- Horse Dock

**Selby South****The following connections have been secured permanently out of use pending removal :-**

- Down Branch Goods to Down Branch Sidings
- Down Branch Goods to Down Platform
- Down Main to Down Goods Branch

**The following signals have been abolished :-**

- Shunting Down Branch Sidings to Down Branch Goods
- Down Branch Goods First Home (Disc signal)
- Down Branch Goods to Horse Dock
- Down Branch Goods Second Home
- Shunting Horse Dock to Down Branch Goods
- Calling-On, Down Branch Goods to Down Platform
- Shunt Ahead, Down Branch Goods to Down Main.
- Down Branch Goods to Down Platform Starting
- Down Branch Goods to Down Main Starting

The disc signals on the left of the Down Platform and Down Main lines at the station end of Down Main applying to setting back movements along Down Main/Down Platform lines or Down Branch Goods, apply to setting back along Down Main or Down Platform lines only.

**Selby West**

The Down Branch Goods line has been slued into the Down Branch Siding line 100 yards from the signal box and renamed Coal Sidings and have been shortened to 150 yards.

A notice board worded "STOP FOR ORDERS" has been provided at the exit from the Coal Sidings on the left of the trap points leading to the Down Main.

**Selby North**

The Down Branch Goods Distant signal has been abolished. (12)

**\* \*\* MORLEY LOW**

The Up Sidings have been abolished. The trailing connection from the Up Main 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 (12)

**DEWSBURY RAILWAY STREET**

The middle road adjacent to the Loading Dock has been secured out of use pending removal. (14)

**\* \*\* HALIFAX WEST AND EAST****Halifax West and East**

The Down Goods No.1 and the Up Goods between Halifax West and East signal boxes have been taken out of use.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BRADFORD VALLEY GOODS**

The Cattle Dock Sidings has been secured out of use pending removal.

A buffer stop has been erected at the toe of the Cattle Dock Sidings points.

(13)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead.

(U.F.N.)

**MILFORD NORTH AND MILFORD SOUTH**

Until further notice the Up Goods line between Milford North and Milford South has been brought back into use.

(U.F.N.)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)

## 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

## MILFORD SOUTH AND BURTON SALMON

Until further notice the connections between the Goods and Main lines, and between the Normanton and Ferrybridge lines at Burton Salmon are out of use. All trains to and from the Ferrybridge direction will travel over the Up and Down Goods lines between Milford South and Burton Salmon under the Absolute Block Regulations and Rule 55 must be observed for all trains.

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

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York  
12 March, 1969

MO.45/NES/

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.12.

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NE/S N<sup>o</sup> 13 1969

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.

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 30 MARCH-DRYCLOUGH JUNCTION AND HALIFAX

Dryclough Junction

The Up Main Distant signal will be abolished (see below).

Halifax East

The signal box will be renamed Halifax and all signals with the exception of the Up Main colour light Distant and Down Main colour light Starting signals (see below) will be abolished.

Redesignation of lines

No.4 Platform line will be renamed Coal Cells.

The former Down Goods line between Holdsworth Bridge and Halifax West will be renamed Reception line.

Permanent Way Alterations

The trailing crossover between the Down and Up Main lines formerly controlled by Halifax East signal box will be known as the East Mains Crossover.

The trailing crossover between the Down and Up Main lines, formerly controlled by Halifax West signal box (at present secured out of use) to be known as the West Mains Crossover will be brought into use.

The trailing connection on Down Main to Reception line (at present being hand signalled) will be brought into use.

The facing crossover between the Down and Up Main lines at the West end of the station (at present being hand signalled) will be brought into use.

A new connection connecting the Reception Line to the Coal Cells will be brought into use, together with a hand worked connection to the Goods Yard and Sidings.

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

Down Main line

No.709 Down Main First Home signal 937 yards after passing the Down Main Distant signals (situated beneath Dryclough Junction Down Home Signals) with subsidiary signal and associated two way route indicator applying as follows:-

Route indication	Application
1	Down Main to No.1 Platform line (occupied or clear).
2	Down Main to No.2 platform line (occupied).

No.715 Down Main Second Home signal 789 yards after passing the Down Main First Home signal (No.709).

No.719 Down Main Starting signal 255 yards after passing the Down Main Second Home signal (No.715). This signal is a four aspect signal which, at present, will display only a Red or Green aspect.

Up Main line.

No.718 Up Main First Home signal (searchlight signal) 1,249 yards after passing the existing Halifax East Up Main Distant signal which becomes the new Halifax Up Main Distant signal. A subsidiary signal is provided on the same post as No.718 signal but this signal will not be brought into use at the present time.

No.714 Up Main Second Home signal 415 yards after passing the Up Main First Home signal (No.718) with right hand off-set subsidiary signal applying Up Main to Reception Line.

No.713 Down Main to Up Main Starting signal situated at the West end of No.2 Platform line with right hand off-set subsidiary signal applying Down Main to Reception line.

No.708 Up Main Starting signal 587 yards after passing the Up Main Second Home signal (No.714) incorporating Dryclough Junction Up Main Distant signal.

Telephones, communicating with Halifax signal box, are provided at Nos.709, 719, 718, 714, 713 and 708 signals.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS –continued****DETAILS OF WORK REFERRED TO IN SECTION 'B' –continued.****SUNDAY 30 MARCH –DRYCLOUGH JUNCTION AND HALIFAX –continued****Halifax East –continued****The following ground position light shunting signals will be brought into use:–**

No.710 situated at the West End of the West Mains crossover on the right of the Up Main line applying Up Main to Nos.1 or 2 Platform lines.

No.711 situated at the East End of the Reception line with three way Route Indicator applying as follows:–

Route indication	Application
S	Reception line to Coal Cells.
2	Reception line to No.2 Platform line.
1	Reception line to No.1 Platform line.

No.712 situated at the West End of the Coal Cells line applying Coal Cells to Reception line.

No.716 situated at the West End of the East Mains crossover on the right hand side of the Up Main line applying Up Main to Down Main.

No.717 situated at the East end of the East Mains crossover on the right hand side of the Down Main line applying Down Main to Nos.1 or 2 Platform lines.

Telephones, communicating with Halifax signal box are provided at Nos. 711 and 712 shunting signals.

**Catch points.**

The Worked catch points which were formerly situated 632 yards before reaching Holdsworth Bridge Down Home signal will be 780 yards before reaching Halifax Down Main First Home signal (No.709). (16)

**DETAILS OF WORK ALREADY CARRIED OUT****FOSS ISLANDS BRANCH (FOSS ISLANDS GOODS YARD)**

The following sidings have been secured out of use pending removal:–

The two sidings adjacent to the Foss Islands Road boundary

The siding to the west of the Coal Cells approach ramp

The two sidings to the rear of the Coal Cells

Nos.1 Dock Road and No.5 Dock Road (15)

**GUISELEY DOWN GOODS YARD**

The connections from No.2 Road to Nos.3,4 and 6 Roads have been secured out of use pending removal. (15)

**KNOTTINGLEY**

No.395 signal, Down Goole to No.419 signal, has been abolished.

No.419 signal, Down Goole to No.425 signal, has been repositioned 200 yards further from the signal box. (15)

**HALIFAX GOODS YARD AND EAST**

Nos.3, 4 and 5 Platform Lines and the Carriage Siding has been abolished.

The North Bridge lines will be singled. Access to this line is now via hand points from the Coal Cell Shunting line to the Up North Bridge line, adjacent to Halifax East signal box. The connections to the Down North Bridge line will be abolished. The trailing crossover between the North Bridge lines are now secured in the reverse position. The Up line from North Bridge to this crossover has been taken out of use. The Down line to North Bridge from this crossover has now become the single line.

The Down Main line has been severed at the West End of No.3 Platform line, and slewed into No.2 Platform Line.

No.2 Platform Line is now the new Down Main.

No.1 Platform Line is now the Up Main line.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****HALIFAX GOODS YARD AND EAST — continued****Halifax Goods Yard**

All signals have been abolished. The signal box is now converted to a shunting frame.

**Halifax East**

The connections between the former No. 4 Platform Line and the former Up Goods, and between the former Up Goods line and the Down Goods, has been converted to hand operation to give access to the Down Goods Line.

The Down Goods to Coal Shoots connection has been converted to hand operation.

All other connections, (except the Mains Crossover) have been secured out of use.

All associated signals have been abolished.

**The following new three aspect colour light signals have been provided :—**

No. 709 Down Main, with two way stencil type route indicator and subsidiary signal below, situated to the left of the Down Main 789 yards West of the signal box.

No. 714 Up Main, with right hand offset subsidiary signal, situated to the left of Up Main at the west end of No. 1 Platform.

**UNTIL FURTHER NOTICE THESE SIGNALS WILL DISPLAY RED ASPECTS ONLY AND HAND SIGNALMEN WILL BE PROVIDED.**

Telephone communication with the signal box is now provided from the above mentioned signals.

(15)

**DEWSBURY RAILWAY STREET**

The middle road adjacent to the Loading Dock has been secured out of use pending removal.

(14)

**\* \* YORK (DRINGHOUSES)**

The Down Shunt Spur has been dispensed with and the connection from Down Reception lines to Shunt Spur will become trap points.

The connection Down Reception Lines to Down Leeds has been secured out of use pending removal.

The signal at the exit from the Down Reception Lines will now apply only to the Down Holgate Loop.

The following Ground position light signals have been abolished:—

Down Leeds Main to Dringhouses Down Reception Lines

Shunt Spur to Dringhouses Down Reception Lines

Down Doncaster Main to Up Leeds

(13)

**\* \* CALVERLEY**

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

All connections have been secured out of use in the normal position pending removal.

(13)

**\* \* HALIFAX WEST**

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.

All movements to and from Goods Yard are now made through the connections at Halifax East. (13)

**\* \* BRADFORD FORSTER SQUARE**

Nos. 7-11 East Carriage Sidings has been secured out of use pending removal.

The Ashpit Sidings and crossover leading to the Turntable Siding have been secured out of use pending removal.

The Turntable has been abolished.

(13)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****\* BRADFORD VALLEY GOODS**

The Cattle Dock Sidings has been secured out of use pending removal.  
A buffer stop has been erected at the toe of the Cattle Dock Sidings points.

(13)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead.

(U.F.N.)

**MILFORD NORTH AND MILFORD SOUTH**

Until further notice the Up Goods line between Milford North and Milford South has been brought back into use.

(U.F.N.)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)

## 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

## MILFORD SOUTH AND BURTON SALMON

Until further notice the connections between the Goods and Main lines, and between the Normanton and Ferrybridge lines at Burton Salmon are out of use. All trains to and from the Ferrybridge direction will travel over the Up and Down Goods lines between Milford South and Burton Salmon under the Absolute Block Regulations and Rule 55 must be observed for all trains.

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

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York  
19 March, 1969

MO.45/NES/

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. 13

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NES N°14/15 1969

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 6 APRIL-WILMINGTON (HULL YARDS)

A new siding will be provided adjacent to the Up Main 240 yards in length. (18)

FRIDAY 11 APRIL-SHARLSTON

The new trailing connection between the Down and Up main lines and facing connection from Down main to colliery will be brought into use. The disc signals formerly controlling movements from Up main to colliery or Down main will be replaced by a position light shunt signal, with the same application. (18)

DETAILS OF WORK ALREADY CARRIED OUT

\*\* FOSS ISLANDS BRANCH (FOSS ISLANDS GOODS YARD)

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

- The two sidings adjacent to the Foss Islands Road boundary
- The siding to the west of the Coal Cells approach ramp
- The two sidings to the rear of the Coal Cells
- Nos.1 Dock Road and No.5 Dock Road

(15)

\*\* GUISELEY DOWN GOODS YARD

The connections from No.2 Road to Nos.3,4 and 6 Roads have been secured out of use pending removal. (15)

\*\* KNOTTINGLEY

No.395 signal, Down Goole to No.419 signal, has been abolished.  
No.419 signal, Down Goole to No.425 signal, has been repositioned 200 yards further from the signal (15)

DRYCLOUGH JUNCTION AND HALIFAX

Drycough Junction

The Up Main Distant signal has been abolished (see below).

Halifax East

The signal box has been renamed Halifax and all signals with the exception of the Up Main colour light Distant and Down Main colour light Starting signals (see below) abolished.

Redesignation of lines

No.4 Platform line has been renamed Coal Cells.  
The former Down Goods line between Holdsworth Bridge and Halifax West has been renamed Reception Line.

Permanent Way Alterations

The trailing crossover between the Down and Up Main lines formerly controlled by Halifax East signal box is now known as the East Mains Crossover.

The trailing crossover between the Down and Up Main lines, formerly controlled by Halifax West signal box (formerly secured out of use) is now known as the West Mains Crossover and has been brought into use.

The trailing connection on Down Main to Reception line has been brought into use.

The facing crossover between the Down and Up Main lines at the West end of the station has been brought into use.

A new connection connecting the Reception Line to the Coal Cells has been brought into use, together with a hand worked connection to the Goods Yard and Sidings.



## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS –continued

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## DRYCLOUGH JUNCTION AND HALIFAX – continued

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

**Down Main line**

No.709 Down Main First Home signal 937 yards after passing the Down Main Distant signals (situated beneath Dryclough Junction Down Home Signals) with subsidiary signal and associated two way route indicator applying as follows:-

Route indication	Application
1	Down Main to No.1 Platform line (occupied or clear) .
2	Down Main to No.2 platform line (occupied) .

No.715 Down Main Second Home signal 789 yards after passing the Down Main First Home signal (No.709) .

No.719 Down Main Starting signal 255 yards after passing the Down Main Second Home signal (No.715). This signal is a four aspect signal which, at present displays only a Red or Green aspect.

**Up Main line.**

No.718 Up Main First Home signal (searchlight signal) 1,249 yards after passing the existing Halifax East Up Main Distant signal which becomes the new Halifax Up Main Distant signal. A subsidiary signal is provided on the same post as No.718 signal but this signal will not be brought into use at the present time.

No.714 Up Main Second Home signal 415 yards after passing the Up Main First Home signal (No.718) with right hand off-set subsidiary signal applying Up Main to Reception Line.

No.713 Down Main to Up Main Starting signal situated at the West end of No.2 Platform line with right hand off-set subsidiary signal applying Down Main to Reception line.

No.708 Up Main Starting signal 587 yards after passing the Up Main Second Home signal (No.714) incorporating Dryclough Junction Up Main Distant signal.

Telephones, communicating with Halifax signal box, are provided at Nos.709, 719, 718, 714, 713 and 708 signals.

The following ground position light shunting signals have been brought into use :-

No.710 situated at the West End of the West Mains crossover on the right of the Up Main line applying Up Main to Nos.1 or 2 Platform lines.

No.711 situated at the East End of the Reception line with three way Route Indicator applying as follows :-

Route indication	Application
S	Reception line to Coal Cells.
2	Reception line to No.2 Platform line.
1	Reception line to No.1 Platform line.

No.712 situated at the West End of the Coal Cells line applying Coal Cells to Reception line.

No.716 situated at the West End of the East Mains crossover on the right hand side of the Up Main line applying Up Main to Down Main.

No.717 situated at the East end of the East Mains crossover on the right hand side of the Down Main line applying Down Main to Nos.1 or 2 Platform lines.

Telephones, communicating with Halifax signal box are provided at Nos. 711 and 712 shunting signals.

**Catch points.**

The Worked catch points which were formerly situated 632 yards before reaching Holdsworth Bridge Down Home signal are now 780 yards before reaching Halifax Down Main First Home signal (No.709). (16)

\*  
\*\* HALIFAX GOODS YARD AND EAST

Nos.3, 4 and 5 Platform Lines and the Carriage Siding has been abolished.

The North Bridge lines will be singled. Access to this line is now via hand points from the Coal Cell Shunting line to the Up North Bridge line, adjacent to Halifax East signal box. The connections to the Down North Bridge line will be abolished. The trailing crossover between the North Bridge lines are now secured in the reverse position. The Up line from North Bridge to this crossover has been taken out of use. The Down line to North Bridge from this crossover has now become the single line.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****HALIFAX GOODS YARD AND EAST — continued**

The Down Main line has been severed at the West End of No.3 Platform line, and slewed into No.2 Platform Line.

No.2 Platform Line is now the new Down Main.

No.1 Platform Line is now the Up Main line.

**Halifax Goods Yard**

All signals have been abolished. The signal box is now converted to a shunting frame.

**Halifax East**

The connections between the former No.4 Platform Line and the former Up Goods, and between the former Up Goods line and the Down Goods, has been converted to hand operation to give access to the Down Goods Line.

The Down Goods to Coal Shoots connection has been converted to hand operation.

All other connections, (except the Mains Crossover) have been secured out of use.

All associated signals have been abolished.

**The following new three aspect colour light signals have been provided :-**

No.709 Down Main, with two way stencil type route indicator and subsidiary signal below, situated to the left of the Down Main 789 yards West of the signal box.

No.714 Up Main, with right hand offset subsidiary signal, situated to the left of Up Main at the west end of No.1 Platform.

**UNTIL FURTHER NOTICE THESE SIGNALS WILL DISPLAY RED ASPECTS ONLY AND HAND SIGNALMEN WILL BE PROVIDED.**

Telephone communication with the signal box is now provided from the above mentioned signals.

(15)

**\*  
\*\* DEWSBURY RAILWAY STREET**

The middle road adjacent to the Loading Dock has been secured out of use pending removal.

(14)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead.

(U.F.N.)

**MILFORD NORTH AND MILFORD SOUTH**

Until further notice the Up Goods line between Milford North and Milford South has been brought back into use.

(U.F.N.)

**BETWEEN BARNESLEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNESLEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BARNSELEY EXCHANGE JUNCTION AND DARTON — continued****Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)



## 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

## MILFORD SOUTH AND BURTON SALMON

Until further notice the connections between the Goods and Main lines, and between the Normanton and Ferrybridge lines at Burton Salmon are out of use. All trains to and from the Ferrybridge direction will travel over the Up and Down Goods lines between Milford South and Burton Salmon under the Absolute Block Regulations and Rule 55 must be observed for all trains.

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

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York  
26 March, 1969

MO.45/NES/

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.14/15

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

**WILMINGTON (HULL YARDS)**

A new siding has been provided adjacent to the Up Main 240 yards in length. (18)

**SHARLSTON**

A trailing connection between the Down and Up main lines and facing connection from Down main to colliery has been brought into use. The disc signals formerly controlling movements from Up main to colliery or Down main has been replaced by a position light shunt signal, with the same application. (18)

**\*\* DRYCLOUGH JUNCTION AND HALIFAX****Drycough Junction**

The Up Main Distant signal has been abolished (see below).

**Halifax East**

The signal box has been renamed Halifax and all signals with the exception of the Up Main colour light Distant and Down Main colour light Starting signals (see below) abolished.

**Redesignation of lines**

No.4 Platform line has been renamed Coal Cells.

The former Down Goods line between Holdsworth Bridge and Halifax West has been renamed Reception Line.

**Permanent Way Alterations**

The trailing crossover between the Down and Up Main lines formerly controlled by Halifax East signal is now known as the East Mains Crossover.

The trailing crossover between the Down and Up Main lines, formerly controlled by Halifax West signal box (formerly secured out of use) is now known as the West Mains Crossover and has been brought into use.

The trailing connection on Down Main to Reception line has been brought into use.

The facing crossover between the Down and Up Main lines at the West end of the station has been brought into use.

A new connection connecting the Reception Line to the Coal Cells has been brought into use, together with a hand worked connection to the Goods Yard and Sidings.

**The following three aspect colour light signals have been brought into use :-****Down Main line**

No.709 Down Main First Home signal 937 yards after passing the Down Main Distant signals (situated beneath Drycough Junction Down Home Signals) with subsidiary signal and associated two way route indicator applying as follows:-

**Route indication****Application**

1

Down Main to No.1 Platform line (occupied or clear).

2

Down Main to No.2 platform line (occupied).

No.715 Down Main Second Home signal 789 yards after passing the Down Main First Home signal (No.709).

No.719 Down Main Starting signal 255 yards after passing the Down Main Second Home signal (No.715). This signal is a four aspect signal which, at present displays only a Red or Green aspect.

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS -continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****DRYCLOUGH JUNCTION AND HALIFAX - continued****Up Main line.**

No.718 Up Main First Home signal (searchlight signal) 1,249 yards after passing the existing Halifax East Up Main Distant signal which becomes the new Halifax Up Main Distant signal. A subsidiary signal is provided on the same post as No.718 signal but this signal will not be brought into use at the present time.

No.714 Up Main Second Home signal 415 yards after passing the Up Main First Home signal (No.718) with right hand off-set subsidiary signal applying Up Main to Reception Line.

No.713 Down Main to Up Main Starting signal situated at the West end of No.2 Platform line with right hand off-set subsidiary signal applying Down Main to Reception line.

No.708 Up Main Starting signal 587 yards after passing the Up Main Second Home signal (No.714) incorporating Dryclough Junction Up Main Distant signal.

Telephones, communicating with Halifax signal box, are provided at Nos.709, 719, 718, 714, 713 and 708 signals.

**The following ground position light shunting signals have been brought into use :-**

No.710 situated at the West End of the West Mains crossover on the right of the Up Main line applying Up Main to Nos.1 or 2 Platform lines.

No.711 situated at the East End of the Reception line with three way Route Indicator applying as follows :-

Route indication	Application
S	Reception line to Coal Cells.
2	Reception line to No.2 Platform line.
1	Reception line to No.1 Platform line.

No.712 situated at the West End of the Coal Cells line applying Coal Cells to Reception line.

No.716 situated at the West End of the East Mains crossover on the right hand side of the Up Main line applying Up Main to Down Main.

No.717 situated at the East end of the East Mains crossover on the right hand side of the Down Main line applying Down Main to Nos.1 or 2 Platform lines.

Telephones, communicating with Halifax signal box are provided at Nos. 711 and 712, shunting signals.

**Catch points.**

The Worked catch points which were formerly situated 632 yards before reaching Holdsworth Bridge Down Home signal are now 780 yards before reaching Halifax Down Main First Home signal (No.709). (16)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**MILFORD NORTH AND MILFORD SOUTH**

The Up Goods line between Milford North and Milford South has been taken out of use.

(New Item) (19)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON-BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.



## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## BETWEEN BARNESLEY EXCHANGE JUNCTION AND DARTON — continued

## Barnsley Exchange Junction

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

The following signals have been taken out of use :—

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

## Darton

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)

## 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

## ★ MILFORD SOUTH AND BURTON SALMON

The connections between the Goods and Main lines at Burton Salmon have been brought back into use. The Permissive Block Regulations apply over the Up and Down Goods lines. (18)

## ★ HOLBECK M.P.D.

Commencing Monday 21 April, demolition of the former Coaling Plant will be in progress. Any tracks affected will be spiked out of use until further notice. (19)

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

York  
9 April, 1969

MO.45/NES/

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.16

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.  
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## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 4 MAY - WAKEFIELD EAST

A new connection between the Carriage Sidings and Up Platform or Up Through lines will be brought into use.

Trap points will be provided in the Carriage Sidings situated approximately 20 yards East of the signal box.

## The following connections will be reinstated:-

Facing connection Carriage Siding to Up Platform or Through lines.

Double slips trailing from Up Platform or Up Through lines.

A disc signal will be provided, situated to the left of the Carriage Siding immediately before reaching the trap points.

## The following signals will be reinstated:-

Shunting Up Through line to Carriage Siding (lower disc signal of double disc assembly)

Shunting Up Platform to Carriage Siding (lower disc signal of double disc assembly)

(21/22)

## SUNDAY 4 MAY - BETWEEN MARSDEN JUNCTION AND HUDDERSFIELD (GLEDHOLT JUNCTION)

The Down Fast line between Marsden Junction and Huddersfield (Gledholt Junction) will be abandoned.

The lines between the above mentioned locations will be redesignated as follows:-

Old	New
Up Fast	Up Goods
Up Slow	Up Main
Down Slow	Down Main
Up Loop	Up Goods

(at Marsden Junction)

The signals will be renamed accordingly.

## Marsden Junction

## The following connections will be secured out of use in the normal position pending removal:-

Up Fast to Up Slow (Old Designations)

Down Slow to Down Fast

Trailing crossover between Down and Up Loop lines on the Huddersfield side of the signal box

Down Loop to Down Slow

Trailing crossover between Down and Up Loop lines on the Diggle side of the signal box

Down Loop to Down Slow

## The following signals will be abolished:-

Up Fast to Up Slow (Old Designations)

Disc signal, Down Loop to Up Loop

Disc signal, Up Loop to Down Loop

Disc signal, Opposite signal box applying to setting back movements along Up Loop

Disc signal, Down Slow to Down Loop (top disc of double assembly)

Disc signal, Down Loop to Up Loop (on the Diggle side of the signal box)

Down Fast starting signal

Miniature arm signal, applying Down Loop to Down Fast

Miniature arm signal, applying Down Loop to Down Slow

(21/22)

## MONDAY 5 MAY - WAKEFIELD WESTGATE SOUTH

The "Limit of Shunt" indicator at the South end of the Up Platform will be fitted with an arrow and re-positioned between the Up Through and Up Platform lines 180 yards in rear of 1/5 signals and applies to Up Platform line only.

(21/22)



NE/S No 19  
1969

## 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 MAY—BETWEEN ARDSLEY STATION AND MORLEY TOP

The Down and Up Main lines will be terminated at 182 miles 660 yds. and renamed as follows :—

Old	New
Down Main	Arrival Line
Up Main	Departure Line

Temporary buffer stops will be erected.

**Morley Top**

The signalbox, together with the signals worked therefrom, will be dispensed with and all points secured in the normal position pending removal.

**Tingley**

The signalbox, together with all signals worked therefrom, will be abolished. All connections will be secured in the normal position pending removal, except the trailing connection Up Sidings to Up Main which will be operated by a single lever Ground Frame. The Ground Frame will be released by Annetts key which will be held in the Down Side Shunters Cabin at Ardsley.

A notice board worded "STOP—PROCEED IF LINE IS CLEAR" will be erected to the left of the arrival line on the site of the former Down Starting Signal.

A telephone will be provided on Ardsley Station Departure Line Home Signal. (23)

## SUNDAY 11 MAY—LONGWOOD GOODS

The Up Sidings and Coal Chutes will be abolished and the following connections will be secured permanently out of use in the normal position pending removal :—

Up Sidings—Up Fast  
Up Sidings—Down Fast  
Fast lines crossover.

All associated signals will be abolished. (23)

## MONDAY 12 MAY—KING GEORGE DOCK—SALTEND

Two indicator lamps will be provided one each side of King George Dock Eastern Access Road, situated 12 yards on the approach sides of the roadway, at a height of 12 feet above rail level. These indications will display a flashing lunar white light, indicating that the (Red) Road Flashing lights are operating. (23)

## MONDAY 12 MAY—CROFTON WEST

The Down Goole Starting and Advanced Starting signals will be abolished.

The Up Goole Up Home signal will be replaced by a colour light signal (No. CW58), 130 yards further from the signal box. This 4 aspect signal will exhibit only a Red, Yellow or Green aspect.

Diamond signs will be fitted to the Down Main Home and Up Main Starting signals. (23)

## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.

## DETAILS OF WORK REFERRED TO IN SECTION B—continued

## MONDAY to FRIDAY 12 to 16 MAY—BETWEEN KNOTTINGLEY, SUDFORTH LANE AND HENSALL

A.W.S. will be brought into use at the following signals :—

**Down Line Signals**

Auto 443  
Sudforth Lane 445  
Sudforth Lane 457  
Auto 465  
Sudforth Lane 466  
Sudforth Lane 468

**Up Line Signals**

Sudforth Lane 469  
Sudforth Lane 467  
Sudforth Lane 464  
Sudforth Lane 456  
Sudforth Lane 444  
Auto 442

(23)

## DETAILS OF WORK ALREADY CARRIED OUT

**SOUTH KIRKBY COLLIERY SIDINGS**

A temporary connection to a new N.C.B. siding has been installed in the bunker line approximately 140 yards beyond the bunker proceeding towards the buffer stops.

The points are normally set towards the buffer stops and are facing for trains in this direction.

The N.C.B. will be responsible for these points being set correctly for B.R. movements along the bunker line.

(20)

**WAKEFIELD WESTGATE SOUTH**

The "Limit of Shunt" indicator at the South end of the Up Platform has been fitted with an arrow and re-positioned between the Up Through and Up Platform lines 180 yards in rear of 1/5 signals and applies to Up Platform line only.

(21/22)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead.

(U.F.N.)

**\* MILFORD NORTH AND MILFORD SOUTH**

The Up Goods line between Milford North and Milford South has been taken out of use.

(19)

**WAKEFIELD EAST**

A new connection between the Carriage Sidings and Up Platform or Up Through lines has been brought into use and trap points provided in the Carriage Sidings situated approximately 20 yards East of the signal box.

**The following connections have been reinstated :—**

Facing connection Carriage Siding to Up Platform or Through lines.

Double slips trailing from Up Platform or Up Through lines.

A disc signal has been provided, situated to the left of the Carriage Siding immediately before reaching the trap points.

**The following signals have been reinstated :—**

Shunting Up Through line to Carriage Siding (lower disc signal of double disc assembly)

Shunting Up Platform to Carriage Siding (lower disc signal of double disc assembly).

(21/22)

## SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT-continued

## HAMMERTON STREET

The yellow-faced disc signal applying to shunting movements from Carriage Shed to Up Siding or Up Main has been replaced by a red-faced disc. (21/22)

## HORTON PARK JUNCTION

The following connections have been secured out of use in the normal position pending removal:-

Down Goods to Up Goods

The following connections have been secured out of use in the reverse position pending removal:-

Facing connection Down Main to Down Goods

The following signals have been abolished:-

Down Main Home

Disc signal, Down Goods to Up Goods

Disc signal, Up Goods to Down Goods (20)

## BETWEEN MARSDEN JUNCTION AND HUDDERSFIELD (GLEDHOLT JUNCTION)

The Down Fast line between Marsden Junction and Huddersfield (Gledholt Junction) has been abandoned and the lines between the above mentioned locations have been redesignated as follows :-

Old	New
Up Fast	Up Goods
Up Slow	Up Main
Down Slow	Down Main
Up Loop	Up Goods

(at Marsden Junction)

The signals are renamed accordingly.

## Marsden Junction

The following connections have been secured out of use in the normal position pending removal :-

Up Fast to Up Slow (Old Designations)

Down Slow to Down Fast

Trailing crossover between Down and Up Loop lines on the Huddersfield side of the signal box

Down Loop to Down Slow

Trailing crossover between Down and Up Loop lines on the Diggle side of the signal box

Down Loop to Down Slow

The following signals have been abolished.

Up Fast to Up Slow (Old Designations)

Disc signal, Down Loop to Up Loop

Disc signal, Up Loop to Down Loop

Disc signal, Opposite signal box applying to setting back movements along Up Loop

Disc signal, Down Slow to Down Loop (top disc of double assembly)

Disc signal, Down Loop to Up Loop (on the Diggle side of the signal box)

Down Fast starting signal

Miniature arm signal, applying Down Loop to Down Fast

Miniature arm signal, applying Down Loop to Down Slow (21/22)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN BARNLSLEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNLSLEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)

**BETWEEN HUNSLET GOODS JUNCTION AND HUNSLET GOODS YARD**

The Wallside Departure and Main Arrival lines between Hunslet Goods Junction and Hunslet Goods Yard have become sidings controlled by the latter box, the connections at Hunslet Goods Junction having become severed. Buffer stops have been erected on these lines, 90 and 100 yards respectively from the Goods Junction connections.

Hunslet Goods Junction signals applying to these lines have been abolished. The Main Departure and Wallside Arrival lines have been redesignated, Departure and Arrival lines respectively.

**Hunslet Goods Yard**

A new miniature arm main departure line starting signal has been provided on the left of the existing signal gantry, 136 yards from the signal box. The fixed stop signal applying to set back movements on the main arrival line has been abolished. The remaining signals on this gantry have been replaced by miniature arm signals.

The Wallside Departure and Main Departure signals carried on a bracket post, 12 yards from the signal box have been replaced by miniature arm signals and the Wallside Departure signal now applies to the Wallside siding.

(20)

## SECTION D

## 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

## ★ ALTERATIONS TO B.R. GENERAL APPENDIX

## COUPLING AND UNCOUPLING OF VEHICLES

PAGE 76 (Pages 46/47 Supplement No. 3)

**Clause 2. Screw Couplings**

Paragraph 2.1.

**AMEND:**— The word "second" in fifth line to read "first".

## ★ FOSS ISLANDS GOODS YARD

The following sidings have been spiked out of use pending removal:

The two sidings adjacent to the Foss Islands road boundary, the siding to the West of the Coal Cells, No.1 Deck road and No.5 Deck road.

## ★ BETWEEN ARMLEY MOOR AND BRAMLEY

Between 07 00 and 17 00 hours on Friday 16 May Contractor's staff will be constructing and using temporary sleeper level crossing at 3m. 19chs.

**Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

## \* \* \* HOLBECK M.P.D.

Demolition of the former Coaling Plant is in progress. Any tracks affected are spiked out of use until further notice. (19)

## ★ FREIGHT TRAIN LOADS AND BRAKE POWER. WORKING MANUAL B.R. 30054/6

**Table G. Classification of Locomotives.**

Class 24. **INSERT** note (a) after RA No.6.

Class 26. **INSERT** note (b) after RA No.6.

**INSERT** at foot of page :-

(a) Locomotive Nos. 5050 - 5150 - RA 5.

(b) Locomotive Nos. 5320 - 5346 - RA 5.

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

York  
2 May, 1969

MO.45/NES/

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
<b>YORK (SKELTON) TO HARROGATE (DRAGON)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Skelton and Starbeck North	Down and Up Main	07 30 to 17 00. Cleaning and painting station buildings. (43/68)
Skelton Junction and Starbeck South	Down and Up Main	07 30 to 16 30. Cleaning and painting bridges between 1m. 52chs. and 18m. 23chs. Ladders and trestles in use.
<b>STARBECK NORTH TO MELMERBY GROUND FRAME</b> MAY '69		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Wormald Green and Littlethorpe	Single	07 00 to 17 00. Contractors erecting poles and overhead wires at 25m. 18chs.
<b>THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Dewsbury Wellington Road Station	All	07 30 to 17 30. Painting station buildings, footbridge, etc. at 33m. 60chs. Trestles, scaffolding and ladders in use.
Batley Station	Up Line	08 00 to 17 00. Contractors demolishing platform buildings and awnings. (18/69)
Farnley Jn. and Holbeck East Jn.	All	07 30 to 17 00. Repairing bridge No.6 at 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.
<b>LEEDS CITY TO HULL (PARAGON)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Leeds City Station	Platform 4	08 00 to 16 00. Contractors erecting new B.R.S.A. Club. (See Section 'C'.)
Leeds City	Platform 5 East	08 30 to 17 00. Contractors erecting steelwork for B.R.S.A. club and associated roof work. Plant in use.
Marsh Lane Junction and Neville Hill West Junction	All	08 00 to 18 00. Contractors attaching brackets to bridge No. 33 at 19m. 4chs.
Neville Hill West Junction and Marsh Lane Junction	Up Main Up Goods	07 30 to 17 00. Repairing retaining wall between 19m. 77chs. and 18m. 74chs. Scaffolding erected. <b>Restricted clearance—Drivers to keep a sharp lookout.</b>
Neville Hill East Junction and Garforth	All	08 00 to 17 00. Mechanical excavator working adjacent to track between 18¼m.p. and 16m. 18chs. (8/68)



## SECTION B-TEMPORARY ENGINEERING WORKS-continued

At or between	Lines affected	Remarks
<b>LEEDS CITY TO HULL (PARAGON) - continued</b>		
<b>DAILY UNTIL FURTHER NOTICE - continued</b>		
Garforth Sidings	Up Siding (BLOCKED) by local arrangement	08 00 to 16 00. Alterations to layout. Cranes and machines in use. <b>Until Monday 19 May.</b>
Gascoigne Wood Down and Up Yards	All	08 00 to 17 00. Contractors removing redundant track. Mechanical plant in use.
Selby South and North	All	07 00 to 17 00. Preparing for alteration to signalling.
Selby North and Barlby	Down Slow	Contractors laying cables at foot of embankment at the Down side at 174m. 45chs.
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.
Howden and Eastrington	Down and Up Main	07 00 to 17 00. Reconstruction of Caville Bridge at 21m. 26chs. <b>Commencing Sunday 18 May.</b>
Brough Station	Down Slow and Up Fast	08 00 to 16 00 (Mon to Fri). Repairs to station platform.
Brough East and Ferryby	All	08 00 to 16 00. Repairs to bridge 20 at 7¼m.p.
Ferryby Station	Up Slow and Up Loop	07 00 to 17 00. Contractors demolishing air raid shelter. Plant in use. (44/68)
Hessle Road and West Parade	Down and Up Main	07 00 to 17 00. Contractors working alongside tracks at 1m. 49chs.
Hull West Parade	All	08 00 to 16 00 Monday to Friday. Testing controls.
<b>SUNDAY 18 MAY</b>		
Leeds City East End	All	05 00 to 15 00. Changing 444B and 445 switches. <b>Trains to be replatformed as necessary.</b>
Selby North and South	Up Platform and Up Main	07 00 to 17 00. Repairs to Selby Station Bridge 24 at 174m. 25chs. Ladders and trestles in use.
Selby North and Barlby	Down and Up Main	07 00 to 17 00. Construction of lineside relay room at 174m. 37chs.
Hemingbrough and Staddlethorpe	Down and Up Main (BLOCKED)	04 00 to 15 00. Relaying and lifting track. Tamping machines in use between 22m. 45chs. and 20m. 17chs. <b>Bus service in operation. See separate advice for altered train arrangements.</b>
Brough East and Hessle Station	Down and Up Fast	07 00 to 17 00. Repairs to Bridge No. 20 at 7¼m.p.
Melton Lane and Hessle Haven	Down and Up Fast and Down and Up Slow	08 00 to 17 30. Contractors erecting cable on bridge No. 21 at 8m. 14chs.
Hessle Station and Hull Paragon	Down and Up Main	08 00 to 16 00. Loading scrap between 4½ and 0m.p.
<b>TUESDAY 20 MAY</b>		
Broomfleet and Ferryby	Down Fast (BLOCKED)	10 30 to 15 30. Tamping machines in use between 12½ and 8m.p. <b>All Down traffic to travel over the Down Slow.</b>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>SELBY (BRAYTON) TO BARLOW</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Brayton and Barlow	All	08 00 to 17 00. Contractors fixing overhead wires and erecting poles.
<b>GOOLE. RAWCLIFFE BRIDGE TO BOOTHFERRY ROAD</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
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)
<b>WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Crofton West and Featherstone	All	07 30 to 17 00. Preparing for alterations to signalling, installing cables and troughs. (22/23/68)
Sharlston Colliery	All	Contractors installing loading plant. Mechanical plant in use. (6/68)
Sharlston Colliery	All	08 00 to 16 00. Contractors constructing level crossing. <b>Drivers to keep a sharp look-out.</b>
Streethouse Gate Box	Down and Up Main	Removing crossing gates and posts. <b>Commencing 08 00 Friday 23 May.</b>
Streethouse Level Crossing	Down and Up Main	08 00 to 16 00. Contractor's working on approach roads to crossing.
Snydale East	Down and Up Main	Alterations to signalling.
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. (46/68)
Snydale East and Prince of Wales West Junction	Down and Up Main	08 00 to 17 00. Excavating for cable ducts under tracks between 52m. 52chs. and 55½m.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 Monkhill Goods Junction and Knottingley West Jn.	Down and Up Main	07 00 to 17 00. Contractors erecting scaffolding and excavating alongside track at 58¾m.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.
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. 11 chs. (17/68)

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) - continued</b>		
<b>SUNDAY 18 MAY</b>		
Wakefield Kirkgate East	Down Main	07 30 to 16 30. Welding crossing between 47m. 70chs. and 47m. 75chs.
Crofton West and Featherstone	All	06 30 to 20 00. Alterations to signalling. (See Supplementary Notice No. 20A).
Hensall	Up Main	07 00 to 17 00. Repairs to Snaith and Pontefract Highway Crossing at 64m. 15chs. Automatic half-barriers manned.
<b>WEDNESDAY 21 MAY</b>		
Crofton West and Featherstone Gate Box	All	07 30 to 14 30. Alterations to signalling. (See Section 'C').
<b>WAKEFIELD (TURNERS LANE) TO CALDER BRIDGE</b>		
<b>MONDAY and TUESDAY 19 and 20 MAY</b>		
Calder Bridge and Turners Lane	Down and Up Main	08 00 to 16 00 each day. Tamping machine in use between 0m. 10chs. and 0m. 55chs.
<b>METHLEY NORTH JUNCTION TO PONTEFRACT (PRINCE OF WALES WEST JUNCTION)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
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)
Prince of Wales and Prince of Wales West Junction	All	08 00 to 17 00. Excavating for cable ducts under tracks at 56m. 51chs. and 56m. 64chs. and completion of work after signalling alterations. Mechanical excavator in use. (25/68)
<b>CHARLESWORTHS TO LOFTHOUSE JUNCTION MAY '69</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Charlesworths and Methley South	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	Reconstructing bridge No. 21 at 182m. 72chs. <b>Single Line Working over the Down Main line. See Supplementary Operating Instructions Booklet dated 15 March, 1969. Page 22.</b>
<b>HARE PARK TO CROFTON WEST</b>		
<b>WEDNESDAY TO FRIDAY 21 TO 23 MAY</b>		
Crofton West and Hare Park	Down and Up Main	08 00 to 16 00. daily. Tamping machine in use between 172mp. and 173m. 16 chs.



## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
<b>HEBDEN BRIDGE TO NORMANTON (GOOSEHILL) — continued</b>		
<b>SUNDAY to MONDAY 18 to 19 MAY</b>		
Bradley Wood Junction and Heaton Lodge Junction	Down Slow (BLOCKED)	22 30 (Sun) to 05 30 (Mon). Tamping machines in use between 35 m. 74 chs. and 37 m. 8 chs. <b>All Down traffic to travel over the Down Fast.</b> Bradley Wood signal box open.
<b>MONDAY to FRIDAY 19 to 23 MAY</b>		
Healey Mills	All	08 00 to 16 00 daily. Renewing cables.
<b>DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Diggle and Marsden	Down and Up Main	08 00 to 17 00 (except Sat and Sun). Repairing tunnel between 15 and 18¼m.p. <b>Enginemen to sound horns or whistles in the tunnel.</b>
Gledholt and Marsden	Down Slow	07 30 to 16 00. Removing stanchions on parapet wall at Milne Viaduct between 23½ and 24 m.p.
Huddersfield Station	Bay Platform Line and Down and Up Slow and Down Fast	07 30 to 18 00. Contractors re-constructing portions of superstructure of Bridge No.90 Huddersfield Tunnel between 25½ and 25¾m.p. Cranes and plant in use.
<b>SUNDAY 18 MAY</b>		
Marsden and Gledholt Junction	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	07 00 to 17 00. Reballasting, draining and lifting track between 22¾ and 23m.p. <b>All Up traffic to travel over the Up Goods under absolute Block Working Regulations.</b>
Hillhouse No.1 and Heaton Lodge Junction	Down Fast (BLOCKED)	07 30 to 17 00. Fitting timbers to Bridge 108 at 28m. 70chs. Plant in use. <b>All Down traffic to travel over the Down Slow.</b> Bradley Junction signal box open.
Bradley Junction and Heaton Lodge Junction	All	07 00 to 17 00. Testing cables. Bradley Junction signal box open.
<b>KIRKBURTON GOODS BRANCH</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Kirkburton Junction and Deighton	All	08 00 to 20 00. Contractors laying gas mains between 0m. 17chs. and 0m. 45chs. and crossing under tracks at 0m. 30chs. and 0m. 45chs. Plant in use.
<b>PENISTONE HUDDERSFIELD JUNCTION (EXCLUSIVE) TO HUDDERSFIELD (SPRINGWOOD JUNCTION)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Berry Brow Station	Down and Up Main	08 00 to 17 00. Demolition of station footbridge. (25/68)
<b>THORNHILL JUNCTION TO LOW MOOR NO. 2 WEST</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Cleckheaton and Low Moor No. 5	All	07 30 to 16 30. Preparing for signalling alterations.

## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
<b>LOW MOOR NO. 5 TO NO. 1</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Cleckheaton and Low Moor No. 5	All	07 30 to 16 30. Preparing for signalling alterations.
<b>BARNSELY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION</b> MAY '69		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Barnsley Exchange and Darton	Down Main (BLOCKED)	Repairs to bridge No. 36 <b>Single Line Working over the Up Main by Electric token. (See Section 'C').</b>
<b>SUNDAY 18 MAY</b>		
Haigh and Woolley	Up Main	07 00 to 17 00. Resleeping between 48 m.p. and 48m. 55chs. Both signal boxes open.
<b>DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
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 between 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)
Oakenshaw North and Goose Hill	All	08 00 to 18 00. Contractors reconstructing bridge No. 213 at 183m. 68chs. Cranes and plant in use.
Woolley Colliery Sidings and Stourton Jn.	All	08 00 to 17 00. Demolition of former Rothwell Haigh signal box at 191m. 76chs. (25/68)
Hunslet South Junction and Engine Shed Junction	All	07 30 to 17 00. Preparing for alterations to signalling.
Hunslet Goods Junction and Engine Shed Junction	Down Goods (BLOCKED)	Alterations to signalling. (See Section 'C'). <b>Commencing 06 30 Sunday, 18 May.</b>
Hunslet Goods Junction and Engine Shed Junction	Down Goods	08 00 to 17 00. Contractors excavating trial hole behind lineside retaining wall at 194m. 56chs. Plant in use. (19/69)
Engine Shed Junction and Hunslet Goods Junction	Up Goods	08 00 to 16 30. Contractors demolishing building adjacent to tracks at 194m. 62chs. <b>Drivers to keep a sharp look-out.</b>

**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 17 and SUNDAY 18 MAY—BETWEEN CROFTON WEST, OAKENSHAW NORTH AND PRINCE OF WALES**

Revised signalling will be brought into use between Crofton West, Oakenshaw North and Prince of Wales. Full details are published in Supplementary Notice No.20A and all staff concerned must ensure that they receive a copy of this notice. (24)

**SUNDAY 18 MAY—LEEDS ENGINE SHED JUNCTION**

The connection between No.1 Fan of the Down Sidings (Nineveh Road) and the Down Whitehall/Down Normanton line, together with the associated signals from the Sidings, will be abolished.

The connection from No.1 Side to No.2 Side within the M.P.D. will be severed. Transfer movements will be required to travel by the new two connections referred to below.

The Down Goods will be blocked from Hunslet Goods Junction and a new connection from the Front Road in Nineveh Road Sidings to the Down Goods will be provided.

The existing trap points in the Down Goods line will be connected to the M.P.D. Shunting Line with a slip connection to No.2 Side.

Both the above mentioned new connections will be hand worked until further notice.

A Notice Board worded "STOP FOR ORDERS" will be provided back to back with the remaining ground disc signal reading from Nineveh Road Sidings, and will apply to movements from No.1 Side to Nineveh Road Sidings.

The signals applying from the former Coaling Plant Sidings will be abolished.

**Altered Signalling**

The ground disc from Down Whitehall Line will read through the new hand worked connection to Nineveh Road Sidings. (24)

**WEDNESDAY 21 MAY—CROFTON WEST TO FEATHERSTONE**

A.W.S. will be brought into use between and including the following signals :—

- Down Goole 313 and 343
- Up Goole 348 and 318
- Up Goole Goods Loop 339
- Down Goole Goods Loop 345
- Down Crofton Goods 315

(24)

**DETAILS OF WORK ALREADY CARRIED OUT****\* \*\* SOUTH KIRKBY COLLIERY SIDINGS**

A temporary connection to the new N.C.B. siding has been installed in the bunker line approximately 140 yards beyond the bunker proceeding towards the buffer stops.

The points are normally set towards the buffer stops and are facing for trains in this direction.

The N.C.B. will be responsible for these points being set correctly for B.R. movements along the bunker line. (20)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.****DETAILS OF WORK ALREADY CARRIED OUT—continued****KING GEORGE DOCK—SALTEND**

Two indicator lamps have been provided one each side of King George Dock Eastern Access Road, situated 12 yards on the approach sides of the roadway, at a height of 12 feet above rail level. These indications display a flashing lunar white light, indicating that the (Red) Road Flashing lights are operating. (23)

**WAKEFIELD WESTGATE SOUTH**

The "Limit of Shunt" indicator at the South end of the Up Platform has been fitted with an arrow and re-positioned between the Up Through and Up Platform lines 180 yards in rear of 1/5 signals and applies to Up Platform line only. (21/22)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**WAKEFIELD EAST**

A new connection between the Carriage Sidings and Up Platform or Up Through lines has been brought into use and trap points provided in the Carriage Sidings situated approximately 20 yards East of the signal box.

**The following connections have been reinstated :-**

Facing connection Carriage Siding to Up Platform or Through lines.

Double slips trailing from Up Platform or Up Through lines.

A disc signal has been provided, situated to the left of the Carriage Siding immediately before reaching the trap points.

**The following signals have been reinstated :-**

Shunting Up Through line to Carriage Siding (lower disc signal of double disc assembly)

Shunting Up Platform to Carriage Siding (lower disc signal of double disc assembly)

(24)

**CROFTON WEST**

The Down Goole Starting and Advanced Starting signals have been abolished.

The Up Goole Up Home signal has been replaced by a colour light signal (No.CW58), 130 yards further from the signal box. This 4 aspect signal will exhibit only a Red, Yellow or Green aspect.

Diamond signs have been fitted to the Down Main Home and Up Main Starting signals. (23)

**BETWEEN KNOTTINGLEY, SUDFORTH LANE AND HENSALL**

A.W.S. has been brought into use at the following signals :-

**Down Line Signals**

Auto 443

Sudforth Lane 445

Sudforth Lane 457

Auto 465

Sudforth Lane 466

Sudforth Lane 468

**Up Line Signals**

Sudforth Lane 469

Sudforth Lane 467

Sudforth Lane 464

Sudforth Lane 456

Sudforth Lane 444

Auto 442

(23)

## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## BETWEEN ARDSLEY STATION AND MORLEY TOP

The Down and Up Main lines have been terminated at 182 miles 660 yds. and renamed as follows :—

Old	New
Down Main	Arrival Line
Up Main	Departure Line

Temporary buffer stops have been erected.

**Morley Top**

The signalbox, together with the signals worked therefrom, have been dispensed with and all points secured in the normal position pending removal.

**Tingley**

The signalbox, together with all signals worked therefrom, have been abolished. All connections have been secured in the normal position pending removal, except the trailing connection Up Sidings to Up Main which is operated by a single lever Ground Frame. The Ground Frame can be released by Annetts key which is held in the Down Side Shunters Cabin at Ardsley.

A notice board worded "STOP—PROCEED IF LINE IS CLEAR" has been erected to the left of the arrival line on the site of the former Down Starting Signal.

A telephone has been provided on Ardsley Station Departure Line Home Signal. (23)

## HAMMERTON STREET

The yellow-faced disc signal applying to shunting movements from Carriage Shed to Up Siding or Up Main has been replaced by a red-faced disc. (21/22)

## \* \* HORTON PARK JUNCTION

The following connections have been secured out of use in the normal position pending removal:—  
Down Goods to Up Goods

The following connections have been secured out of use in the reverse position pending removal:—  
Facing connection Down Main to Down Goods

The following signals have been abolished:—  
Down Main Home  
Disc signal, Down Goods to Up Goods  
Disc signal, Up Goods to Down Goods (20)

## BETWEEN MARSDEN JUNCTION AND HUDDERSFIELD (GLEDHOLT JUNCTION)

The Down Fast line between Marsden Junction and Huddersfield (Gledholt Junction) has been abandoned and the lines between the above mentioned locations have been redesignated as follows :—

Old	New
Up Fast	Up Goods
Up Slow	Up Main
Down Slow	Down Main
Up Loop	Up Goods

(at Marsden Junction)

The signals are renamed accordingly.

**Marsden Junction**

The following connections have been secured out of use in the normal position pending removal :—

- Up Fast to Up Slow (Old Designations)
- Down Slow to Down Fast
- Trailing crossover between Down and Up Loop lines on the Huddersfield side of the signal box
- Down Loop to Down Slow
- Trailing crossover between Down and Up Loop lines on the Diggle side of the signal box

## SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## BETWEEN MARSDEN JUNCTION AND HUDDERSFIELD (GLEDHOLT JUNCTION) - continued

## Marsden Junction - continued

**The following signals have been abolished.**

- Up Fast to Up Slow (Old Designations)
- Disc signal, Down Loop to Up Loop
- Disc signal, Up Loop to Down Loop
- Disc signal, Opposite signal box applying to setting back movements along Up Loop
- Disc signal, Down Slow to Down Loop (top disc of double assembly)
- Disc signal, Down Loop to Up Loop (on the Diggle side of the signal box)
- Down Fast starting signal
- Miniature arm signal, applying Down Loop to Down Fast
- Miniature arm signal, applying Down Loop to Down Slow
- Disc signal, Up Loop to Down Loop (adjacent to signal box)
- Down Main to Down Fast

A new disc signal has been provided applying to setting back movements along the Up Goods.

(Amended Item) (24)

## LONGWOOD GOODS

The Up Sidings and Coal Chutes have been abolished and the following connections have been secured permanently out of use in the normal position pending removal :-

- Up Sidings - Up Fast
- Up Sidings - Down Fast
- Fast lines crossover.

All associated signals have been abolished.

(23)

## BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON - BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON—continued****Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**\* \*\*BETWEEN HUNSLET GOODS JUNCTION AND HUNSLET GOODS YARD**

The Wallside Departure and Main Arrival lines between Hunslet Goods Junction and Hunslet Goods Yard have become sidings controlled by the latter box, the connections at Hunslet Goods Junction having become severed. Buffer stops have been erected on these lines, 90 and 100 yards respectively from the Goods Junction connections.

Hunslet Goods Junction signals applying to these lines have been abolished. The Main Departure and Wallside Arrival lines have been redesignated, Departure and Arrival lines respectively.

**Hunslet Goods Yard**

A new miniature arm main departure line starting signal has been provided on the left of the existing signal gantry, 136 yards from the signal box. The fixed stop signal applying to set back movements on the main arrival line has been abolished. The remaining signals on this gantry have been replaced by miniature arm signals.

The Wallside Departure and Main Departure signals carried on a bracket post, 12 yards from the signal box have been replaced by miniature arm signals and the Wallside Departure signal now applies to the Wallside siding. (20)

## 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

## ALTERATIONS TO B.R. GENERAL APPENDIX

## COUPLING AND UNCOUPLING OF VEHICLES

PAGE 76 (Pages 46/47 Supplement No. 3)

**Clause 2. Screw Couplings**

Paragraph 2.1.

**AMEND:**— The word "second" in fifth line to read "first".

## ★ FOSS ISLANDS GOODS YARD

The following sidings have been spiked out of use pending removal:

The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

## ★ GARFORTH UP SIDINGS

**Commencing Monday 19 May**, No.2 siding will be extended to an additional end unloading dock and a new handworked connection will be provided at the West End of Nos.1 and 2 sidings.

## ★ ENGINE SHED JUNCTION

**Between 20 00 Saturday 17 and 06 00 Monday 19 May**, engines will be stabled on the Down and Up Goods Line and Bay Sidings at Leeds City, also at Stourton in the former M.P.D. or Down Through Sidings.

## HOLBECK M.P.D.

Demolition of the former Coaling Plant is in progress. Any tracks affected are spiked out of use until further notice.

## ★ ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

★ PAGE 301 (Page ND.43 General Instructions and Notices No.19D)

## WEED-KILLING TRAIN

**AMEND** clause (b) **Propelling** to read :—

The train may be propelled in accordance with the provisions of Rule 149 clauses (i) and (vii) and the instructions contained in the preamble to Table "F" of the Sectional Appendix, provided the vacuum brake is connected throughout.

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## MISCELLANEOUS NOTICES—continued

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)—continued

PAGE 362 (Page ND-51 General Instructions and Notices No. 19D)

## WAKEFIELD EAST TO GOOLE ETC.

## SHARLSTON

## SHARLSTON COLLIERY

★ **DELETE** existing instructions and **SUBSTITUTE** :-

Up or Down trains from Sharlston Colliery must not draw up to the outlet signal until the line is clear for a straight run on to the Main line.

Derailers operated by the N.C.B. Crossing Keeper are provided at the converging point of the Colliery Sidings, and trains must when possible stand in rear of the derailers, and clear of the public highway. When the trains in the colliery sidings cannot stand clear of the public highway they must be divided, leaving the public highway clear until such time as the line is clear to run to the Main line.

Guards of arriving trains (except those for Bunker Loading) must telephone the Signalman at Oakenshaw North box, who will advise the method to be adopted for disposing of the brake van. Such trains must stop with the brake van in rear of the connection to the colliery as it may be necessary to leave the brake van on the Main line.

When a train has drawn forward on the Down Main line towards Streethouse Gate Box to clear the Colliery points before setting back, and the Guards handsignal cannot be seen by the Driver, the Guard may telephone the Signalman at Oakenshaw North who will advise the Crossing Keeper at Streethouse to give the Driver the necessary instructions.

## FREIGHT TRAIN LOADS AND BRAKE POWER. WORKING MANUAL B.R. 30054/6

## Table G. Classification of Locomotives.

Class 24. **INSERT** note (a) after RA No.6.Class 26. **INSERT** note (b) after RA No.6.**INSERT** at foot of page :-

(a) Locomotive Nos. 5050 - 5150 - RA 5.

(b) Locomotive Nos. 5320 - 5346 - RA 5.

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

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York  
9 May, 1969

MO.45/NES/

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.20

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**NE/S**

EASTERN REGION

**No.21/22**

NORTHERN AREA

(SOUTHERN SECTION)

Details affecting the line between Skelton Bridge (exclusive) and Longlands Junction, will be shown in the NE/N only.

★ This Booklet contains notices for TWO weeks.

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

**SATURDAY 24 MAY**

**TO**

**FRIDAY 6 JUNE 1969**

**INCLUSIVE**

Trainmen 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 drivers 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
<b>WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)—continued</b>		
<b>MONDAY to FRIDAY 26 to 30 MAY</b>		
Pontefract Monkhill	No. 1, 2 and 3 Down Sidings (BLOCKED)	08 00 to 16 00 daily. Relaying between 56m. 45chs. and 56m. 53chs. Crane in use. Sidings to be kept clear of traffic.
<b>TUESDAY to FRIDAY 27 to 30 MAY</b>		
Streethouse Gate Box	All	08 00 to 16 00 daily. Preparing for barrier installation.
<b>SUNDAY 1 JUNE</b>		
Crofton East Junction and Prince of Wales West Junction	Down and Up Main	07 00 to 17 00. Loading ballast between 52 and 53 m.p. Both signal boxes open. Featherstone and Streethouse gate boxes to be manned.
Streethouse Gate Box and Featherstone Gate Box	All (BLOCKED)	06 00 to 18 00. Renewing connections also relaying between 53½m.p. and 53m. 64chs. Cranes and traxcavator in use. Oakenshaw North signal box and both gate boxes manned.
<b>SUNDAY to TUESDAY 1 to 3 JUNE</b>		
Streethouse Gate Box	All	07 30 to 17 00 daily. Installing barriers. Gate box manned. (See Section 'C').

**METHLEY NORTH JUNCTION TO PONTEFRACT (PRINCE OF WALES WEST JUNCTION)****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)
Prince of Wales and Prince of Wales West Junction	All	08 00 to 17 00. Excavating for cable ducts under tracks at 56m. 51chs. and 56m. 64chs. and completion of work after signalling alterations. Mechanical excavator in use. (25/68)
<b>SATURDAY to MONDAY 24 to 26 MAY</b>		
Prince of Wales	Colliery Sidings (BLOCKED)	07 00 to 17 00 daily. Reballasting.
<b>SUNDAY 1 JUNE</b>		
Cutsyke and Prince of Wales	Down and Up Main (BLOCKED)	06 00 to 18 00. Removal of redundant points and crossings between 59 and 57m.p. Both signal boxes open.

**CHARLESWORTHS TO LOFTHOUSE JUNCTION****DAILY UNTIL FURTHER NOTICE**

Charlesworths 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 Supplementary Operating Instructions. Booklet dated 15 March, 1969. Page 22.
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**BULLCROFT JUNCTION TO THORPE MARSHE POWER STATION****TUESDAY to FRIDAY 27 to 30 MAY**

Thorpe Marsh Power Station and Bullcroft Junction	Up Main (BLOCKED)	21 00 (Tue. to Thu.) to 05 30 (Wed. to Fri.). Tamping machines in use between 9 and 10½m.p. Both signal boxes open.
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SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>ARDSLEY TO TINGLEY</b>		
<b>DAILY UNTIL FURTHER NOTICE</b> Ardsley Station and Morley Top	All	08 00 to 18 00. Contractors laying sewer alongside Up Main and thrust boring under tracks at 180m. 22chs.
<b>DUDLEY HILL TO LAISTERDYKE EAST</b>		
<b>DAILY UNTIL FURTHER NOTICE</b> Dudley Hill and Laisterdyke East	All	Contractors working adjacent to tracks erecting permanent trestles under bridge No.28 at 189m. 39chs.
<b>LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE</b>		
<b>DAILY UNTIL FURTHER NOTICE</b> Wortley West and Bramley	All	07 30 to 17 00. Preparing for alterations to signalling.
Armley Moor and Bramley	All	00 01 to 23 59. Contractors constructing new underbridge No.18A at 2m. 51chs. Cranes and plant in use. Piling works being carried out adjacent to tracks. (43/68)
Bramley Station	All	08 00 to 17 00. Contractors removing station platform copings at 3m. 22chs.
Bramley and Laisterdyke East	Down and Up Main	Contractors constructing new bridge No.34A between 5 and 5¼m.p. Cranes and plant in use. (10/68)
Bramley and Laisterdyke East	All	08 00 to 18 00. Contractors thrust boring for gas main under tracks at 5m. 69chs. (32/68)
Hammerton Street and St. Dunstan's	Down and Up Main	07 30 to 17 00. Excavating and re-building retaining wall between 191m. 42chs. and 191m. 51 chs.
<b>SATURDAY to SUNDAY 31 MAY to 1 JUNE</b> Armley Moor and Bramley	Down and Up Main (BLOCKED)	23 30(Sat) to 08 45(Sun). Removing crossover at Bramley Station between 3¼ and 3½m.p. Crane in use. Wortley West and Armley Moor signal boxes open. Stanningley Ground Frame to be manned.
<b>SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE</b>		
<b>DAILY UNTIL FURTHER NOTICE</b> Halifax	All	07 30 to 16 30. Installation of new lift and removal of roof and completion of work after signalling alteration. Ladders in use (41/68)
Dryclough Junction and Halifax East	All	08 00 to 20 00. Construction of supporting columns and erecting overhead gas pipe at 31m. 68chs. <b>Commencing Wednesday 28 May.</b>
Lightcliffe and Bowling Junction	All	07 30 to 16 30. Preparing for signalling alterations.

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**TUESDAY 27 MAY—WELLINGTON STREET YARD GROUND FRAME**

The signal applying No.1 N.E. Bank Arrival Road to Leeds Yard, together with the associated ground frame, will be abolished. (25)

**\*\* WEDNESDAY 28 MAY—HUNSLET STATION JUNCTION**

The diamond sign on the Up Main Starting signal will be removed.

**\*\* THURSDAY 29 MAY—HUNSLET STATION JUNCTION AND SOUTH JUNCTION**

Hunslet Station Junction Down Main semaphore Distant signal, situated beneath Hunslet South Junction Down Main Home signal, will be replaced by a two aspect colour light which will display only a single Yellow aspect until further notice. The Green aspect in Hunslet South Junction Down Main Home signal will be blanked out.

A new three aspect colour light signal, controlled by Hunslet South Junction, will be provided 300 yds. on the approach side of the existing Up Main First Home signal.

**SUNDAY 1 JUNE—BETWEEN HUNSLET SOUTH JUNCTION, HUNSLET STATION JUNCTION, HUNSLET GOODS JUNCTION AND LEEDS ENGINE SHED JUNCTION**

Revised signalling will be brought into use between Hunslet South Junction, Hunslet Station Junction, Hunslet Goods Junction and Leeds Engine Shed Junction. Full details are published in Supplementary Notice No.22A and all staff concerned must ensure that they receive a copy of this notice. (25)

**TUESDAY 3 JUNE—STREETHOUSE GATE BOX**

The level crossing gates will be replaced by lifting barriers controlled from the gate box. (25)

## DETAILS OF WORK ALREADY CARRIED OUT

**KING GEORGE DOCK—SALTEND**

Two indicator lamps have been provided one each side of King George Dock Eastern Access Road, situated 12 yards on the approach sides of the roadway, at a height of 12 feet above rail level. These indications display a flashing lunar white light, indicating that the (Red) Road Flashing lights are operating. (23)

**\*\* WAKEFIELD WESTGATE SOUTH**

The "Limit of Shunt" indicator at the South end of the Up Platform has been fitted with an arrow and re-positioned between the Up Through and Up Platform lines 180 yards in rear of 1/5 signals and applies to Up Platform line only. (21/22)

SECTION C —  
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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**TUESDAY 27 MAY—WELLINGTON STREET YARD GROUND FRAME**

The signal applying No.1 N.E. Bank Arrival Road to Leeds Yard, together with the associated ground frame, will be abolished. (25)

**\*\* WEDNESDAY 28 MAY—HUNSLET STATION JUNCTION**

The diamond sign on the Up Main Starting signal will be removed.

**\* \*\* THURSDAY 29 MAY—HUNSLET STATION JUNCTION AND SOUTH JUNCTION**

Hunslet Station Junction Down Main semaphore Distant signal, situated beneath Hunslet South Junction Down Main Home signal, will be replaced by a two aspect colour light which will display only a single Yellow aspect until further notice. The Green aspect in Hunslet South Junction Down Main Home signal will be blanked out.

A new three aspect colour light signal, controlled by Hunslet South Junction, will be provided 300 yds. on the approach side of the existing Up Main First Home signal.

**SUNDAY 1 JUNE—BETWEEN HUNSLET SOUTH JUNCTION, HUNSLET STATION JUNCTION, HUNSLET GOODS JUNCTION AND LEEDS ENGINE SHED JUNCTION**

Revised signalling will be brought into use between Hunslet South Junction, Hunslet Station Junction, Hunslet Goods Junction and Leeds Engine Shed Junction. Full details are published in Supplementary Notice No.22A and all staff concerned must ensure that they receive a copy of this notice. (25)

**TUESDAY 3 JUNE—STREETHOUSE GATE BOX**

The level crossing gates will be replaced by lifting barriers controlled from the gate box. (25)

## DETAILS OF WORK ALREADY CARRIED OUT

**KING GEORGE DOCK—SALTEND**

Two indicator lamps have been provided one each side of King George Dock Eastern Access Road, situated 12 yards on the approach sides of the roadway, at a height of 12 feet above rail level. These indications display a flashing lunar white light, indicating that the (Red) Road Flashing lights are operating. (23)

**\* \*\* WAKEFIELD WESTGATE SOUTH**

The "Limit of Shunt" indicator at the South end of the Up Platform has been fitted with an arrow and re-positioned between the Up Through and Up Platform lines 180 yards in rear of 1/5 signals and applies to Up Platform line only. (21/22)

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

LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.  
The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.  
Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.  
At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead.  
(U.F.N.)

WAKEFIELD EAST

A new connection between the Carriage Sidings and Up Platform or Up Through lines has been brought into use and trap points provided in the Carriage Sidings situated approximately 20 yards East of the signal box.

The following connections have been reinstated :-

- Facing connection Carriage Siding to Up Platform or Through lines.
- Double slips trailing from Up Platform or Up Through lines.

A disc signal has been provided, situated to the left of the Carriage Siding immediately before reaching the trap points.

The following signals have been reinstated :-

- Shunting Up Through line to Carriage Siding (lower disc signal of double disc assembly)
- Shunting Up Platform to Carriage Siding (lower disc signal of double disc assembly)

(24)

CROFTON WEST

The Down Goole Starting and Advanced Starting signals have been abolished.  
The Up Goole Up Home signal has been replaced by a colour light signal (No.CW58), 130 yards further from the signal box. This 4 aspect signal will exhibit only a Red, Yellow or Green aspect.  
Diamond signs have been fitted to the Down Main Home and Up Main Starting signals.  
(23)

BETWEEN KNOTTINGLEY, SUDFORTH LANE AND HENSALL

A.W.S. has been brought into use at the following signals :-

Down Line Signals

- Auto 443
- Sudforth Lane 445
- Sudforth Lane 457
- Auto 465
- Sudforth Lane 466
- Sudforth Lane 468

Up Line Signals

- Sudforth Lane 469
- Sudforth Lane 467
- Sudforth Lane 464
- Sudforth Lane 456
- Sudforth Lane 444
- Auto 442

(23)

CROFTON WEST, OAKENSHAW NORTH AND PRINCE OF WALES

Revised signalling has been brought into use between Crofton West, Oakenshaw North and Prince of Wales. Full details are published in Supplementary Notice No.20A and all staff concerned must ensure that they receive a copy of this notice.  
(24)

CROFTON WEST TO FEATHERSTONE

A.W.S. has been brought into use between and including the following signals :-

- Down Goole 313 and 343
- Up Goole 348 and 318
- Up Goole Goods Loop 339
- Down Goole Goods Loop 345
- Down Crofton Goods 315

(24)



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

**BETWEEN ARDSLEY STATION AND MORLEY TOP**

The Down and Up Main lines have been terminated at 182 miles 660 yds. and renamed as follows :—

Old	New
Down Main	Arrival Line
Up Main	Departure Line

Temporary buffer stops have been erected.

**Morley Top**

The signalbox, together with the signals worked therefrom, have been dispensed with and all points secured in the normal position pending removal.

**Tingley**

The signalbox, together with all signals worked therefrom, have been abolished. All connections have been secured in the normal position pending removal, except the trailing connection Up Sidings to Up Main which is operated by a single lever Ground Frame. The Ground Frame is padlocked and the key is held in the Down Side Shunters Cabin at Ardsley.

A notice board worded "STOP—PROCEED IF LINE IS CLEAR" has been erected to the left of the arrival line on the site of the former Down Starting Signal.

A telephone has been provided on Ardsley Station Departure Line Home Signal.

(Amended Item) (23)

**\*\* HAMMERTON STREET**

The yellow-faced disc signal applying to shunting movements from Carriage Shed to Up Siding or Up Main has been replaced by a red-faced disc. (21/22)

**BETWEEN MARSDEN JUNCTION AND HUDDERSFIELD (GLEDHOLT JUNCTION)**

The Down Fast line between Marsden Junction and Huddersfield (Gledholt Junction) has been abandoned and the lines between the above mentioned locations have been redesignated as follows :—

Old	New
Up Fast	Up Goods
Up Slow	Up Main
Down Slow	Down Main
Up Loop	Up Goods

(at Marsden Junction)

The signals are renamed accordingly.

**Marsden Junction**

The following connections have been secured out of use in the normal position pending removal :—

- Up Fast to Up Slow (Old Designations)
- Down Slow to Down Fast
- Trailing crossover between Down and Up Loop lines on the Huddersfield side of the signal box
- Down Loop to Down Slow
- Trailing crossover between Down and Up Loop lines on the Diggle side of the signal box

The following signals have been abolished.

- Up Fast to Up Slow (Old Designations)
- Disc signal, Down Loop to Up Loop
- Disc signal, Up Loop to Down Loop
- Disc signal, Opposite signal box applying to setting back movements along Up Loop
- Disc signal, Down Slow to Down Loop (top disc of double assembly)
- Disc signal, Down Loop to Up Loop (on the Diggle side of the signal box)
- Down Fast starting signal
- Miniature arm signal, applying Down Loop to Down Fast
- Miniature arm signal, applying Down Loop to Down Slow
- Disc signal, Up Loop to Down Loop (adjacent to signal box)
- Down Main to Down Fast

A new disc signal has been provided applying to setting back movements along the Up Goods.

(Amended Item) (24)



### LONGWOOD GOODS

The Up Sidings and Coal Chutes have been abolished and the following connections have been secured permanently out of use in the normal position pending removal :-  
Up Sidings-Up Fast  
Up Sidings-Down Fast  
Fast lines crossover.

All associated signals have been abolished.

### BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

(23)

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON-BARNSELY EXCHANGE JUNCTION.  
The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

#### Barnsley Exchange Junction

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

#### The following signals have been taken out of use :-

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

#### Darton

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)

### \* \* \* LEEDS ENGINE SHED JUNCTION

The connection between No.1 Fan of the Down Sidings (Nineveh Road) and the Down Whitehall/Down Normanton line, together with the associated signals from the Sidings, has been abolished.

The connection from No.1 Side to No.2 Side within the M.P.D. has been severed. Transfer movements will require to travel by the new two connections referred to below.

The Down Goods has been blocked from Hunslet Goods Junction and a new connection from the Front Road in Nineveh Road Sidings to the Down Goods has been provided.

The existing trap points in the Down Goods line have been connected to the M.P.D. Shunting Line with a slip connection to No.2 Side.

Both the above mentioned new connections will be hand worked until further notice.

A Notice Board worded "STOP FOR ORDERS" has been provided back to back with the remaining ground disc signal reading from Nineveh Road Sidings, and applies to movements from No.1 Side to Nineveh Road Sidings.

The signals applying from the former Coaling Plant Sidings have been abolished.

#### Altered Signalling

The ground disc from Down Whitehall Line reads through the new hand worked connection to Nineveh Road Sidings.

(23)



## SECTION D

## 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

## ALTERATIONS TO B.R. GENERAL APPENDIX

## COUPLING AND UNCOUPLING OF VEHICLES

PAGE 76 (Pages 46/47 Supplement No. 3)

**Clause 2. Screw Couplings**

Paragraph 2.1.

AMEND:- The word "second" in fifth line to read "first".

★ **REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS**

The phrase '(Where specially authorised)' which follows the description of a Class 9 Unfitted freight train in the amended 'Bell Signals' operative from 5.5.69 applies only to the classification of the train as laid down in the General Appendix.

The Is Line Clear/Train Description bell signal 1-4 may be used without special authority.

**FOSS ISLANDS GOODS YARD**

The following sidings have been spiked out of use pending removal:

The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

★ **NEVILLE HILL M.P.D.**

Commencing 08 00 Monday 2 June. Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

**GARFORTH UP SIDINGS**

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos. 1 and 2 sidings.

★ **STREETHOUSE GATE BOX**

Commencing Friday 23 May until Thursday 5 June, the level crossing gates will be out of action and traffic will be controlled by handsignalmen.

★ **KEIGHLEY NORTH GOODS YARD**

Commencing on Monday 2 June, contractors will be working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area. Contractors' vehicles will use temporary crossing over siding to loading dock.



SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued  
MISCELLANEOUS NOTICES—continued

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA)

PAGE 301 (Page ND.43 General Instructions and Notices No.19D)

## WEED-KILLING TRAIN

AMEND clause (6) **Propelling** to read :—  
The train may be propelled in accordance with the provisions of Rule 149 clauses (i) and (vii) and the instructions contained in the preamble to Table "F" of the Sectional Appendix, provided the vacuum brake is connected throughout.

PAGE 362 (Page ND-51 General Instructions and Notices No.19D)

## WAKEFIELD EAST TO GOOLE ETC.

## SHARLSTON

## SHARLSTON COLLIERY

**DELETE** existing instructions and **SUBSTITUTE** :—

Up or Down trains from Sharlston Colliery must not draw up to the outlet signal until the line is clear for a straight run on to the Main line.

Derailers operated by the N.C.B. Crossing Keeper are provided at the converging point of the Colliery Sidings, and trains must when possible stand in rear of the derailers, and clear of the public highway. When the trains in the colliery sidings cannot stand clear of the public highway they must be divided, leaving the public highway clear until such time as the line is clear to run to the Main line.

Guards of arriving trains (except those for Bunker Loading) must telephone the Signaller at Oakenshaw North box, who will advise the method to be adopted for disposing of the brake van. Such trains must stop with the brake van in rear of the connection to the colliery as it may be necessary to leave the brake van on the Main line.

When a train has drawn forward on the Down Main line towards Streethouse Gate Box to clear the Colliery points before setting back, and the Guards handsignal cannot be seen by the Driver, the Guard may telephone the Signaller at Oakenshaw North who will advise the Crossing Keeper at Streethouse to give the Driver the necessary instructions.

## FREIGHT TRAIN LOADS AND BRAKE POWER. WORKING MANUAL B.R. 30054/6

## Table G. Classification of Locomotives.

Class 24. **INSERT** note (a) after RA No.6.Class 26. **INSERT** note (b) after RA No.6.**INSERT** at foot of page :—

(a) Locomotive Nos. 5050 — 5150 — RA 5.

(b) Locomotive Nos. 5320 — 5346 — RA 5.

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

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York  
14 May, 1969

MO.45/NES/

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.21/22





**NE/S**

EASTERN REGION

**No.23**

NORTHERN AREA

(SOUTHERN SECTION)

Details affecting the line between Skelton Bridge (exclusive) and Longlands Junction, will be shown in the NE/N only.

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

**SATURDAY 7 JUNE**

**TO**

**FRIDAY 13 JUNE 1969**

**INCLUSIVE**

Trainmen 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 drivers 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

Remarks

THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)—continued

DAILY UNTIL FURTHER NOTICE—continued

At or between	Lines affected	Remarks
Dewsbury Wellington Road Station	All	07 30 to 17 30. Painting station buildings, foot-bridge, etc. at 33¼ m.p. Trestles, scaffolding and ladders in use.
Batley Station	Up	08 00 to 17 00. Contractors demolishing platform buildings and awnings. (18/69)
Morley Low	Down and Up Main	08 00 to 18 00. Contractors demolishing station buildings at 38m. 25chs. Plant in use. <b>Commencing Saturday 7 June.</b> (23/69)
Morley and Holbeck East Junction	All	07 30 to 17 00. Contractors repairing culvert at 40 m. 33 chs. (40/68)
Morley Low and Holbeck East Junction	All	08 00 to 17 00. Contractors repairing culvert at 40 m. 35 chs.
Farnley Jn. and Holbeck East Jn.	All	07 30 to 17 00. Repairing bridge No.6 at 41 m. 43 chs. (40/68)
<b>SUNDAY 8 JUNE</b> Dewsbury Wellington Road Station	Down and Up Main	07 30 to 16 30. Transporting material between 32¾ and 33½ m.p. Trolley in use. Mirfield signal box open.
Batley	All	07 00 to 17 00. Testing controls.

LEEDS CITY TO HULL (PARAGON)

DAILY UNTIL FURTHER NOTICE

Leeds City Station	Platform 4	08 00 to 16 00. Contractors erecting new B.R.S.A. Club. (See Section 'C')
Leeds City	Platform 5 East	08 30 to 17 00. Contractors erecting steelwork for B.R.S.A. club and associated roof work. Plant in use.
Neville Hill West Junction and Marsh Lane Junction	Up Main Up Goods	07 30 to 17 00. Repairing retaining wall between 19m. 77chs. and 18m. 74chs. Scaffolding erected. <b>Restricted clearance—Drivers to keep a sharp lookout.</b>
Marsh Lane Junction and Neville Hill West Junction	All	08 00 to 18 00. Contractors attaching brackets to bridge No.33 at 19m. 4chs.
Marsh Lane Junction and Neville Hill East Junction	Coaling plant roads and adjacent lines	08 00 to 18 00. Contractors demolishing coaling plant and small buildings at Neville Hill M.P.D. between 18m. 45chs. and 18m. 30chs. Plant in use.
Neville Hill East Junction and Garforth	All	08 00 to 17 00. Mechanical excavator working adjacent to track between 18¼ m.p. and 16m. 18chs. (8/68)
Cross Gates	Up Main	08 00 to 17 00. Contractors demolishing signal box at 15m. 79chs. Plant in use. <b>Commencing Saturday 7 June.</b> (23/69)
Peckfield	Down and Up Main	08 00 to 17 00. Alterations to level crossing at 11m. 8chs.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Diggle and Marsden	Down and Up Main	08 00 to 17 00 (except Sat and Sun). Repairing tunnel between 15 and 18¼m.p. <b>Enginemen to sound horns or whistles in the tunnel.</b>
Huddersfield Station	Bay Platform Line and Down and Up Slow and Down Fast	07 30 to 18 00. Contractors re-constructing portions of superstructure of Bridge No.90 Huddersfield Tunnel between 25½ and 25¾m.p. Cranes and plant in use.
Hillhouse No.1 and Kirkburton Junction	All	08 00 to 18 00. Contractors demolishing coaling plant and buildings at former Hillhouse M.P.D. between 26¼m.p. and 26m. 70chs. Mechanical plant in use.
<b>SUNDAY 8 JUNE</b>		
Diggle and Marsden	Down and Up Main	07 00 to 17 30. Track and drain repairs and testing rails in Standedge Tunnel between 15 and 18¼m.p. Rail motor in use.
Gledholt Junction and Marsden	Up Goods (BLOCKED)	06 00 to 18 00. Renewing waybeams on Bridge 54 between 19¾m.p. and 19m. 50chs. and turning rails between 20¾ and 19¾m.p. <b>All Up traffic to travel over the Up Main.</b>
Huddersfield Station	Down and Up Slow (BLOCKED)	00 01 to 23 59. Contractors reconstructing superstructure of Bridge No. 90 Huddersfield Tunnel at 25½m.p. Crane and plant in use. <b>All traffic to travel over the Down and Up Fast.</b>
<b>FRIDAY 13 JUNE</b>		
Heaton Lodge Junction and Bradley Junction	Up Slow (BLOCKED)	00 01 to 06 00. Tamping machines in use between 29m. 30chs. and 28½m.p. <b>All Up traffic to travel over the Up Fast.</b>
<b>KIRKBURTON GOODS BRANCH</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Kirkburton Junction and Deighton	All	08 00 to 20 00. Contractors laying gas mains between 0m. 17chs. and 0m. 45chs. and crossing under tracks at 0m. 30chs. and 0m. 45chs. Plant in use.
<b>THORNHILL JUNCTION TO LOW MOOR NO.2 WEST</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Cleckheaton and Low Moor No.5	All	07 30 to 16 30. Preparing for signalling alterations.
<b>LOW MOOR NO.5 TO NO. 1</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Cleckheaton and Low Moor No.5	All	07 30 to 16 30. Preparing for signalling alterations



## 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 JUNE - LOFTHOUSE NORTH

The connection between the Up Siding and E. and W.R. Spur and between the Down Through Siding and Down Spur will be secured in the normal position pending removal, both spurs and the associated signals will be abolished.

A double sided notice board, worded on each side "STOP, PROCEED IF LINE CLEAR", between the Colliery Sidings and E. and W.R. line will be provided on the site of the former signal applying from E. and W.R. line to Spur. (26)

## DETAILS OF WORK ALREADY CARRIED OUT

## LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

## \*\* KING GEORGE DOCK - SALTEND

Two indicator lamps have been provided one each side of King George Dock Eastern Access Road, situated 12 yards on the approach sides of the roadway, at a height of 12 feet above rail level. These indications display a flashing lunar white light, indicating that the (Red) Road Flashing lights are operating. (23)

## WAKEFIELD EAST

A new connection between the Carriage Sidings and Up Platform or Up Through lines has been brought into use and trap points provided in the Carriage Sidings situated approximately 20 yards East of the signal box.

## The following connections have been reinstated :-

Facing connection Carriage Siding to Up Platform or Through lines.

Double slips trailing from Up Platform or Up Through lines.

A disc signal has been provided, situated to the left of the Carriage Siding immediately before reaching the trap points.

## The following signals have been reinstated :-

Shunting Up Through line to Carriage Siding (lower disc signal of double disc assembly)

Shunting Up Platform to Carriage Siding (lower disc signal of double disc assembly). (24)



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

## \*\*CROFTON WEST

The Down Goole Starting and Advanced Starting signals have been abolished.  
The Up Goole Up Home signal has been replaced by a colour light signal (No. CW 58), 130 yards further from the signal box. This 4 aspect signal will exhibit only a Red, Yellow or Green aspect.  
Diamond signs have been fitted to the Down Main Home and Up Main Starting signals. (23)

## STREETHOUSE GATE BOX

The level crossing gates have been replaced by lifting barriers controlled from the gate box. (25)

## \* BETWEEN KNOTTINGLEY, SUDFORTH LANE AND HENSALL

A.W.S. has been brought into use at the following signals :-

**Down Line Signals**

Auto 443  
Sudforth Lane 445  
Sudforth Lane 457  
Auto 465  
Sudforth Lane 466  
Sudforth Lane 468

**Up Line Signals**

Sudforth Lane 469  
Sudforth Lane 467  
Sudforth Lane 464  
Sudforth Lane 456  
Sudforth Lane 444  
Auto 442

(23)

## CROFTON WEST, OAKENSHAW NORTH AND PRINCE OF WALES

Revised signalling has been brought into use between Crofton West, Oakenshaw North and Prince of Wales. Full details are published in Supplementary Notice No. 20A and all staff concerned must ensure that they receive a copy of this notice. (24)

## CROFTON WEST TO FEATHERSTONE

A.W.S. has been brought into use between and including the following signals :-

Down Goole 313 and 343  
Up Goole 348 and 318  
Up Goole Goods Loop 339  
Down Goole Goods Loop 345  
Down Crofton Goods 315

(24)

## \*\* BETWEEN ARDSLEY STATION AND MORLEY TOP

The Down and Up Main lines have been terminated at 182 miles 660 yds. and renamed as follows :-

Old	New
Down Main	Arrival Line
Up Main	Departure Line

Temporary buffer stops have been erected.

**Morley Top**

The signalbox, together with the signals worked therefrom, have been dispensed with and all points secured in the normal position pending removal.

**Tingley**

The signalbox, together with all signals worked therefrom, have been abolished. All connections have been secured in the normal position pending removal, except the trailing connection Up Sidings to Up Main which is operated by a single lever Ground Frame. The Ground Frame is padlocked and the key is held in the Down Side Shunters Cabin at Ardsley.

A notice board worded "STOP-PROCEED IF LINE IS CLEAR" has been erected to the left of the arrival line on the site of the former Down Starting Signal.

A telephone has been provided on Ardsley Station Departure Line Home Signal.

(23)



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

**HALIFAX GOODS YARD GROUND FRAME**

All remaining points have been converted to hand operation.

(New Item) (26)

**BETWEEN MARSDEN JUNCTION AND HUDDERSFIELD (GLEDHOLT JUNCTION)**

The Down Fast line between Marsden Junction and Huddersfield (Gledholt Junction) has been abandoned and the lines between the above mentioned locations have been redesignated as follows:—

Old	New
Up Fast	Up Goods
Up Slow	Up Main
Down Slow	Down Main
Up Loop	Up Goods

(at Marsden Junction)

The signals are renamed accordingly.

**Marsden Junction**

The following connections have been secured out of use in the normal position pending removal:—

- Up Fast to Up Slow (Old Designations)
- Down Slow to Down Fast
- Trailing crossover between Down and Up Loop lines on the Huddersfield side of the signal box
- Down Loop to Down Slow
- Trailing crossover between Down and Up Loop lines on the Diggle side of the signal box

The following signals have been abolished.

- Up Fast to Up Slow (Old Designations)
- Disc signal, Down Loop to Up Loop
- Disc signal, Up Loop to Down Loop
- Disc signal, Opposite signal box applying to setting back movements along Up Loop
- Disc signal, Down Slow to Down Loop (top disc of double assembly)
- Disc signal, Down Loop to Up Loop (on the Diggle side of the signal box)
- Down Fast starting signal
- Miniature arm signal, applying Down Loop to Down Fast
- Miniature arm signal, applying Down Loop to Down Slow
- Disc signal, Up Loop to Down Loop (adjacent to signal box)
- Down Main to Down Fast

A new disc signal has been provided applying to setting back movements along the Up Goods. (24)

**\*\*LONGWOOD GOODS**

The Up Sidings and Coal Chutes have been abolished and the following connections have been secured permanently out of use in the normal position pending removal:—

- Up Sidings—Up Fast
- Up Sidings—Down Fast
- Fast lines crossover.

All associated signals have been abolished.

(23)

**BETWEEN BARNESLEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNESLEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.



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

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON - continued.**

The following signals have been taken out of use :-

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)

**BETWEEN HUNSLET SOUTH JUNCTION, HUNSLET STATION JUNCTION, HUNSLET GOODS JUNCTION AND LEEDS ENGINE SHED JUNCTION**

Revised signalling has been brought into use between Hunslet South Junction, Hunslet Station Junction, Hunslet Goods Junction and Leeds Engine Shed Junction. Full details are published in Supplementary Notice No.22A and all staff concerned must ensure that they receive a copy of this notice.

(25)

**\*\*LEEDS ENGINE SHED JUNCTION**

The connection between No.1 Fan of the Down Sidings (Nineveh Road) and the Down Whitehall/Down Normanton line, together with the associated signals from the Sidings, has been abolished.

The connection from No.1 Side to No.2 Side within the M.P.D. has been severed. Transfer movements will require to travel by the new two connections referred to below.

The Down Goods has been blocked from Hunslet Goods Junction and a new connection from the Front Road in Nineveh Road Sidings to the Down Goods has been provided.

The existing trap points in the Down Goods line have been connected to the M.P.D. Shunting Line with a slip connection to No.2 Side.

Both the above mentioned new connections will be hand worked until further notice.

A Notice Board worded "STOP FOR ORDERS" has been provided back to back with the remaining ground disc signal reading from Nineveh Road Sidings, and applies to movements from No.1 Side to Nineveh Road Sidings.

The signals applying from the former Coaling Plant Sidings have been abolished.

**Altered Signalling**

The ground disc from Down Whitehall Line reads through the new hand worked connection to Nineveh Road Sidings.

(23)

**WELLINGTON STREET YARD GROUND FRAME**

The signal which applied to No.1 N.E. Bank Arrival Road to Wellington St. Yard, and the associated ground frame have been abolished.

(25)

**BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

With reference to supplementary notice No.22A, No.872 position light shunting signal has been positioned on the opposite side of the line to that shown on the diagram.

(New item) (26)



## SECTION D

## 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

## FOSS ISLANDS GOODS YARD

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## GARFORTH UP SIDINGS

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos. 1 and 2 sidings.

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

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

York  
30 May, 1969

MO.45/NES/

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. 23

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 15 JUNE-HEATON LODGE JUNCTION**

The connections between the Up and Down Fast and Up and Down Huddersfield Fast lines will be replaced by plain line.

The Up and Down Fast lines between these connections and a point immediately West of the Junction with the Huddersfield lines, will be abandoned.

The catch points in the Up Huddersfield Fast line will be abolished.

The associated signals will be abolished.

(27)

**TUESDAY 17 JUNE-YORK (CHALONERS WHIN)**

The two 2 lever ground frames situated near to Overbridge No. 43, controlling the trailing crossovers between the Down and Up Leeds lines and Down and Up Normanton lines will be abolished.

(27)

**DETAILS OF WORK ALREADY CARRIED OUT****LOFTHOUSE NORTH**

The connection between the Up Siding and E. and W.R. Spur and between the Down Through Siding and Down Spur have been secured in the normal position pending removal, both spurs and the associated signals have been abolished.

A double sided notice board, worded on each side "STOP, PROCEED IF LINE CLEAR", between the Colliery Sidings and E. and W.R. line has been provided on the site of the former signal applying from E. and W.R. line to Spur.

(26)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles

which may be standing ahead.

(U.F.N.)

**WRENTHORPE**

A Whistle Board has been erected on the Down Side at 176 miles 70 chains approximately 450 yards before reaching the Unmanned Level Crossing at Bowling Avenue.

(New item)

**\* WAKEFIELD EAST**

A new connection between the Carriage Sidings and Up Platform or Up Through lines has been brought into use and trap points provided in the Carriage Sidings situated approximately 20 yards East of the signal box.

**The following connections have been reinstated :-**

Facing connection Carriage Siding to Up Platform or Through lines.

Double slips trailing from Up Platform or Up Through lines.

A disc signal has been provided, situated to the left of the Carriage Siding immediately before reaching the trap points.

**The following signals have been reinstated :-**

Shunting Up Through line to Carriage Siding (lower disc signal of double disc assembly)

Shunting Up Platform to Carriage Siding (lower disc signal of double disc assembly) (24)



## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
<b>LEEDS CITY TO SKIPTON (STATION SOUTH)—continued</b>		
<b>DAILY UNTIL FURTHER NOTICE — continued</b>		
Hirstwood and Bingley Station	Down and Up Main	08 00 to 18 00. Contractors laying gas main on both sides of track between 208m. 70chs. and 209m. 8chs. and erecting overhead pipe support at 208m. 76chs. Plant in use.
Steeton and Skipton Station South	All	07 30 to 16 30. Installing cable troughs.
<b>SUNDAY 15 JUNE</b>		
Leeds City West End	All	07 30 to 17 00. Testing cables.
Whitehall Junction	All	07 30 to 18 00. Repairs to bridge No. 11 at 195m. 50chs.
Newlay and Apperley Junction	Down and Up Main	07 00 to 15 00. Contractors repairing bridge No. 27 at 199m. 58chs. Crane and plant in use. Both signal boxes open.
Apperley Junction and Newlay	Up Main	06 00 to 15 00. Adjusting expansions between 200¼m.p. and 199m. 30chs. Both signal boxes open.
Skipton Station South and Kildwick	Up Main	05 30 to 14 30. Tamping machine in use between 219m. 5chs. and 216¾m.p. Skipton Station South, Connonley, and Kildwick signal boxes open.

**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. (43/68)
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**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.
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**APPERLEY JUNCTION TO ILKLEY STATION****SUNDAY 15 JUNE**

Burley Junction and Ilkley Junction	Down and Up Main	00 01 to 10 30. Turning rails between 210 and 210½m.p. Both signal boxes open.
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## SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued.

## DETAILS OF WORK ALREADY CARRIED OUT - continued

**STREETHOUSE GATE BOX**

The level crossing gates have been replaced by lifting barriers controlled from the gate box. (25)

**\*\* CROFTON WEST, OAKENSHAW NORTH AND PRINCE OF WALES**

Revised signalling has been brought into use between Crofton West, Oakenshaw North and Prince of Wales. Full details are published in Supplementary Notice No.20A and all staff concerned must ensure that they receive a copy of this notice. (24)

**\* \*\* CROFTON WEST TO FEATHERSTONE**

A.W.S. has been brought into use between and including the following signals :-

Down Goole 313 and 343  
Up Goole 348 and 318  
Up Goole Goods Loop 339  
Down Goole Goods Loop 345  
Down Crofton Goods 315

(24)

**TINGLEY**

The Ground Frame is now secured by Annetts Lock, the key is held in the Down Side Shunters Cabin at Ardsley. (New item) (27)

**HAMMERTON STREET, BRADFORD ADOLPHUS STREET YARD**

The Arrival and Departure lines between Hammerton Street Box and Adolphus Street Yard have been taken out of use.

The Arrival line (continuation of Down Goods line from Laisterdyke West to Hammerton Street) terminates at Buffer stops 95 yards in advance of Hammerton St. signal applying Down Goods to Arrival line.

The Departure line is buffer stopped 60 yards in rear of the connections from Up Main to Up Siding (former Up Goods).

Trains for Adolphus Street Yard to travel via the Bank Line, after reversal at Hammerton Street Box from Down Goods to Up Siding (former Up Goods).

Trains from Adolphus Street Yard to travel from Bank Line to Up Siding (former Up Goods) then reverse to Burnett's Sidings and forward via Up Main from Hammerton St. box. (New item)(27)

**BRAMLEY**

The trailing crossover between the Down and Up Main lines together with the associated slip connections and shunting signals has been abolished. (27)

**\* \*\* BETWEEN MARSDEN JUNCTION AND HUDDERSFIELD (GLEDHOLT JUNCTION)**

The Down Fast line between Marsden Junction and Huddersfield (Gledholt Junction) has been abandoned and the lines between the above mentioned locations have been redesignated as follows :-

Old	New
Up Fast	Up Goods
Up Slow	Up Main
Down Slow	Down Main
Up Loop	Up Goods

(at Marsden Junction)

The signals are renamed accordingly.



## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## BETWEEN MARSDEN JUNCTION AND HUDDERSFIELD (GLEDHOLT JUNCTION)—continued

## Marsden Junction

The following connections have been secured out of use in the normal position pending removal :—

- Up Fast to Up Slow (Old Designations)
- Down Slow to Down Fast
- Trailing crossover between Down and Up Loop lines on the Huddersfield side of the signal box
- Down Loop to Down Slow
- Trailing crossover between Down and Up Loop lines on the Diggle side of the signal box

The following signals have been abolished.

- Up Fast to Up Slow (Old Designations)
- Disc signal, Down Loop to Up Loop
- Disc signal, Up Loop to Down Loop
- Disc signal, Opposite signal box applying to setting back movements along Up Loop
- Disc signal, Down Slow to Down Loop (top disc of double assembly)
- Disc signal, Down Loop to Up Loop (on the Diggle side of the signal box)
- Down Fast starting signal
- Miniature arm signal, applying Down Loop to Down Fast
- Miniature arm signal, applying Down Loop to Down Slow
- Disc signal, Up Loop to Down Loop (adjacent to signal box)
- Down Main to Down Fast

A new disc signal has been provided applying to setting back movements along the Up Goods. (24)

## BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

## Barnsley Exchange Junction

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

The following signals have been taken out of use :—

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

## Darton

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

**BETWEEN HUNSLET SOUTH JUNCTION, HUNSLET STATION JUNCTION, HUNSLET GOODS JUNCTION  
AND LEEDS ENGINE SHED JUNCTION**

Revised signalling has been brought into use between Hunslet South Junction, Hunslet Station Junction, Hunslet Goods Junction and Leeds Engine Shed Junction. Full details are published in Supplementary Notice No.22A and all staff concerned must ensure that they receive a copy of this notice.  
(25)

**WELLINGTON STREET YARD GROUND FRAME**

The signal which applied to No.1 N.E. Bank Arrival Road to Wellington St. Yard, and the associated ground frame have been abolished.  
(25)

**BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

With reference to supplementary notice No.22A, No.872 position light shunting signal has been positioned on the opposite side of the line to that shown on the diagram.  
(26)

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## 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

## ★ LOFTHOUSE NORTH:— EAST AND WEST SIDINGS

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

## FOSS ISLANDS GOODS YARD

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## GARFORTH UP SIDINGS

No.2 siding has been extended to an additional end unloading dock and a new **handworked** connection has been provided at the West End of Nos.1 and 2 sidings.

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.  
Contractors' vehicles are using temporary crossing over siding to loading dock.

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

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York  
6 June, 1969.

MO.45/NES/

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. 24*

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 22 JUNE—TURNERS LANE**

The facing trap points in the Up Fork Line will be secured out of use in the reverse position pending removal. (28)

**SUNDAY 22 JUNE—SHIPLEY ✓**

The Shipley to Idle Goods Branch and the Goods Lines between Leeds Junction and Bradford Junction, together with the associated signals will be abolished. The Leeds Junction connections to these lines will be secured Down and Up Fast to Down and Up Bradford lines. (28)

**MONDAY 23 JUNE—DRIFFIELD STATION GOODS YARD**

The Loading Dock Siding will be secured permanently out of use pending removal. (28)

**WEDNESDAY 25 JUNE—CALDER BRIDGE**

Rhodes Sidings will be dispensed with, the trailing connection from Up Goods will be secured in the normal position pending removal. The associated signals will be abolished. (28)

**✓ WEDNESDAY 25 JUNE—HULL PARAGON**

Nos. 104 – 108 ground position signal from E. Road Up Main applying to Nos. 4, 5, 6 and 9 platforms and to Nos. 50/51 ground position signal, will be repositioned 21 yards nearer to the signal box on the opposite side of the line. (28)

## DETAILS OF WORK ALREADY CARRIED OUT

**WRENTHORPE**

A Whistle Board has been erected on the Down Side at 176 miles 70 chains approximately 450 yards before reaching the Unmanned Level Crossing at Bowling Avenue.

**LOFTHOUSE NORTH**

The connection between the Up Siding and E. and W.R. Spur and between the Down Through Siding and Down Spur have been secured in the normal position pending removal, both spurs and the associated signals have been abolished.

A double sided notice board, worded on each side "STOP, PROCEED IF LINE CLEAR", between the Colliery Sidings and E. and W.R. line has been provided on the site of the former signal applying from E. and W.R. line to Spur. (26)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.****DETAILS OF WORK ALREADY CARRIED OUT – continued****LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**YORK (CHALONERS WHIN)**

The two 2 lever ground frames situated near to Overbridge No.43, together with the associated trailing crossovers between the Down and Up Leeds lines and Down and Up Normanton lines have been abolished. (Amended item) (27)

**\*\* STREETHOUSE GATE BOX**

The level crossing gates have been replaced by lifting barriers controlled from the gate box. (25)

**TINGLEY**

The Ground Frame is now secured by Annetts Lock, the key is held in the Down Side Shunters Cabin at Ardsley. (27)

**HAMMERTON STREET, BRADFORD ADOLPHUS STREET YARD**

The Arrival and Departure lines between Hammerton Street Box and Adolphus Street Yard have been taken out of use.

The Arrival line (continuation of Down Goods line from Laisterdyke West to Hammerton Street) terminates at Buffer stops 95 yards in advance of Hammerton St. signal applying Down Goods to Arrival line.

The Departure line is buffer stopped 60 yards in rear of the connections from Up Main to Up Siding (former Up Goods).

Trains for Adolphus Street Yard to travel via the Bank Line, after reversal at Hammerton Street Box from Down Goods to Up Siding (former Up Goods).

Trains from Adolphus Street Yard to travel from Bank Line to Up Siding (former Up Goods) then reverse to Burnett's Sidings and forward via Up Main from Hammerton St. box. (27)

**BRAMLEY**

The trailing crossover between the Down and Up Main lines together with the associated slip connections and shunting signals has been abolished. (27)

**HEATON LODGE JUNCTION**

The connections between the Up and Down Fast and Up and Down Huddersfield Fast lines have been replaced by plain line.

The Up and Down Fast lines between these connections and a point immediately West of the Junction with the Huddersfield lines, have been abandoned.

The catch points in the Up Huddersfield Fast line have been abolished.

The associated signals have been abolished. (27)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BARNESLEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNESLEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**\* \* BETWEEN HUNSLET SOUTH JUNCTION, HUNSLET STATION JUNCTION, HUNSLET GOODS JUNCTION AND LEEDS ENGINE SHED JUNCTION**

Revised signalling has been brought into use between Hunslet South Junction, Hunslet Station Junction, Hunslet Goods Junction and Leeds Engine Shed Junction. Full details are published in Supplementary Notice No.22A and all staff concerned must ensure that they receive a copy of this notice. (25)

**\* \* WELLINGTON STREET YARD GROUND FRAME**

The signal which applied to No.1 N.E. Bank Arrival Road to Wellington St. Yard, and the associated ground frame have been abolished. (25)

**BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

With reference to supplementary notice No.22A, No.872 position light shunting signal has been positioned on the opposite side of the line to that shown on the diagram. (26)



## SECTION D

## 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

## LOFTHOUSE NORTH:— EAST AND WEST SIDINGS

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

## FOSS ISLANDS GOODS YARD

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## GARFORTH UP SIDINGS

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos. 1 and 2 sidings.

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

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

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York  
13 June, 1969

MO.45/NES/

F.J. BURGE  
Movements Manager

*Receipt of this notice need not be acknowledged. If the NE/S notice is not received by the normal time advise your superior Officer by telegram as follows:—*

NILE SIG. NOTICE NE/S

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 29 JUNE—ARMLEY MOOR**

The point ends, (opposite the signalbox) of the connections from Siding Line to Down Main, together with the associated signals will be abolished. The connection from Siding Line to Down Main will remain in altered form.

**DETAILS OF WORK ALREADY CARRIED OUT****WRENTHORPE**

A Whistle Board has been erected on the Down Side at 176 miles 70 chains approximately 450 yards before reaching the Unmanned Level Crossing at Bowling Avenue. (28)

**\*\*LOFTHOUSE NORTH**

The connection between the Up Siding and E. and W.R. Spur and between the Down Through Siding and Down Spur have been secured in the normal position pending removal, both spurs and the associated signals have been abolished.

A double sided notice board, worded on each side "STOP, PROCEED IF LINE CLEAR", between the Colliery Sidings and E. and W.R. line has been provided on the site of the former signal applying from E. and W.R. line to Spur. (26)

**GOLDSBOROUGH AND KNARESBOROUGH**

Whistle boards have been provided on either side of the accommodation crossing at 14m. 45chs. (29)

**HULL PARAGON**

Nos. 104-108 ground position signal from E. Road Up Main applying to Nos. 4,5,6 and 9 platforms and to Nos. 50/51 ground position signal, have been repositioned 21 yards nearer to the signal box on the opposite side of the line. (28)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**YORK (CHALONERS WHIN)**

The two 2 lever ground frames situated near to Overbridge No.43, together with the associated trailing crossovers between the Down and Up Leeds lines and Down and Up Normanton lines have been abolished. (27)



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**

**DETAILS OF WORK ALREADY CARRIED OUT – continued**

**DRIFFIELD STATION GOODS YARD**

The Loading Dock Siding has been secured permanently out of use pending removal. (28)

**TURNERS LANE**

The facing trap points in the Up Fork Line have been secured out of use in the reverse position pending removal. (28)

**CALDER BRIDGE**

Rhodes Sidings have been dispensed with, the trailing connection from Up Goods has been secured in the normal position pending removal and the associated signals have been abolished. (28)

**TINGLEY**

The Ground Frame is now secured by Annetts Lock, the key is held in the Down Side Shunters Cabin at Ardsley. (27)

**HAMMERTON STREET, BRADFORD ADOLPHUS STREET YARD**

The Arrival and Departure lines between Hammerton Street Box and Adolphus Street Yard have been taken out of use.

The Arrival line (continuation of Down Goods line from Laisterdyke West to Hammerton Street) terminates at Buffer stops 95 yards in advance of Hammerton St. signal applying Down Goods to Arrival line.

The Departure line is buffer stopped 60 yards in rear of the connections from Up Main to Up Siding (former Up Goods).

Trains for Adolphus Street Yard to travel via the Bank Line, after reversal at Hammerton Street Box from Down Goods to Up Siding (former Up Goods).

Trains from Adolphus Street Yard to travel from Bank Line to Up Siding (former Up Goods) then reverse to Burnett's Sidings and forward via Up Main from Hammerton St. box. (27)

**BRAMLEY**

The trailing crossover between the Down and Up Main lines together with the associated slip connections and shunting signals has been abolished. (27)

**WORTLEY WEST**

The Main to Main trailing crossover and associated signals have been abolished. (29)

**HEATON LODGE JUNCTION**

The connections between the Up and Down Fast and Up and Down Huddersfield Fast lines have been replaced by plain line.

The Up and Down Fast lines between these connections and a point immediately West of the Junction with the Huddersfield lines, have been abandoned.

The catch points in the Up Huddersfield Fast line have been abolished.

The associated signals have been abolished. (27)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.  
(U.F.N.)

**\* \* BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

With reference to supplementary notice No.22A, No.872 position light shunting signal has been positioned on the opposite side of the line to that shown on the diagram. (26)

**SHIPLEY**

The Shipley to Idle Goods Branch and the Goods Lines between Leeds Junction and Bradford Junction, together with the associated signals have been abolished. The Leeds Junction connections to these lines have been secured Down and Up Fast to Down and Up Bradford lines. (28)



## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.  
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## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 6 JULY—WORTLEY WEST AND LAISTERDYKE EAST**

Revised signalling will be brought into use between Wortley West, Armley Moor, Bramley and Laisterdyke East.

Full details are published in Supplementary Notice No. 27A and all staff concerned must ensure that they receive a copy of this notice. (30)

**WEDNESDAY 9 JULY—LEDSTON**

The Disc Signal, applying Down Siding or to Main, will be replaced by miniature arm signal, situated to the left of the Down Sidings, 70 yards further from the signal box. (30)

## DETAILS OF WORK ALREADY CARRIED OUT

**WRENTHORPE**

A Whistle Board has been erected on the Down Side at 176 miles 70 chains approximately 450 yards before reaching the Unmanned Level Crossing at Bowling Avenue. (28)

**GOLDSBOROUGH AND KNARESBOROUGH**

Whistle boards have been provided on either side of the accommodation crossing at 14m. 45chs. (29)

**HULL PARAGON**

Nos. 104-108 ground position signal from E. Road Up Main applying to Nos. 4,5,6 and 9 platforms and to Nos. 50/51 ground position signal, have been repositioned 21 yards nearer to the signal box on the opposite side of the line. (28)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**\*\* YORK (CHALONERS WHIN)**

The two 2 lever ground frames situated near to Overbridge No.43, together with the associated trailing crossovers between the Down and Up Leeds lines and Down and Up Normanton lines have been abolished. (27)

**DRIFFIELD STATION GOODS YARD**

The Loading Dock Siding has been secured permanently out of use pending removal. (28)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.****DETAILS OF WORK ALREADY CARRIED OUT – continued****TURNERS LANE**

The facing trap points in the Up Fork Line have been secured out of use in the reverse position pending removal. (28)

**CALDER BRIDGE**

Rhodes Sidings have been dispensed with, the trailing connection from Up Goods has been secured in the normal position pending removal and the associated signals have been abolished. (28)

**\* \* TINGLEY**

The Ground Frame is now secured by Annetts Lock, the key is held in the Down Side Shunters Cabin at Ardsley. (27)

**\* \* HAMMERTON STREET, BRADFORD ADOLPHUS STREET YARD**

The Arrival and Departure lines between Hammerton Street Box and Adolphus Street Yard have been taken out of use.

The Arrival line (continuation of Down Goods line from Laisterdyke West to Hammerton Street) terminates at Buffer stops 95 yards in advance of Hammerton St. signal applying Down Goods to Arrival line.

The Departure line is buffer stopped 60 yards in rear of the connections from Up Main to Up Siding (former Up Goods).

Trains for Adolphus Street Yard to travel via the Bank Line, after reversal at Hammerton Street Box from Down Goods to Up Siding (former Up Goods).

Trains from Adolphus Street Yard to travel from Bank Line to Up Siding (former Up Goods) then reverse to Burnett's Sidings and forward via Up Main from Hammerton St. box. (27)

**ARMLEY MOOR**

The point ends, (opposite the signalbox) of the connections from Siding Line to Down Main, together with the associated signals have been abolished. The connection from Siding Line to Down Main will remain in altered form.

**\* \* BRAMLEY**

The trailing crossover between the Down and Up Main lines together with the associated slip connections and shunting signals has been abolished. (27)

**WORTLEY WEST**

The Main to Main trailing crossover and associated signals have been abolished. (29)

**\* \* HEATON LODGE JUNCTION**

The connections between the Up and Down Fast and Up and Down Huddersfield Fast lines have been replaced by plain line.

The Up and Down Fast lines between these connections and a point immediately West of the Junction with the Huddersfield lines, have been abandoned.

The catch points in the Up Huddersfield Fast line have been abolished.

The associated signals have been abolished. (27)



## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

**BETWEEN BARNESLEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNESLEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**SHIPLEY**

The Shipley to Idle Goods Branch and the Goods Lines between Leeds Junction and Bradford Junction, together with the associated signals have been abolished. The Leeds Junction connections to these lines have been secured Down and Up Fast to Down and Up Bradford lines. (28)

## SECTION D

**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****LOFTHOUSE NORTH:- EAST AND WEST SIDINGS**

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

**FOSS ISLANDS GOODS YARD**

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

**NEVILLE HILL M.P.D.**

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

**GARFORTH UP SIDINGS**

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos. 1 and 2 sidings.

**KEIGHLEY NORTH GOODS YARD**

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.  
Contractors' vehicles are using temporary crossing over siding to loading dock.

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

---

York  
27 June, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

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

NILE SIG. NOTICE NE/S

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**NE/S**

EASTERN REGION

**No.28**

NORTHERN AREA

(SOUTHERN SECTION)

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

**SATURDAY 12 JULY**

**TO**

**FRIDAY 18 JULY 1969**

**INCLUSIVE**

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

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SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRK_GATE) WEST</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Wakefield Westgate South and Wakefield Kirkgate West	All	07 30 to 16 30. Preparing for alterations to signalling. (26/69)
<b>LEEDS CITY (GELDERD ROAD JUNCTION) TO LEEDS CITY (HOLBECK WEST JUNCTION)</b>		
<b>SUNDAY 13 JULY</b>		
Gelderd Road Junction and Wortley South Junction	Down and Up Doncaster (BLOCKED)	04 00 to 07 00. Removing redundant bridge at 184m. 26chs. Rail cranes in use.
<b>MONDAY to FRIDAY 14 to 18 JULY</b>		
Gelderd Road Junction and Wortley South Junction	Down and Up Doncaster	08 00 to 18 00 daily. Contractors demolishing abutments on bridge 39. Mechanical plant in use
<b>LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Horsforth and Arthington	All	07 30 to 18 30. Contractors carrying out repairs and inspections to Bramhope Tunnel Shaft Nos. 1 2, 3 and 4 between 5m. 74chs. and 8m. 7chs. Plant and scaffolding in use.
Arthington and Rigton	Down and Up Main	Boring rig in use between 9 and 10 m.p. (25/69)
Rigton and Harrogate South	All	08 00 to 17 00. Contractors repairing bridges 38 to 41 between 17m. 53chs. and 18 m.p.
<b>MONDAY to FRIDAY 14 to 18 JULY</b>		
Horsforth and Harrogate South	Down and Up Main	22 30 (Mon to Thu) to 06 30 (Tue to Fri). Tamping between 8 and 18 m.p. Arthington, Horsforth, Rigton and Harrogate South signal boxes open.
<b>YORK TO SCARBOROUGH</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Washbeck	All	07 30 to 16 00. Work in connection with signalling alterations. <b>Commencing Monday, 14 July.</b>
<b>MONDAY 14 JULY</b>		
Washbeck	All	07 30 to 16 00. Alterations, to signalling. (See Section 'C').
<b>SATURDAY to SUNDAY 12 to 13 JULY</b>		
Strensall and Barton Hill	Down and Up Main (BLOCKED)	22 15 (Sat) to 08 00 (Sun). Relaying, lifting and tamping between 8m. 53chs. and 9m. 21chs. Twin Jib Tracklayer and Tamping Machine in use.
<b>MONDAY to WEDNESDAY 14 to 16 JULY</b>		
Strensall and Barton Hill	Down Main (BLOCKED)	22 00 (Mon and Tue) to 04 30 (Tue and Wed). Tamping machine in use between 8m. 53chs. and 9m. 21chs.
<b>WEDNESDAY 16 JULY</b>		
Heslerton and Weaverthorpe	Down and Up Main	09 30 to 17 00. Contractors erecting overhead cable at 31m. 1chs.



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>YORK (SKELTON) TO HARROGATE (DRAGON)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Skelton and Starbeck North	Down and Up Main	07 30 to 17 00. Cleaning and painting station buildings. (43/68)
Poppleton	All	08 00 to 16 00. Renewing gate connections. (24/69)
<b>THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
L.N.W. Junction and Holbeck East Junction	All	07 30 to 17 00. Painting bridges between 32 and 42 m.p. Scaffolding trestles and ladders in use. (26/69)
Dewsbury Wellington Road Station	Up Main	07 30 to 16 30. Extending retaining wall between 33½ and 32¼ m.p. (23/69)
Morley Low	Down and Up Main	08 00 to 18 00. Contractors demolishing station buildings at 38m. 25chs. Plant in use. (23/69)
Morley Low and Holbeck East Junction	All	08 00 to 17 00. Contractors repairing culvert at 40m. 35chs.
<b>SUNDAY 13 JULY</b>		
Batley and L.N.W. Jn.	Up Main	07 00 to 17 00. Turning rails and renewing sleepers between 34m. 10chs. and 33¼ m.p.
Batley	All	07 00 to 17 30. Testing controls.
<b>LEEDS CITY TO HULL (PARAGON)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Leeds City Station	Platform 4	08 00 to 16 00. Contractors erecting new B.R.S.A. Club. (See Section 'C').
Leeds City	Platform 5 East	08 30 to 17 00. Contractors erecting steelwork for B.R.S.A. club and associated roof work. Plant in use.
Leeds City East End	All	08 00 to 16 00. Welding crossings.
Neville Hill West Junction and Marsh Lane Junction	Up Main Up Goods	07 30 to 17 00. Repairing retaining wall between 19m. 77chs. and 18m. 74chs. Scaffolding erected.
Marsh Lane Junction and Neville Hill East Junction	Coaling plant roads and adjacent lines	<b>Restricted clearance—Drivers to keep a sharp lookout.</b>
Neville Hill East Jn. and Neville Hill West	All	08 00 to 18 00. Contractors demolishing coaling plant and small buildings at Neville Hill M.P.D. between 18m. 45chs. and 18m. 30chs. Plant in use.
Neville Hill East Jn.	Up Main	08 00 to 18 00. Contractors demolishing Signal Boxes between 18m 28chs and 18m 74chs. Plant in use.
Cross Gates	Up Main	08 00 to 18 00. Contractors removing redundant track and buildings between 18m. 5chs. and 18m. 35chs. Plant in use.
		08 00 to 17 00. Contractors demolishing signal box at 15m. 79chs. Plant in use. (23/69)



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>HEBDEN BRIDGE TO NORMANTON (GOOSEHILL) - continued</b>		
<b>SUNDAY 13 JULY-continued</b>		
Greetland and Elland	Down and Up Main	08 00 to 11 30. Testing rails in Elland Tunnel between 31¼ m.p. and 31m. 46chs. Both signal boxes open.
Healey Mills	Primary Sidings	07 00 to 17 00. Kango tamping machine in use.
<b>MONDAY 13 JULY</b>		
Horbury Junction	Up Fast and Up Slow	08 00 to 17 00. Welding rail joints on new crossover at 45 m.p.
<b>WEDNESDAY to THURSDAY 16 to 17 JULY</b>		
Horbury Junction and Healey Mills	Up Fast and Up Slow	23 00 (Wed) to 06 00 (Thu). Welding rail joints between 45m. 24chs. and 45¼ m.p.
<b>WEDNESDAY to FRIDAY 16 to 18 JULY</b>		
Horbury Junction and Wakefield Kirkgate West	Down Fast (BLOCKED)	23 00 (Wed and Thu) to 06 30 (Thu and Fri). Tamping machine in use between 45m. 45chs. and 47m. 35chs. <b>Down traffic to travel over the Down Slow.</b>

**DIGGLE TO MIRFIELD (HEATON LODGE JUNCTION)****DAILY UNTIL FURTHER NOTICE**

Slaithwaite and Longwood Goods	Down and Up Slow, and Up Fast	08 00 to 17 00. Contractors demolishing all platform buildings and excavating island platform at Golcar Station.
Huddersfield Station	Bay Platform Line and Down and Up Slow and Down Fast	07 30 to 18 00. Contractors re-constructing portion of superstructure of Bridge No.90 Huddersfield Tunnel between 25½ and 25¼ m.p. Cranes and plant in use.
Hillhouse No.1 and Kirkburton Junction	All	08 00 to 18 00. Contractors demolishing coaling plant and buildings at former Hillhouse M.P.D. between 26¼ m.p. and 26 m. 70 chs. Mechanical plant in use.
<b>SUNDAY 13 JULY</b>		
Greenfield and Marsden	Down and Up (BLOCKED)	05 30 to 07 50. Contractors demolishing Bridge No.38 and Diggle station buildings and platforms. Mechanical plant in use.
Marsden and Greenfield	Up (BLOCKED)	07 50 to 16 00. Contractor demolishing Bridge No.38 and Diggle Station buildings and platforms. Mechanical plant in use. <b>Single line working over Down line.</b>
Marsden and Diggle	Up Main (BLOCKED)	00 15 to 08 00. Unloading materials and loading rubble in Stanedge Tunnel between 15 and 18¼ m.p. Both signal boxes open.
Huddersfield Station	Down and Up Through Lines (BLOCKED) (by local arrangements)	07 30 to 17 00. Examination of steelwork on station. Hydraulic plant in use.
Huddersfield	Up Loop and Platform 8 (BLOCKED)	07 00 to 17 00. Relaying check rails between 25¼ and 26m.p. <b>Trains to be re-platformed as necessary.</b>



## SECTION B- TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>THORNHILL JUNCTION TO LOW MOOR NO.2 WEST</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Cleckheaton and Low Moor No.5	All	07 30 to 16 30. Preparing for signalling alterations.
Cleckheaton and Low Moor No.5	All	08 00 to 18 00. Contractors thrust boring at 1m. 72chs.
Low Moor No.2 West and Low Moor No.5	Up Main	08 00 to 18 00. Contractors removing redundant track and buildings between 0m.p. and 0m. 17chs. Plant in use.
<b>LOW MOOR NO.5 TO NO. 1</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Cleckheaton and Low Moor No. 5.	All	07 30 to 16 30. Preparing for signalling alterations.
<b>BARNSELY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Barnsley Exchange and Darton	Down Main (BLOCKED)	Repairs to bridge No.36. <b>Single Line Working over the Up Main by Electric token. (See Section 'C').</b>
<b>SUNDAY 13 JULY</b>		
Woolley Coal Siding and Crigglestone Jn.	Down and Up Main	05 00 to 15 00. Removing redundant points and crossings between 47½ and 47m.p. Woolley signal box open.
<b>CUDWORTH NORTH JUNCTION TO MONK BRETTON</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Cudworth North Junction and Monk Bretton	All	07 30 to 18 00. Contractors painting bridges between 175m. 77chs. and 176m. 74chs. Scaffolding, ladders and trestles in use. <b>Drivers to keep a sharp look-out Commencing Monday 14 July.</b>
<b>DARFIELD STATION TO LEEDS CITY (NORTH JUNCTION)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Darfield Station and Houghton C.S.	Down and Up	08 00 to 16 00. Removing platforms at 17¼ 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 between 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.
Oakenshaw North and Goose Hill	All	08 00 to 18 00. Contractors reconstructing bridge No.213 at 183m. 68chs. Cranes and plant in use.



ENGINEERING WORKS—continued  
 At or between Lines affected Remarks

**LEEDS CITY TO SKIPTON (STATION SOUTH)**

**DAILY UNTIL FURTHER NOTICE**

Leeds City West End	All	
Whitehall	All	08 00 to 16 00. Welding crossings.
Whitehall	All	08 00 to 16 00. Repairs to bridge No. 11 at 195m. 50chs.
Wortley Junction and Thackley Junction	All	19 00 to 07 00. Repairs to bridge No.11 at 195m. 50chs.
Kirkstall Junction and Bingley Junction	All	08 00 to 18 00. Contractors removing ballast between 196m. 31chs. and 204m. 76chs. Mechanical plant in use.
Newlay and Calverley	All	08 00 to 16 00. Welding crossings between 197m. 78chs. and 205m. 76chs. (24/69)
Calverley and Apperley Junction	All	08 00 to 17 00. Removing platform copings at former Newlay Station at 199 $\frac{3}{4}$ m.p.
Apperley Jn. and Apperley Viaduct	Down and Up Main	08 00 to 17 00. Contractors removing platform copings at former Calverley Station at 200m. 75chs.
Steeton and Skipton Station South	All	08 00 to 17 00. Repairs to bridge No.38A at 203m. 1ch.

**SUNDAY 13 JULY**

Newlay	Down Main	07 30 to 16 30. Installing cable troughs.
Shipley Bingley Junction and Keighley Station Junction	Down Main	06 30 to 15 30. Changing switches at 199m. 36chs. Signal box open.
Keighley Station Junction and Bingley Junction	Up Main	06 00 to 15 00. Tamping between 206 and 209m.p. Both signal boxes open.
Keighley Station Junction	All	06 00 to 14 30. Tamping machine in use between 212 and 209m.p. Both signal boxes open.
<b>WEDNESDAY 16 JULY</b>		
Apperley Viaduct	All	07 30 to 17 00. Repairs to steelwork on Bridge 72A and 72B at 212m.p. Plant in use. Signal box open.
		08 00 to 16 00. Overhauling interlocking.

**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. Crane and plant in use overhead.
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**APPERLEY JUNCTION TO ILKLEY STATION**

**DAILY UNTIL FURTHER NOTICE**

Burley in Wharfedale and Ilkley	All	08 00 to 17 00. Contractors repairing culverts and footbridges.
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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.  
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## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 12 JULY—CASTLE HILLS**

No. 1 Siding will be shortened by approximately 245 yards from the Doncaster end and a temporary buffer stop will be erected.

The connections from No. 1 Siding to Nos. 2 and 3 Sidings will be removed and Nos. 2 and 3 Sidings will be shortened by 220 yards and 134 yards respectively. (31)

**WEDNESDAY 16 JULY—WHITLEY BRIDGE GATE BOX**

The Level Crossing gates will be replaced by lifting barriers controlled from the gate box.

## DETAILS OF WORK ALREADY CARRIED OUT

**LEDSTON**

The Disc Signal, applying Down Siding or to Main, has been replaced by miniature arm signal, situated to the left of the Down Sidings, 70 yards further from the signal box. (30)

**\* WRENTHORPE**

A Whistle Board has been erected on the Down Side at 176 miles 70 chains approximately 450 yards before reaching the Unmanned Level Crossing at Bowling Avenue. (28)

**GOLDSBOROUGH AND KNARESBOROUGH**

Whistle boards have been provided on either side of the accommodation crossing at 14m. 45chs. (29)

**\*\* HULL PARAGON**

Nos. 104-108 ground position signal from E. Road Up Main applying to Nos. 4, 5, 6 and 9 platforms and to Nos. 50/51 ground position signal, have been repositioned 21 yards nearer to the signal box on the opposite side of the line. (28)

**LEEDS CITY STATION**

No. 4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**\*\* DRIFFIELD STATION GOODS YARD**

The Loading Dock Siding has been secured permanently out of use pending removal. (28)



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

**\*\* TURNERS LANE**

The facing trap points in the Up Fork Line have been secured out of use in the reverse position pending removal. (28)

**\*\* CALDER BRIDGE**

Rhodes Sidings have been dispensed with, the trailing connection from Up Goods has been secured in the normal position pending removal and the associated signals have been abolished. (28)

**ARMLEY MOOR**

The point ends, (opposite the signalbox) of the connections from Siding Line to Down Main, together with the associated signals have been abolished. The connection from Siding Line to Down Main will remain in altered form. (29)

**WORTLEY WEST**

The Main to Main trailing crossover and associated signals have been abolished. (29)

**WORTLEY WEST AND LAISTERDYKE EAST**

Revised signalling has been brought into use between Wortley West, Armley Moor, Bramley and Laisterdyke East.

Full details were published in Supplementary Notice No.27A and all staff concerned must ensure that they have received a copy of this notice. (30)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)

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

## \* SHIPLEY

The Shipley to Idle Goods Branch and the Goods Lines between Leeds Junction and Bradford Junction, together with the associated signals have been abolished. The Leeds Junction connections to these lines have been secured Down and Up Fast to Down and Up Bradford lines.

## SECTION D

## 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

## LOFTHOUSE NORTH:- EAST AND WEST SIDINGS

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

## FOSS ISLANDS GOODS YARD

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## GARFORTH UP SIDINGS

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos.1 and 2 sidings.

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.  
Contractors' vehicles are using temporary crossing over siding to loading dock.

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

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York  
2 July, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

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

NILE SIG. NOTICE NE/S

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

\* *Items marked thus will not appear in future issues and a note must be taken of them by all concerned.*  
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## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 20 JULY – BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION

The connection, Down Normanton Goods to Down Normanton Main, will be brought into use. (No. 2371 points).

Refer to Supplementary Notice of Signalling Alterations No. 22A. (32)

## DETAILS OF WORK ALREADY CARRIED OUT

## CASTLE HILLS

No.1 Siding has been shortened by approximately 245 yards from the Doncaster end and a temporary buffer stop erected.

The connections from No.1 Siding to Nos. 2 and 3 Sidings have been removed and Nos. 2 and 3 Sidings shortened by 220 yards and 134 yards respectively. (31)

## LEDSTON

The Disc Signal, applying Down Siding or to Main, has been replaced by miniature arm signal, situated to the left of the Down Sidings, 70 yards further from the signal box. (30)

## \*\* GOLDSBOROUGH AND KNARESBOROUGH

Whistle boards have been provided on either side of the accommodation crossing at 14m. 45chs. (29)

## WHITLEY BRIDGE GATE BOX

The Level Crossing gates have been replaced by lifting barriers controlled from the gate box. (31)

## LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

## \*\* ARMLEY MOOR

The point ends, (opposite the signalbox) of the connections from Siding Line to Down Main, together with the associated signals have been abolished. The connection from Siding Line to Down Main will remain in altered form. (29)

## \*\* WORTLEY WEST

The Main to Main trailing crossover and associated signals have been abolished. (29)

## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

**WORTLEY WEST AND LAISTERDYKE EAST**

Revised signalling has been brought into use between Wortley West, Armley Moor, Bramley and Laisterdyke East.

Full details were published in Supplementary Notice No.27A and all staff concerned must ensure that they have received a copy of this notice. (30)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No.36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)



**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****LOFTHOUSE NORTH:- EAST AND WEST SIDINGS**

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

**FOSS ISLANDS GOODS YARD**

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

**NEVILLE HILL M.P.D.**

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

**GARFORTH UP SIDINGS**

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos.1 and 2 sidings.

**KEIGHLEY NORTH GOODS YARD**

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.  
Contractors' vehicles are using temporary crossing over siding to loading dock.

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

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York  
9 July, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

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

*NILE SIG. NOTICE NE/S*

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 27 JULY - LEEDS (BETWEEN NEVILLE HILL EAST JUNCTION AND MARSH LANE JUNCTION)

The A.W.S. inductor for Up Goods Loop Signal No. 185 will be repositioned 10 yards further from the signal box and the inductor for the Up Goods Loop Signal No. 786 will be abolished. (33)

## DETAILS OF WORK ALREADY CARRIED OUT

## CASTLE HILLS

No.1 Siding has been shortened by approximately 245 yards from the Doncaster end and a temporary buffer stop erected.

The connections from No.1 Siding to Nos. 2 and 3 Sidings have been removed and Nos. 2 and 3 Sidings shortened by 220 yards and 134 yards respectively. (31)

## \* \* LEDSTON

The Disc Signal, applying Down Siding or to Main, has been replaced by miniature arm signal, situated to the left of the Down Sidings, 70 yards further from the signal box. (30)

## WHITLEY BRIDGE GATE BOX

The Level Crossing gates have been replaced by lifting barriers controlled from the gate box. (31)

## LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

*Richard: Room 72 for below. Also copy of dig in this weeks notice. TO BRAD EXCH*

## \* \* WORTLEY WEST AND LAISTERDYKE EAST

Revised signalling has been brought into use between Wortley West, Armley Moor, Bramley and Laisterdyke East.

Full details were published in Supplementary Notice No.27A and all staff concerned must ensure that they have received a copy of this notice. (30)

*A.S.A.P.*



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BARNESLEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNESLEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

The connection, Down Normanton Goods to Down Normanton Main, will be brought into use. (No. 2371 points).

Refer to Supplementary Notice of Signalling Alterations No. 22A.

(32)

**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****LOFTHOUSE NORTH:- EAST AND WEST SIDINGS**

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

**FOSS ISLANDS GOODS YARD**

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

**NEVILLE HILL M.P.D.**

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

**GARFORTH UP SIDINGS**

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos.1 and 2 sidings.

**KEIGHLEY NORTH GOODS YARD**

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.  
Contractors' vehicles are using temporary crossing over siding to loading dock.

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

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York  
16 July, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

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

*NILE SIG. NOTICE NE/S*

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

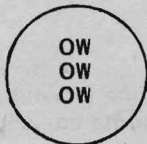
## DETAILS OF WORK REFERRED TO IN SECTION B

## TUESDAY to THURSDAY 5 to 7 AUGUST—EGGBOROUGH POWER STATION

No.1 Siding Unloading Control signals Nos. B1, B2, B3 and B4 will be altered to give following aspects :-



STOP IMMEDIATELY



MOVE AT LOW SPEED IN  
DIRECTION FOR UNLOADING

## INDICATIONS APPLICABLE WHEN UNLOADING ONLY

R = RED      W = WHITE

## SUNDAY 3 AUGUST—BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION

The connection Down Normanton Main to Up Normanton Main will be brought into use. (No.2360 points  
—Refer to Supplementary Notice of Signalling Alterations No.22A). (34)

## DETAILS OF WORK ALREADY CARRIED OUT

## \* \*\* CASTLE HILLS

No.1 Siding has been shortened by approximately 245 yards from the Doncaster end and a temporary buffer stop erected.

The connections from No.1 Siding to Nos. 2 and 3 Sidings have been removed and Nos. 2 and 3 Sidings shortened by 220 yards and 134 yards respectively. (31)

## LEEDS (BETWEEN NEVILLE HILL EAST JUNCTION AND MARSH LANE JUNCTION)

The A.W.S. inductor for Up Goods Loop Signal No. 185 will be repositioned 10 yards further from the signal box and the inductor for the Up Goods Loop Signal No. 786 will be abolished. (33)

## \* \*\* WHITLEY BRIDGE GATE BOX

The Level Crossing gates have been replaced by lifting barriers controlled from the gate box. (31)

## LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

The connection, Down Normanton Goods to Down Normanton Main, will be brought into use. (No. 2371 points).

Refer to Supplementary Notice of Signalling Alterations No. 22A.

(32)



## SECTION D

## 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

## ★ BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

## LOFTHOUSE NORTH:- EAST AND WEST SIDINGS

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

## FOSS ISLANDS GOODS YARD

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## GARFORTH UP SIDINGS

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos. 1 and 2 sidings.

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.  
Contractors' vehicles are using temporary crossing over siding to loading dock.

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

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York  
23 July, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

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

NILE SIG. NOTICE NE/S

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

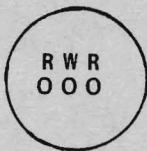
## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 10 AUGUST—GARFORTH \*

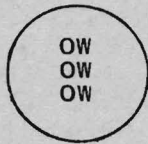
The trailing connection in the Down Main Line leading to the Down Siding will be secured permanently out of use, pending removal. The associated outlet shunting signal will be abolished. (35/36)

## TUESDAY to THURSDAY 12 to 14 AUGUST—EGGBOROUGH POWER STATION

No.2 Line Unloading Control signals Nos. A1, A2, A3 and A4 will be altered to give the following aspects :—



STOP IMMEDIATELY



MOVE AT LOW SPEED IN  
DIRECTION FOR UNLOADING

INDICATIONS APPLICABLE WHEN UNLOADING ONLY

R = RED      W = WHITE

(35/36)

## DETAILS OF WORK ALREADY CARRIED OUT

## LEEDS (BETWEEN INEVILLE HILL EAST JUNCTION AND MARSH LANE JUNCTION)

The A.W.S. inductor for Up Goods Loop Signal No. 185 has been repositioned 10 yards further from the signal box and the inductor for the Up Goods Loop Signal No. 786 abolished. (33)

## LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)



## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

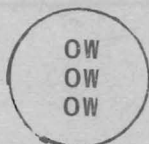
## DETAILS OF WORK ALREADY CARRIED OUT—continued

## EGGBOROUGH POWER STATION

No. 1 Siding Unloading Control signals Nos. B1, B2, B3 and B4 will be altered to give following aspects :—



STOP IMMEDIATELY

MOVE AT LOW SPEED IN  
DIRECTION FOR UNLOADING

## INDICATIONS APPLICABLE WHEN UNLOADING ONLY

R = RED      W = WHITE

(34)

## BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**

**DETAILS OF WORK ALREADY CARRIED OUT—continued.**

**\* BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

The connection, Down Normanton Goods to Down Normanton Main, has been brought into use. (No. 2371 points).

Refer to Supplementary Notice of Signalling Alterations No. 22A. (32)

**BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

The connection Down Normanton Main to Up Normanton Main has been brought into use. (No. 2360 points—Refer to Supplementary Notice of Signalling Alterations No. 22A). (34)

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## SECTION D

## 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

## ★ CLAYTON WEST GOODS YARD

Commencing 12 noon Monday 11 August, the Warehouse Sidings and Dock Sidings will be spiked out of use (Hand Points) pending removal.

## BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

## LOFTHOUSE NORTH:— EAST AND WEST SIDINGS

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

## FOSS ISLANDS GOODS YARD

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## GARFORTH UP SIDINGS

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos. 1 and 2 sidings.

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.  
Contractors' vehicles are using temporary crossing over siding to loading dock.

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

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York  
30 July, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

*Receipt of this notice need not be acknowledged. If the NE/S notice is not received by the normal time advise your superior Officer by telegram as follows:—*

NILE SIG. NOTICE NE/S

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 17 AUGUST – GARFORTH •**

The trailing crossover between the Down and Up Main Lines will be re-positioned 7 yards nearer to the signal box and the slip connection to Up Sidings will be replaced by a facing connection Up Main to Up Sidings.

The yellow target shunting signal applying Up Sidings to Down Main or Up Branch will be fitted with a red target and will apply Up Sidings to Down Main, Up Branch or Shunt Spur.

A new shunting signal will be provided on the left hand side of the Shunt Spur approximately two hundred yards from the signal box and will apply Shunt Spur to Up Sidings.

A new shunting signal will be provided at the foot of the Down Branch inner home signal and will apply Down Branch line to Up Sidings. (39)

**SUNDAY 17 AUGUST – SUDFORTH LANE**

The departure line shunting spur will be dispensed with and the points leading thereto will be secured permanently out of use in the reverse position. Number 462 shunting signal reading spur to departure line will be abolished.

Nos. 458 and 459 shunting signals will no longer apply to the Shunting Spur. (37)

**MONDAY TO WEDNESDAY 18 TO 20 AUGUST – HALIFAX GOODS YARD SHUNTING FRAME.**

The shunting frame will be abolished and all points operated therefrom will be converted to hand operation. (37)

**DETAILS OF WORK ALREADY CARRIED OUT****\* \* \* LEEDS (BETWEEN NEVILLE HILL EAST JUNCTION AND MARSH LANE JUNCTION)**

The A.W.S. inductor for Up Goods Loop Signal No. 185 has been repositioned 10 yards further from the signal box and the inductor for the Up Goods Loop Signal No. 786 abolished. (33)

**GARFORTH •**

The trailing connection in the Down Main Line leading to the Down Siding secured permanently out of use, pending removal and the associated outlet shunting signal abolished.

The shunting signal applying Down Main to Down Sidings, Up Main or Up Sidings has been repositioned 7 yards nearer the signal box and now applies Down Main to Up Main or Up Sidings.

Amended (35/36)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)



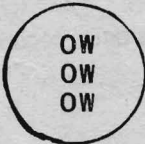
**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**  
**DETAILS OF WORK ALREADY CARRIED OUT—continued**

**EGGBOROUGH POWER STATION**

No. 1 Siding Unloading Control signals Nos. B1, B2, B3 and B4 have been altered to give the following aspects:—



**STOP IMMEDIATELY**



**MOVE AT LOW SPEED IN  
DIRECTION FOR UNLOADING**

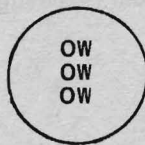
**INDICATIONS APPLICABLE WHEN UNLOADING ONLY**

**R = RED      W = WHITE**

No. 2 Line Unloading Control signals Nos. A1, A2, A3 and A4 have been altered to give the following aspects:—



**STOP IMMEDIATELY**



**MOVE AT LOW SPEED IN  
DIRECTION FOR UNLOADING**

**INDICATIONS APPLICABLE WHEN UNLOADING ONLY**

**R = RED      W = WHITE**

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT—continued.****BETWEEN BARNESLEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNESLEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

The connection Down Normanton Main to Up Normanton Main has been brought into use. (No. 2360 points—Refer to Supplementary Notice of Signalling Alterations No. 22A). (34)



**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****Experimental Blue Flashing Lights on Tamping Machines**

Referring to the work shown in Section "B" on Saturday to Sunday, the 16 to 17 August from 22 00 Saturday to 23 30 Sunday. On the Down and Up Main lines between Neville Hill West Junction and Peckfield, one of the tamping machines will be fitted, experimentally, with a blue flashing light on the side nearest to traffic. The light is a reminder to staff on site of the close proximity of trains passing on the adjoining line.

**CLAYTON WEST GOODS YARD**

The Warehouse Sidings and Dock Sidings have been spiked out of use (Hand Points) pending removal.

**BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION**

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

**LOFTHOUSE NORTH:- EAST AND WEST SIDINGS**

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

**FOSS ISLANDS GOODS YARD**

The following sidings have been spiked out of use pending removal:  
The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

**NEVILLE HILL M.P.D.**

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

**GARFORTH UP SIDINGS**

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos. 1 and 2 sidings.

**KEIGHLEY NORTH GOODS YARD**

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.  
Contractors' vehicles are using temporary crossing over siding to loading dock.

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

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York  
6 August 1969

MO.45/NES

F.J. BURGE  
Movements Manager

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

*NILE SIG. NOTICE NE/S*

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL.

## DETAILS OF WORK ALREADY CARRIED OUT

## LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

## GARFORTH

The trailing connection in the Down Main Line leading to the Down Siding secured permanently out of use, pending removal and the associated outlet shunting signal abolished.

The shunting signal applying Down Main to Down Sidings, Up Main or Up Sidings has been repositioned 7 yards nearer the signal box and now applies Down Main to Up Main or Up Sidings.

The trailing crossover between the Down and Up Main Lines has been re-positioned 7 yards nearer to the signal box and the slip connection to Up Sidings has been replaced by a facing connection Up Main to Up Sidings.

The yellow target shunting signal applying Up Sidings to Down Main or Up Branch has been fitted with a red target and now applies Up Sidings to Down Main, Up Branch or Shunt Spur.

A new shunting signal has been provided on the left hand side of the Shunt Spur approximately two hundred yards from the signal box and now applies Shunt Spur to Up Sidings.

A new shunting signal has been provided at the foot of the Down Branch inner home signal and now applies Down Branch line to Up Sidings. (39)

## SHARLSTON COLLIERY

The ground position light signal applying Down Goole line to Charlston Colliery East Curve, will now also apply for setting back movement to Down Goole line occupied.

The ground position light signal applying Up Goole line to Charlston Colliery West Curve or Down Goole line, will now also apply for setting back movement to Up Goole line occupied. (New item) (38)

## SUDFORTH LANE

The departure line shunting spur has been dispensed with and the points leading thereto have been secured permanently out of use in the reverse position. Number 462 shunting signal reading spur to departure line has been abolished.

Nos.458 and 459 shunting signals no longer apply to the Shunting Spur. (37)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**

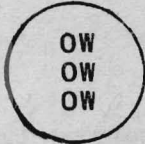
**DETAILS OF WORK ALREADY CARRIED OUT—continued**

**EGGBOROUGH POWER STATION**

No. 1 Siding Unloading Control signals Nos. B1, B2, B3 and B4 have been altered to give the following aspects:—



**STOP IMMEDIATELY**



**MOVE AT LOW SPEED IN  
DIRECTION FOR UNLOADING**

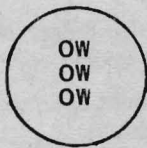
**INDICATIONS APPLICABLE WHEN UNLOADING ONLY**

**R = RED      W = WHITE**

No. 2 Line Unloading Control signals Nos. A1, A2, A3 and A4 have been altered to give the following aspects:—



**STOP IMMEDIATELY**



**MOVE AT LOW SPEED IN  
DIRECTION FOR UNLOADING**

**INDICATIONS APPLICABLE WHEN UNLOADING ONLY**

**R = RED      W = WHITE**

(35/36)

**GOLDTHORPE COLLIERY**

A new ground position light signal has been provided to the left of the Engine Run Round line 34 yards on the Cudworth side of the bunker and will apply Engine Run Round line to Departure Line.

The 'Stop for Orders' Notice Board to the right of the Engine Run Round line has been dispensed with.  
**(New item) (38)**

**HALIFAX GOODS YARD SHUNTING FRAME**

The shunting frame has been abolished and all points operated therefrom have been converted to hand operation.  
**(37)**

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT—continued.****BETWEEN BARNSELEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)

**\* BETWEEN LEEDS AND HUNSLET SOUTH JUNCTION**

The connection Down Normanton Main to Up Normanton Main has been brought into use. (No. 2360 points—refer to Supplementary Notice of Signalling Alterations No. 22A).

(34)



## SECTION D

## 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

## Experimental Blue Flashing Lights on Tamping Machines

Referring to the work shown in Section "B" on Saturday to Sunday, the 16 to 17 August from 22 00 Saturday to 23 30 Sunday. On the Down and Up Main lines between Neville Hill West Junction and Peckfield, one of the tamping machines will be fitted, experimentally, with a blue flashing light on the side nearest to traffic. The light is a reminder to staff on site of the close proximity of trains passing on the adjoining line.

## ★ CLAYTON WEST GOODS YARD

The Warehouse Sidings and Dock Sidings have been spiked out of use (Hand Points) pending removal.

## BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

## LOFTHOUSE NORTH:— EAST AND WEST SIDINGS

Scaffolding and overhead conductor being erected at 179 miles 6 chains. The Shunt Neck has been temporarily shortened by 275 yards and a buffer stop has been erected. (U.F.N.)

## FOSS ISLANDS GOODS YARD

The following sidings have been spiked out of use pending removal:

The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## GARFORTH UP SIDINGS

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos.1 and 2 sidings.

## ★ GOLDCAR STATION

In connection with the demolition of Goldcar station buildings, a temporary level crossing will be in use from the 24 August over the Up Goods line at 22m. 7chs. **Drivers to proceed with caution.**

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

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

York  
15 August, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

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

NILE SIG. NOTICE NE/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 31 AUGUST—CARCROFT STATION**

The trailing crossover between the Down and Up Branch lines, and the slip connection Down Branch to Up Sidings, will be secured out of use pending removal. The associated signals will be abolished, and the Up Sidings will be abandoned. (40)

**SUNDAY 7 SEPTEMBER—CASTLE HILLS**

All points and connections worked from the signal box will be secured out of use in the normal position. The associated signals will be dispensed with. (40)

**SUNDAY 7 SEPTEMBER—BETWEEN GARFORTH AND ALLERTON MAIN •**

The portion of the Branch Single line between Garforth and Allerton Main will be abandoned.

A buffer stop will be erected on the Branch Single line 400 yards on the Garforth side of Allerton Main signal box.

**Garforth**

The following connections will be secured out of use in the normal position pending removal :-

- Facing Down Main to Up Branch
- Trailing Up Main to Down Branch
- Trailing Up Branch to Single line

The following signals will be abolished :-

- Junction Indicator (Position 4) Down Main Home to Up Branch
- Up Branch Starting
- Down Branch Distant
- Down Branch No. 1 Home
- Down Branch No. 2 Home
- Disc, Down Branch to Up Sidings

(40)

**SUNDAY 7 SEPTEMBER—ANLABY ROAD JUNCTION ✓**

The double junction between 0m. 67chs. and 0m. 71chs. will be removed and replaced by plain line. (40)

**MONDAY 8 SEPTEMBER—WASHBECK ✓**

The following connections will be secured out of use in the normal position pending removal, and the associated signals will be abolished :-

- Facing connection Reception Line Number 2 and Shed Line
- Slip connection Down Main and Shed Line
- Facing connection Reception Line No.2 and Reception Line No. 1
- Facing connection Down Main to Middle Road
- Slip connection Down Main to Excursion Platform No.1
- Facing connection Middle Road to Up Main
- Connection Shed Line and Down Siding
- Facing connection Middle Road to Excursion Platform No.2
- Facing connection Excursion Platform No.1 to Back Road
- Facing connection Middle Road to Excursion Platform No.1
- Facing connection Excursion Platform No.1 and Excursion Platform No.2
- Facing connection Excursion Platform No.2 to Shed Line
- Trailing connection Middle Road and Down Main
- Trailing cross-over Down Main and Up Main



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK REFERRED TO IN SECTION B—continued****MONDAY 8 SEPTEMBER—WASHBECK—continued**

The facing points Shed Line to Reception Line No.2 will be secured out of use in the reverse position pending removal.

The following lines will be abandoned pending removal :—

- Excursion Platform No.2
- Shed Line
- Down Siding

**Alterations to Signalling**

The disc shunting signal, which at present applies Up Main to Down Main or setting back along Up Main Line, will in future apply to setting back along Up Main Line only.

The miniature arm signal with associated four way route indicator, which at present applies Back Road to Reception Line No.1, Reception Line No.2, Shed Line or Down Siding, will in future apply to Reception Line No.1 or Reception Line No.2 only. (40)

**DETAILS OF WORK ALREADY CARRIED OUT****LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding is now shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals will be used to authorise movements to No.4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**GARFORTH**

The trailing connection in the Down Main Line leading to the Down Siding secured permanently out of use, pending removal and the associated outlet shunting signal abolished.

The shunting signal applying Down Main to Down Sidings, Up Main or Up Sidings has been repositioned 7 yards nearer the signal box and now applies Down Main to Up Main or Up Sidings.

The trailing crossover between the Down and Up Main Lines has been re-positioned 7 yards nearer to the signal box and the slip connection to Up Sidings has been replaced by a facing connection Up Main to Up Sidings.

The yellow target shunting signal applying Up Sidings to Down Main or Up Branch has been fitted with a red target and now applies Up Sidings to Down Main, Up Branch or Shunt Spur.

A new shunting signal has been provided on the left hand side of the Shunt Spur approximately two hundred yards from the signal box and now applies Shunt Spur to Up Sidings.

A new shunting signal has been provided at the foot of the Down Branch inner home signal and now applies Down Branch line to Up Sidings. (39)

**SHARLSTON COLLIERY**

The ground position light signal applying Down Goole line to Sharlston Colliery East Curve, will now also apply for setting back movement to Down Goole line occupied.

The ground position light signal applying Up Goole line to Sharlston Colliery West Curve or Down Goole line, will now also apply for setting back movement to Up Goole line occupied. (38)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**

**DETAILS OF WORK ALREADY CARRIED OUT—continued**

**SUDFORTH LANE**

The departure line shunting spur has been dispensed with and the points leading thereto have been secured permanently out of use in the reverse position. Number 462 shunting signal reading spur to departure line has been abolished.

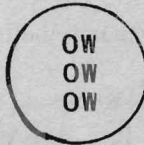
Nos.458 and 459 shunting signals no longer apply to the Shunting Spur. (37)

**\*EGGBOROUGH POWER STATION**

No. 1 Siding Unloading Control signals Nos. B1, B2, B3 and B4 have been altered to give the following aspects:—



**STOP IMMEDIATELY**



**MOVE AT LOW SPEED IN  
DIRECTION FOR UNLOADING**

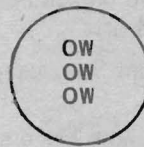
**INDICATIONS APPLICABLE WHEN UNLOADING ONLY**

**R = RED      W = WHITE**

No. 2 Line Unloading Control signals Nos. A1, A2, A3 and A4 have been altered to give the following aspects:—



**STOP IMMEDIATELY**



**MOVE AT LOW SPEED IN  
DIRECTION FOR UNLOADING**

**INDICATIONS APPLICABLE WHEN UNLOADING ONLY**

**R = RED      W = WHITE**

(35/36)

**GOLDTHORPE COLLIERY**

A new ground position light signal has been provided to the left of the Engine Run Round line 34 yards on the Cudworth side of the bunker and will apply Engine Run Round line to Departure Line.

The 'Stop for Orders' Notice Board to the right of the Engine Run Round line has been dispensed with. (38)



## SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued.

**HALIFAX GOODS YARD SHUNTING FRAME**

The shunting frame has been abolished and all points operated therefrom have been converted to hand operation. (37)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**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****CLAYTON WEST GOODS YARD**

The Warehouse Sidings and Dock Sidings have been spiked out of use (Hand Points) pending removal.

**BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION**

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

**FOSS ISLANDS GOODS YARD**

The following sidings have been spiked out of use pending removal:

The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

**NEVILLE HILL M.P.D.**

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

**GARFORTH UP SIDINGS**

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos. 1 and 2 sidings.

**GOLCAR STATION**

In connection with the demolition of Golcar station buildings, a temporary level crossing will be in use from the 24 August over the Up Goods line at 22m. 7chs. **Drivers to proceed with caution.**

**KEIGHLEY NORTH GOODS YARD**

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

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

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York  
22 August, 1969.

MO.45/NES

F.J. BURGE  
Movements Manager

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

*NILE SIG. NOTICE NE/S*

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 14 SEPTEMBER – BETWEEN CARCROFT AND BENTLEY CROSSING**

Revised signalling will be brought into use between Carcroft and Bentley Crossing. Full details are published in Supplementary Notice No. 37A and all staff concerned must ensure that they receive a copy of this notice. (40)

**SUNDAY 14 SEPTEMBER – HAIGH**

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. (40)

**DETAILS OF WORK ALREADY CARRIED OUT****CARCROFT STATION**

The trailing crossover between the Down and Up Branch lines, and the slip connection Down Branch to Up Sidings have been secured out of use pending removal. The associated signals have been abolished, and the Up Sidings have been abandoned. (40)

**CASTLE HILLS**

All points and connections worked from the signal box have been secured out of use in the normal position. The associated signals have been dispensed with (40)

**WASHBECK**

The following connections have been secured out of use in the normal position pending removal, and the associated signals have been abolished:—

- Facing connection Reception Line Number 2 and Shed Line
- Slip connection Down Main and Shed Line
- Facing connection Reception Line No.2 and Reception Line No. 1
- Facing connection Down Main to Middle Road
- Slip connection Down Main to Excursion Platform No.1
- Facing connection Middle Road to Up Main
- Connection Shed Line and Down Siding
- Facing connection Middle Road to Excursion Platform No.2
- Facing connection Excursion Platform No.1 to Back Road
- Facing connection Middle Road to Excursion Platform No.1
- Facing connection Excursion Platform No.1 and Excursion Platform No.2
- Facing connection Excursion Platform No.2 to Shed Line
- Trailing connection Middle Road and Down Main

The facing points Shed Line to Reception Line No. 2 have been secured out of use in the reverse position pending removal.

The following lines have been abandoned pending removal:—

- Excursion Platform No.2
- Shed Line
- Down Siding

**Alterations to Signalling**

The miniature arm signal with associated four way route indicator, which formerly applied Back Road to Reception Line No. 1, Reception Line No. 2 Shed Line or Down Siding, will in future apply to Reception Line No. 1 or Reception Line No. 2 only. (Amended) (40)

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

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**ANLABY ROAD JUNCTION**

The double junction between 0m. 67chs. and 0m. 71chs. has been removed and replaced by plain line. (40)

**BETWEEN GARFORTH AND ALLERTON MAIN**

The portion of the Branch Single line between Garforth and Allerton Main has been abandoned.

A buffer stop has been erected on the Branch Single line 400 yards on the Garforth side of Allerton Main signal box.

**Garforth**

The following connections have been secured out of use in the normal position pending removal:—

- Facing Down Main to Up Branch
- Trailing Up Main to Down Branch
- Trailing Up Branch to Single line

The following signals have been abolished:—

- Junction Indicator (Position 4) Down Main Home to Up Branch
- Up Branch Starting
- Down Branch Distant
- Down Branch No. 1 Home
- Down Branch No. 2 Home
- Disc, Down Branch to Up Sidings

(40)

**GARFORTH**

The trailing connection in the Down Main Line leading to the Down Siding has been secured permanently out of use, pending removal and the associated outlet shunting signal abolished.

The shunting signal applying Down Main to Down Sidings, Up Main or Up Sidings has been repositioned 7 yards nearer the signal box and now applies Down Main to Up Main or Up Sidings.

The trailing crossover between the Down and Up Main Lines has been re-positioned 7 yards nearer to the signal box and the slip connection to Up Sidings has been replaced by a facing connection Up Main to Up Sidings.

The yellow target shunting signal applying Up Sidings to Down Main or Up Branch has been fitted with a red target and now applies Up Sidings to Down Main, Up Branch or Shunt Spur.

A new shunting signal has been provided on the left hand side of the Shunt Spur approximately two hundred yards from the signal box and now applies Shunt Spur to Up Sidings.

A new shunting signal has been provided at the foot of the Down Branch inner home signal and now applies Down Branch line to Up Sidings. (39)

**SHARLSTON COLLIERY**

The ground position light signal applying Down Goole line to Sharlston Colliery East Curve, now also applies for setting back movement to Down Goole line occupied.

The ground position light signal applying Up Goole line to Sharlston Colliery West Curve or Down Goole line, now also applies for setting back movement to Up Goole line occupied. (38)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****\*\* SUDFORTH LANE**

The departure line shunting spur has been dispensed with and the points leading thereto have been secured permanently out of use in the reverse position. Number 462 shunting signal reading spur to departure line has been abolished.

Nos. 458 and 459 shunting signals no longer apply to the Shunting Spur. (37)

**GOLDTHORPE COLLIERY**

A new ground position light signal has been provided to the left of the Engine Run Round line 34 yards on the Cudworth side of the bunker and applies Engine Run Round line to Departure Line.

The 'Stop for Orders' Notice Board to the right of the Engine Run Round line has been dispensed with. (38)

**\*\* HALIFAX GOODS YARD SHUNTING FRAME**

The shunting frame has been abolished and all points operated therefrom have been converted to hand operation. (37)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use :-**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**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****★ MONDAY 15 SEPTEMBER – DRINGHOUSES YARD**

The hand worked connection, leading to sidings Nos. 5 to 9 inclusive in the Down yard, will be spiked out of use pending removal.

**★ LOCKE'S SIDING**

The Down siding will be shortened by 156 yards.

**\* \* CLAYTON WEST GOODS YARD**

The Warehouse Sidings and Dock Sidings have been spiked out of use (Hand Points) pending removal.

**BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION**

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

**\* \* FOSS ISLANDS GOODS YARD**

The following sidings have been spiked out of use pending removal:

The two sidings adjacent to the Foss Islands Road boundary; the siding to the west of the coal cells approach ramp; the two sidings to the rear of the coal cells; No.1 Dock Road and No.5 Dock Road.

**NEVILLE HILL M.P.D.**

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

**\* \* GARFORTH UP SIDINGS**

No.2 siding has been extended to an additional end unloading dock and a new handworked connection has been provided at the West End of Nos.1 and 2 sidings.

**GOLCAR STATION**

In connection with the demolition of Golcar station buildings, a temporary level crossing will be in use from the 24 August over the Up Goods line at 22m. 7chs. **Drivers to proceed with caution.**



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued.

**KEIGHLEY NORTH GOODS YARD**

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

**SLAITHWAITE STATION**

In connection with the demolition of Slaithwaite Station buildings and platforms a temporary level crossing will be in use from Sunday 14 September at 21m. 27chs. (40)

**★ OPERATION OF HAND BRAKES ON FREIGHTLINER WAGONS**

Delay and damage to wheels and brake gear is occurring by Freightliner trains running with hand brakes on or not fully released. These are disc brakes with the 'On' and 'Off' directions indicated by arrows on the operating wheel. The number of turns required to release varies so it is essential to turn the wheel until it comes up against the stop and check that the brake blocks are free. In the majority of cases the wheels on both sides require to be turned anti-clockwise for release but on the first 100 vehicles built this varies, so it is essential to observe the direction indicated on the wheel rim.

Guards must check the position of hand brakes particularly when locomotives are changed at intermediate points en route. (40)

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

York  
3 September, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

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

*NILE SIG. NOTICE NE/S*

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

**CARCROFT: CASTLE HILLS**

The spring points in the Up Doncaster line forming the south end of the trailing crossover at the Doncaster side of Castle Hills, have been converted to motor operated points.

The diagram published in Supplementary Notice No.37A (Carcroft - Bentley Crossing) should be amended to agree. (41)

**BETWEEN CARCROFT AND BENTLEY CROSSING**

Revised signalling has been brought into use between Carcroft and Bentley Crossing. Full details are published in Supplementary Notice No. 37A and all staff concerned must ensure that they have received a copy of this notice. (40)

**CARCROFT STATION**

The trailing crossover between the Down and Up Branch lines, and the slip connection Down Branch to Up Sidings have been secured out of use pending removal. The associated signals have been abolished, and the Up Sidings have been abandoned. (40)

**CASTLE HILLS**

All points and connections worked from the signal box have been secured out of use in the normal position. The associated signals have been dispensed with. (40)

**WASHBECK**

The following connections have been secured out of use in the normal position pending removal, and the associated signals have been abolished:-

- Facing connection Reception Line Number 2 and Shed Line
- Slip connection Down Main and Shed Line
- Facing connection Reception Line No.2 and Reception Line No. 1
- Facing connection Down Main to Middle Road
- Slip connection Down Main to Excursion Platform No.1
- Facing connection Middle Road to Up Main
- Connection Shed Line and Down Siding
- Facing connection Middle Road to Excursion Platform No.2
- Facing connection Excursion Platform No.1 to Back Road
- Facing connection Middle Road to Excursion Platform No.1
- Facing connection Excursion Platform No.1 and Excursion Platform No.2
- Facing connection Excursion Platform No.2 to Shed Line
- Trailing connection Middle Road and Down Main

The facing points Shed Line to Reception Line No. 2 have been secured out of use in the reverse position pending removal.

The following lines have been abandoned pending removal:-

- Excursion Platform No.2
- Shed Line
- Down Siding

**Alterations to Signalling**

The miniature arm signal with associated four way route indicator, which formerly applied Back Road to Reception Line No. 1, Reception Line No. 2 Shed Line or Down Siding, now applies to Reception Line No. 1 or Reception Line No. 2 only. (Amended) (40)



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

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**ANLABY ROAD JUNCTION**

The double junction between 0m. 67chs. and 0m. 71chs. has been removed and replaced by plain line. (40)

**BETWEEN GARFORTH AND ALLERTON MAIN**

The portion of the Branch Single line between Garforth and Allerton Main has been abandoned.

A buffer stop has been erected on the Branch Single line 400 yards on the Garforth side of Allerton Main signal box.

**Garforth**

The following connections have been secured out of use in the normal position pending removal:—

- Facing Down Main to Up Branch
- Trailing Up Main to Down Branch
- Trailing Up Branch to Single line

The following signals have been abolished:—

- Junction Indicator (Position 4) Down Main Home to Up Branch
- Up Branch Starting
- Down Branch Distant
- Down Branch No. 1 Home
- Down Branch No. 2 Home
- Disc, Down Branch to Up Sidings

(40)

**GARFORTH**

The trailing connection in the Down Main Line leading to the Down Siding has been secured permanently out of use, pending removal and the associated outlet shunting signal abolished.

The shunting signal applying Down Main to Down Sidings, Up Main or Up Sidings has been repositioned 7 yards nearer the signal box and now applies Down Main to Up Main or Up Sidings.

The trailing crossover between the Down and Up Main Lines has been re-positioned 7 yards nearer to the signal box and the slip connection to Up Sidings has been replaced by a facing connection Up Main to Up Sidings.

The yellow target shunting signal applying Up Sidings to Down Main or Up Branch has been fitted with a red target and now applies Up Sidings to Down Main, Up Branch or Shunt Spur.

A new shunting signal has been provided on the left hand side of the Shunt Spur approximately two hundred yards from the signal box and now applies Shunt Spur to Up Sidings.

A new shunting signal has been provided at the foot of the Down Branch inner home signal and now applies Down Branch line to Up Sidings. (39)

**\* SHARLSTON COLLIERY**

The ground position light signal applying Down Goole line to Sharlston Colliery East Curve, now also applies for setting back movement to Down Goole line occupied.

The ground position light signal applying Up Goole line to Sharlston Colliery West Curve or Down Goole line, now also applies for setting back movement to Up Goole line occupied. (38)

## SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

## DETAILS OF WORK ALREADY CARRIED OUT—continued

## \* \* GOLDTHORPE COLLIERY

A new ground position light signal has been provided to the left of the Engine Run Round line 34 yards on the Cudworth side of the bunker and applies Engine Run Round line to Departure Line.

The 'Stop for Orders' Notice Board to the right of the Engine Run Round line has been dispensed with. (38)

## BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

## Barnsley Exchange Junction

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

## The following signals have been taken out of use :—

Down Main Second Home

Disc Up Main to Down Main or Set Back on Up Main

Disc Up Main to Honeywell Siding

Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

## Darton

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

## HAIGH

The Signal box together with all signals worked therefrom, has been abolished.

All connections have been secured out of use in the normal position pending removal. (40)



## SECTION D

## 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

## DRINGHOUSES YARD

The hand worked connection, leading to sidings Nos. 5 to 9 inclusive in the Down yard, has been spiked out of use pending removal. (40)

## LOCKE'S SIDING

The Down siding will be shortened by 156 yards. (40)

## BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## GOLCAR STATION

In connection with the demolition of Golcar station buildings, a temporary level crossing is in use over the Up Goods line at 22m. 7chs. **Drivers to proceed with caution.**

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

## SLAITHWAITE STATION

In connection with the demolition of Slaithwaite Station buildings and platforms a temporary level crossing has been in use from Sunday 14 September at 21m. 27chs. (40)

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

WEDNESDAY 1 OCTOBER – THORNE MOOR

The trailing connection Down Main to Down Sidings together with the associated signal will be abolished. (42)

DETAILS OF WORK ALREADY CARRIED OUT

CARCROFT: CASTLE HILLS

The spring points in the Up Doncaster line forming the south end of the trailing crossover at the Doncaster side of Castle Hills, have been converted to motor operated points.

The diagram published in Supplementary Notice No.37A (Carcroft – Bentley Crossing) should be amended to agree. (41)

BETWEEN CARCROFT AND BENTLEY CROSSING

Revised signalling has been brought into use between Carcroft and Bentley Crossing. Full details are published in Supplementary Notice No. 37A and all staff concerned must ensure that they have received a copy of this notice. (40)

CARCROFT STATION

The trailing crossover between the Down and Up Branch lines, and the slip connection Down Branch to Up Sidings have been secured out of use pending removal. The associated signals have been abolished, and the Up Sidings have been abandoned. (40)

CASTLE HILLS

All points and connections worked from the signal box have been secured out of use in the normal position. The associated signals have been dispensed with. (40)

WASHBECK

The following connections have been secured out of use in the normal position pending removal, and the associated signals have been abolished:—

- Facing connection Reception Line Number 2 and Shed Line
- Slip connection Down Main and Shed Line
- Facing connection Reception Line No.2 and Reception Line No. 1
- Facing connection Down Main to Middle Road
- Slip connection Down Main to Excursion Platform No.1
- Facing connection Middle Road to Up Main
- Connection Shed Line and Down Siding
- Facing connection Middle Road to Excursion Platform No.2
- Facing connection Excursion Platform No.1 to Back Road
- Facing connection Middle Road to Excursion Platform No.1
- Facing connection Excursion Platform No.1 and Excursion Platform No.2
- Facing connection Excursion Platform No.2 to Shed Line
- Trailing connection Middle Road and Down Main

The facing points Shed Line to Reception Line No. 2 have been secured out of use in the reverse position pending removal.

The following lines have been abandoned pending removal:—

- Excursion Platform No.2
- Shed Line
- Down Siding



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT.—continued****WASHBECK—continued****Alterations to Signalling**

The miniature arm signal with associated four way route indicator, which formerly applied Back Road to Reception Line No. 1, Reception Line No. 2 Shed Line or Down Siding, now applies to Reception Line No. 1 or Reception Line No. 2 only. (Amended) (40)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**NLABY ROAD JUNCTION**

The double junction between 0m. 67chs. and 0m. 71chs. has been removed and replaced by plain line. (40)

**BETWEEN GARFORTH AND ALLERTON MAIN**

The portion of the Branch Single line between Garforth and Allerton Main has been abandoned.

A buffer stop has been erected on the Branch Single line 400 yards on the Garforth side of Allerton Main signal box.

**Garforth**

The following connections have been secured out of use in the normal position pending removal:—

- Facing Down Main to Up Branch
- Trailing Up Main to Down Branch
- Trailing Up Branch to Single line

The following signals have been abolished:—

- Junction Indicator (Position 4) Down Main Home to Up Branch
- Up Branch Starting
- Down Branch Distant
- Down Branch No. 1 Home
- Down Branch No. 2 Home
- Disc, Down Branch to Up Sidings

(40)

**\*\* GARFORTH**

The trailing connection in the Down Main Line leading to the Down Siding has been secured permanently out of use, pending removal and the associated outlet shunting signal abolished.

The shunting signal applying Down Main to Down Sidings, Up Main or Up Sidings has been repositioned 7 yards nearer the signal box and now applies Down Main to Up Main or Up Sidings.

The trailing crossover between the Down and Up Main Lines has been re-positioned 7 yards nearer to the signal box and the slip connection to Up Sidings has been replaced by a facing connection Up Main to Up Sidings.

The yellow target shunting signal applying Up Sidings to Down Main or Up Branch has been fitted with a red target and now applies Up Sidings to Down Main, Up Branch or Shunt Spur.

A new shunting signal has been provided on the left hand side of the Shunt Spur approximately two hundred yards from the signal box and now applies Shunt Spur to Up Sidings.

A new shunting signal has been provided at the foot of the Down Branch inner home signal and now applies Down Branch line to Up Sidings. (39)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BARNESLEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNESLEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**HAIGH**

The Signal box together with all signals worked therefrom, has been abolished.

All connections have been secured out of use in the normal position pending removal. (40)



## SECTION D

## 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

## DRINGHOUSES YARD

The hand worked connection, leading to sidings Nos. 5 to 9 inclusive in the Down yard, has been spiked out of use pending removal. (40)

## LOCKE'S SIDING

The Down siding will be shortened by 156 yards. (40)

## BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION

Due to the condition of bridge No. 30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## GOLCAR STATION

In connection with the demolition of Golcar station buildings, a temporary level crossing is in use over the Up Goods line at 22m. 7chs. **Drivers to proceed with caution.**

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

## SLAITHWAITE STATION

In connection with the demolition of Slaithwaite Station buildings and platforms a temporary level crossing has been in use from Sunday 14 September at 21m. 27chs. (40)

## 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 4 and 5 OCTOBER—BETWEEN HORBURY JUNCTION AND WAKEFIELD KIRKGATE EAST, WAKEFIELD WESTGATE SOUTH AND WAKEFIELD KIRKGATE WEST

**Wakefield Kirkgate West**

The slip connection Down Through to Up Fast will be secured out of use in the normal position pending removal.

The following signals will be abolished :—

- Down Branch Inner Distant
- Down Branch Home to Down Platform
- Down Branch Home to Down Through
- Down Fast Outer Home
- Down Fast Inner Home to Down Platform
- Down Fast Inner Home to Down Through
- Down Slow Outer Home
- Down Slow Inner Home to Down Platform
- Down Slow Inner Home to Down Through
- Down Platform Line Starting
- Miniature arm, Down Platform Line Calling On
- Down Through Line Starting
- Miniature arm, Down Through Line Calling On
- Down Platform Line to Up Fast, Up Slow or Up Branch, and associated 3 way route indicator
- Disc, Up Fast to Down Platform or Down Through or Goods Loop.
- Miniature arm, Down Through to Up Fast

The following new colour light signals will be provided :—

**Down Direction**

No.24 Down Branch Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Branch Line 466 yds. after passing Westgate South Up Main Home to Branch signal. The route indications will be :—

"P" — Applying to Down Platform

"T" — Applying to Down Through

The distance to next signal will be 673 yards.

No.25 Down Fast Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Fast Line 1433 yards after passing D.46 signal. The route indications will be :—

"P" — Applying to Down Platform

"T" — Applying to Down Through

The distance to next signal will be 975 yards.

No.32 Down Slow Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Slow Line 1433 yards after passing D.46 signal. The route indications will be :—

"P" — Applying to Down Platform

"T" — Applying to Down Through

The distance to next signal will be 975 yards.

**Up Direction**

No.91 Down Platform Line to Up Slow or Up Branch, 3 aspect colour light with 2 way route indicator, situated to the right of the Down Platform line at the west end of the Station 330 yards from the signal box. The route indications will be :—

"S" — Applying to Up Slow

"B" — Applying to Up Branch

No.92 Ground Position light shunting signal, situated to the left of the Down Through line 330 yards from the signal box, will apply Down Through to Up Slow or Up Branch.

Telephones communicating with Wakefield Kirkgate West signal box will be provided at Nos.24, 25 and 32 signals.



**DETAILS OF WORK REFERRED TO IN SECTION B—continued****SATURDAY and SUNDAY 4 and 5 OCTOBER—BETWEEN HORBURY JUNCTION AND WAKEFIELD KIRKGATE EAST, WAKEFIELD WESTGATE SOUTH AND WAKEFIELD KIRKGATE WEST—continued****Wakefield Kirkgate Station**

The facing connection Down Through to Down Platform will be secured out of use in the normal position pending removal.

The signal box will become a ground frame, released by Wakefield Kirkgate East and West signal boxes, and will operate the facing connection Down Platform to Down Through and the associated ground disc signals. All other signals will be abolished.

**Wakefield Kirkgate East**

The following signals will be abolished :-

Down Platform Distant

Down Through Distant

**Wakefield Westgate South**

The Down Branch Starting signal will be abolished. (43)

**SUNDAY 5 OCTOBER — MYTHOLMROYD WEST AND LUDDENDENFOOT WEST**

The Down Goods line between Mytholmroyd West and Luddendenfoot West will be abandoned.

**Mytholmroyd West**

The facing connection Down Main to Down Goods will be secured out of use in the normal position pending removal.

The Down Main Inner Home and Down Main to Down Goods signals will be abolished.

**Luddendenfoot West**

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. (43)

**DETAILS OF WORK ALREADY CARRIED OUT****CARCROFT: CASTLE HILLS**

The spring points in the Up Doncaster line forming the south end of the trailing crossover at the Doncaster side of Castle Hills, have been converted to motor operated points.

The diagram published in Supplementary Notice No.37A (Carcroft — Bentley Crossing) should be amended to agree. (41)

**\*\* BETWEEN CARCROFT AND BENTLEY CROSSING**

Revised signalling has been brought into use between Carcroft and Bentley Crossing. Full details are published in Supplementary Notice No. 37A and all staff concerned must ensure that they have received a copy of this notice. (40)

**\*\* CARCROFT STATION**

The trailing crossover between the Down and Up Branch lines, and the slip connection Down Branch to Up Sidings have been secured out of use pending removal. The associated signals have been abolished, and the Up Sidings have been abandoned. (40)

**\*\* CASTLE HILLS**

All points and connections worked from the signal box have been secured out of use in the normal position. The associated signals have been dispensed with. (40)

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

The following connections have been secured out of use in the normal position pending removal, and the associated signals have been abolished:—

- Facing connection Reception Line Number 2 and Shed Line
- Slip connection Down Main and Shed Line
- Facing connection Reception Line No.2 and Reception Line No. 1
- Facing connection Down Main to Middle Road
- Slip connection Down Main to Excursion Platform No.1
- Facing connection Middle Road to Up Main
- Connection Shed Line and Down Siding
- Facing connection Middle Road to Excursion Platform No.2
- Facing connection Excursion Platform No.1 to Back Road
- Facing connection Middle Road to Excursion Platform No.1
- Facing connection Excursion Platform No.1 and Excursion Platform No.2
- Facing connection Excursion Platform No.2 to Shed Line
- Trailing connection Middle Road and Down Main

The facing points Shed Line to Reception Line No. 2 have been secured out of use in the reverse position pending removal.

The following lines have been abandoned pending removal:—

- Excursion Platform No.2
- Shed Line
- Down Siding

**Alterations to Signalling**

The miniature arm signal with associated four way route indicator, which formerly applied Back Road to Reception Line No. 1, Reception Line No. 2 Shed Line or Down Siding, now applies to Reception Line No. 1 or Reception Line No. 2 only. (Amended) (40)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**\*\* ANLABY ROAD JUNCTION**

The double junction between 0m. 67chs. and 0m. 71chs. has been removed and replaced by plain line. (40)

**\*\* BETWEEN GARFORTH AND ALLERTON MAIN**

The portion of the Branch Single line between Garforth and Allerton Main has been abandoned.

A buffer stop has been erected on the Branch Single line 400 yards on the Garforth side of Allerton Main signal box.

**Garforth**

The following connections have been secured out of use in the normal position pending removal:—

- Facing Down Main to Up Branch
- Trailing Up Main to Down Branch
- Trailing Up Branch to Single line



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN GARFORTH AND ALLERTON MAIN—continued****Garforth—continued**

The following signals have been abolished:—

- Junction Indicator (Position 4) Down Main Home to Up Branch
- Up Branch Starting
- Down Branch Distant
- Down Branch No. 1 Home
- Down Branch No. 2 Home
- Disc, Down Branch to Up Sidings

(40)

**THORNE MOOR**

The trailing connection Down Main to Down Sidings together with the associated signal has been abolished. (42)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

The following signals have been taken out of use:—

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**\* HAIGH**

The Signal box together with all signals worked therefrom, has been abolished.

All connections have been secured out of use in the normal position pending removal. (40)

## SECTION D

## 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

## \* \*\* DRINGHOUSES YARD

The hand worked connection, leading to sidings Nos. 5 to 9 inclusive in the Down yard, has been spiked out of use pending removal. (40)

## \* \*\* LOCKE'S SIDING

The Down siding will be shortened by 156 yards. (40)

## BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION

Due to the condition of bridge No. 30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## ★ ARMLEY MOOR GOODS YARD

Nos. 1 and 2 sidings spiked out of use pending removal.

## GOLCAR STATION

In connection with the demolition of Golcar station buildings, a temporary level crossing is in use over the Up Goods line at 22m. 7chs. **Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing.**

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

## \* \*\* SLAITHWAITE STATION

In connection with the demolition of Slaithwaite Station buildings and platforms a temporary level crossing is in use at 21m. 27chs. **Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing.** (40)

## ★ ALTERATIONS TO THE GENERAL APPENDIX

## PAGE 43- INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES

Clause 1-DELETE third and fourth paragraphs and **SUBSTITUTE:-**

When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver in observing signals, and the following procedure must be followed in respect of this man:-

- |   |   |
|---|---|
| (i) When working in a section which is under Engineers' absolute possession.                          | No Conductor required.  |
| (ii) For movements on running lines not exceeding 15 miles from the point of commencement of journey. | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |



**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued.**

**ALTERATIONS TO THE GENERAL APPENDIX—continued**

**PAGE 43— INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES—SUBSTITUTE—continued**

- |  |  |
|--|--|
| (iii) For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motive Power Conductor to be obtained. |
|--|--|

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instruction booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

**PAGE 48— INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES**

**Clause 3—DELETE and SUBSTITUTE:—**

3. When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver on observing signals, and the following procedure must be followed in respect of this man:—

- |  |   |
|--|---|
| (i) When working in a section which is under Engineers' absolute possession.                           | No conductor required.  |
| (ii) For movements on running lines not exceeding 15 miles from the point of commencement of journey.  | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |
| (iii) For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motiver Power Conductor to be obtained.   |

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instructions booklet (where applicable)

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

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

---

York  
24 September, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

*Receipt of this notice need not be acknowledged. If the NE/S notice is not received by the normal time advise your superior Officer by telegram as follows:—*

NILE SIG. NOTICE NE/S

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## SECTION C

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 12 OCTOBER – BETWEEN HUNSLET EAST AND NEVILLE HILL WEST JUNCTION**

The catch points in the Down Departure Line 480 yards before reaching No.776 signal will be repositioned at a distance of 630 yards before reaching No.776 signal. (44)

**DETAILS OF WORK ALREADY CARRIED OUT****\* \* CARCROFT: CASTLE HILLS**

The spring points in the Up Doncaster line forming the south end of the trailing crossover at the Doncaster side of Castle Hills, have been converted to motor operated points.

The diagram published in Supplementary Notice No.37A (Carcroft – Bentley Crossing) should be amended to agree. (41)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**THORNE MOOR**

The trailing connection Down Main to Down Sidings together with the associated signal has been abolished. (42)

**BETWEEN HORBURY JUNCTION AND WAKEFIELD KIRKGATE EAST, WAKEFIELD WESTGATE SOUTH AND WAKEFIELD KIRKGATE WEST****Wakefield Kirkgate West**

The slip connection Down Through to Up Fast has been secured out of use in the normal position pending removal.

The following signals have been abolished:—

- Down Branch Inner Distant
- Down Branch Home to Down Platform
- Down Branch Home to Down Through
- Down Fast Outer Home
- Down Fast Inner Home to Down Platform
- Down Fast Inner Home to Down Through
- Down Slow Outer Home
- Down Slow Inner Home to Down Platform
- Down Slow Inner Home to Down Through



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN HORBURY JUNCTION AND WAKEFIELD KIRKGATE EAST, WAKEFIELD WESTGATE SOUTH AND WAKEFIELD KIRKGATE WEST—continued****Wakefield Kirkgate West—continued**

Down Platform Line Starting  
 Miniature arm, Down Platform Line Calling On  
 Down Through Line Starting  
 Miniature arm, Down Through Line Calling On  
 Down Platform Line to Up Fast, Up Slow or Up Branch, and associated 3 way route indicator  
 Disc, Up Fast to Down Platform or Down Through or Goods Loop.  
 Miniature arm, Down Through to Up Fast

The following new colour light signals have been provided:—

**Down Direction**

No.24 Down Branch Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Branch Line 466 yds. after passing Westgate South Up Main Home to Branch signal. The route indications are:—

"P" — Applying to Down Platform  
 "T" — Applying to Down Through

The distance to next signal is 673 yards.

No.25 Down Fast Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Fast Line 1433 yards after passing D.46 signal. The route indications are:—

"P" — Applying to Down Platform  
 "T" — Applying to Down Through

The distance to next signal is 975 yards.

No.32 Down Slow Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Slow Line 1433 yards after passing D.46 signal. The route indications are:—

"P" — Applying to Down Platform  
 "T" — Applying to Down Through

The distance to next signal is 975 yards.

**Up Direction**

No.91 Down Platform Line to Up Slow or Up Branch, 3 aspect colour light with 2 way route indicator, situated to the right of the Down Platform line at the west end of the Station 330 yards from the signal box. The route indications are:—

"S" — Applying to Up Slow  
 "B" — Applying to Up Branch

No.92 Ground Position light shunting signal, situated to the left of the Down Through line 330 yards from the signal box, applies Down Through to Up Slow or Up Branch.

Telephones communicating with Wakefield Kirkgate West signal box have been provided at Nos.24, 25 and 32 signals.

**Wakefield Kirkgate Station**

The facing connection Down Through to Down Platform has been secured out of use in the normal position pending removal.

The signal box becomes a ground frame, released by Wakefield Kirkgate East and West signal boxes, and operates the facing connection Down Platform to Down Through and the associated ground disc signals. All other signals have been abolished.

**Wakefield Kirkgate East**

The following signals have been abolished:—

Down Platform Distant  
 Down Through Distant

**Wakefield Westgate South**

The Down Branch Starting signal has been abolished.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****MYTHOLMROYD WEST AND LUDDENDENFOOT WEST**

The Down Goods line between Mytholmroyd West and Luddendenfoot West has been abandoned.

**Mytholmroyd West**

The facing connection Down Main to Down Goods has been secured out of use in the normal position pending removal.

The Down Main Inner Home and Down Main to Down Goods signals have been abolished.

**Luddendenfoot West**

The signal box, together with all signals worked therefrom, has been abolished. All connections have been secured out of use in the normal position pending removal. (43)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)



## SECTION D

## 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

★ **MAXIMUM SPEED OF FREIGHT ROLLING STOCK**

**IRONSTONE HOPPER WAGONS** with a wheelbase of 10 feet or less when working in **FULL TRAIN LOADS** (loaded or empty) are limited to a maximum speed of **35 m.p.h.** (44)

**BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION**

Due to the condition of bridge No. 30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

**NEVILLE HILL M.P.D.**

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

**ARMLEY MOOR GOODS YARD**

Nos. 1 and 2 sidings spiked out of use pending removal.

**GOLCAR STATION**

In connection with the demolition of Golcar station buildings, a temporary level crossing is in use over the Up Goods line at 22m. 7chs. **Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing.**

**WIGHLEY NORTH GOODS YARD**

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

**ALTERATIONS TO THE GENERAL APPENDIX****PAGE 43- INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES**

Clause 1-**DELETE** third and fourth paragraphs and **SUBSTITUTE:-**

When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver in observing signals, and the following procedure must be followed in respect of this man:-

- |  |  |
|--|--|
| <p>(i) When working in a section which is under Engineers' absolute possession.</p>                          | <p>No Conductor required.</p>  |
| <p>(ii) For movements on running lines not exceeding 15 miles from the point of commencement of journey.</p> | <p>The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained.</p> |

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## ALTERATIONS TO THE GENERAL APPENDIX—continued

## PAGE 43— INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES—SUBSTITUTE—continued

- |  |  |
|--|--|
| (iii) For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motive Power Conductor to be obtained. |
|--|--|

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified Lines instruction booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

## PAGE 48— INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES

## Clause 3—DELETE and SUBSTITUTE:—

3. When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver on observing signals, and the following procedure must be followed in respect of this man:—

- |  |   |
|--|---|
| (i) When working in a section which is under Engineers' absolute possession.                           | No conductor required.  |
| (ii) For movements on running lines not exceeding 15 miles from the point of commencement of journey.  | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |
| (iii) For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motive Power Conductor to be obtained.  |

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified Lines instructions booklet (where applicable)

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

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

---

York  
3 October, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

*Receipt of this notice need not be acknowledged. If the NE/S notice is not received by the normal time, advise your superior Officer by telegram as follows:—*

NILE SIG. NOTICE NE/S

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## WEDNESDAY 22 OCTOBER – FALSGRAVE

The miniature arm signal which applies calling back on No.1 Platform Line will be abolished. (45)

## THURSDAY 23 OCTOBER – BURTON LANE ✓

The Up Branch Outer Home signal will be renewed as a 3 aspect colour light signal 747 yards from the signal box. The distance between the Up Branch Outer and Inner Home signals will be 777 yards.

A notice Board worded 'Start of Train Staff And Ticket Working' will be provided opposite the new signal, and will apply in the Down direction. (45)

## DETAILS OF WORK ALREADY CARRIED OUT

## LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

## BETWEEN HUNSLET EAST AND NEVILLE HILL WEST JUNCTION

The catch points in the Down Departure Line 480 yards before reaching No.776 signal have been repositioned at a distance of 630 yards before reaching No.776 signal. (44)

## \* \* THORNE MOOR

The trailing connection Down Main to Down Sidings together with the associated signal has been abolished. (42)

## BETWEEN HORBURY JUNCTION AND WAKEFIELD KIRKGATE EAST, WAKEFIELD WESTGATE SOUTH AND WAKEFIELD KIRKGATE WEST

## Wakefield Kirkgate West

The slip connection Down Through to Up Fast has been secured out of use in the normal position pending removal.

The following signals have been abolished:-

- Down Branch Inner Distant
- Down Branch Home to Down Platform
- Down Branch Home to Down Through
- Down Fast Outer Home
- Down Fast Inner Home to Down Platform
- Down Fast Inner Home to Down Through
- Down Slow Outer Home
- Down Slow Inner Home to Down Platform
- Down Slow Inner Home to Down Through

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN HORBURY JUNCTION AND WAKEFIELD KIRKGATE EAST, WAKEFIELD WESTGATE SOUTH AND WAKEFIELD KIRKGATE WEST—continued****Wakefield Kirkgate West—continued**

Down Platform Line Starting

Miniature arm, Down Platform Line Calling On

Down Through Line Starting

Miniature arm, Down Through Line Calling On

Down Platform Line to Up Fast, Up Slow or Up Branch, and associated 3 way route indicator

Disc, Up Fast to Down Platform or Down Through or Goods Loop.

Miniature arm, Down Through to Up Fast

The following new colour light signals have been provided:—

**Down Direction**

No.24 Down Branch Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Branch Line 466 yds. after passing Westgate South Up Main Home to Branch signal. The route indications are:—

"P" — Applying to Down Platform

"T" — Applying to Down Through

The distance to next signal is 673 yards.

No.25 Down Fast Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Fast Line 1433 yards after passing D.46 signal. The route indications are:—

"P" — Applying to Down Platform

"T" — Applying to Down Through

The distance to next signal is 975 yards.

No.32 Down Slow Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Slow Line 1433 yards after passing D.46 signal. The route indications are:—

"P" — Applying to Down Platform

"T" — Applying to Down Through

The distance to next signal is 975 yards.

**Up Direction**

No.91 Down Platform Line to Up Slow or Up Branch, 3 aspect colour light with 2 way route indicator, situated to the right of the Down Platform line at the west end of the Station 330 yards from the signal box. The route indications are:—

"S" — Applying to Up Slow

"B" — Applying to Up Branch

No.92 Ground Position light shunting signal, situated to the left of the Down Through line 330 yards from the signal box, applies Down Through to Up Slow or Up Branch.

Telephones communicating with Wakefield Kirkgate West signal box have been provided at Nos.24, 25 and 32 signals.

**Wakefield Kirkgate Station**

The facing connection Down Through to Down Platform has been secured out of use in the normal position pending removal.

The signal box becomes a ground frame, released by Wakefield Kirkgate East and West signal boxes, and operates the facing connection Down Platform to Down Through and the associated ground disc signals. All other signals have been abolished.

**Wakefield Kirkgate East**

The following signals have been abolished:—

Down Platform Distant

Down Through Distant

**Wakefield Westgate South**

The Down Branch Starting signal has been abolished.

(43)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****MYTHOLMROYD WEST AND LUDDENDENFOOT WEST**

The Down Goods line between Mytholmroyd West and Luddendenfoot West has been abandoned.

**Mytholmroyd West**

The facing connection Down Main to Down Goods has been secured out of use in the normal position pending removal.

The Down Main Inner Home and Down Main to Down Goods signals have been abolished.

**Luddendenfoot West**

The signal box, together with all signals worked therefrom, has been abolished. All connections have been secured out of use in the normal position pending removal. (43)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

## SECTION D

## 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

## MAXIMUM SPEED OF FREIGHT ROLLING STOCK

**IRONSTONE HOPPER WAGONS** with a wheelbase of 10 feet or less when working in FULL TRAIN LOADS (loaded or empty) are limited to a maximum speed of **35 m.p.h.**

## BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## ARMLEY MOOR GOODS YARD

Nos.1 and 2 sidings spiked out of use pending removal.

## GOLCAR STATION

In connection with the demolition of Golcar station buildings, a temporary level crossing is in use over the Up Goods line at 22m. 7chs. **Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing.**

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

## ALTERATIONS TO THE GENERAL APPENDIX

## PAGE 43- INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES

Clause 1-**DELETE** third and fourth paragraphs and **SUBSTITUTE:-**

When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver in observing signals, and the following procedure must be followed in respect of this man:-

- |   |   |
|---|---|
| (i) When working in a section which is under Engineers' absolute possession.                          | No Conductor required.  |
| (ii) For movements on running lines not exceeding 15 miles from the point of commencement of journey. | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |



**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****PAGE 43– INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES–SUBSTITUTE–continued**

- |  |  |
|--|--|
| (iii) For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motive Power Conductor to be obtained. |
|--|--|

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instruction booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

**PAGE 48– INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES****Clause 3–DELETE and SUBSTITUTE:–**

3. When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver on observing signals, and the following procedure must be followed in respect of this man:–

- |  |   |
|--|---|
| (i) When working in a section which is under Engineers' absolute possession.                           | No conductor required.  |
| (ii) For movements on running lines not exceeding 15 miles from the point of commencement of journey.  | The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained. |
| (iii) For movements on running lines exceeding 15 miles from the point of commencement of the journey. | The services of a Motive Power Conductor to be obtained.  |

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instructions booklet (where applicable)

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

---

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

---

York  
10 October 1969

MO.45/NES

F.J. BURGE  
Movements Manager

*Receipt of this notice need not be acknowledged. If the NE/S notice is not received by the normal time, advise your superior Officer by telegram as follows:–*

*NILE SIG. NOTICE NE/S*

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## MONDAY 27 OCTOBER—GOOLE ENGINE SHED

From 08 00 hours the connections between 73m. 45chs. and 73m. 53chs. will be clipped so as to prevent access to Goole Engine Shed.

The trailing connection from the Down Main to the Engine Shed will be secured in the normal position pending removal.

The single slip connection from the trailing mains crossover (on the Beverley sidings side of the signal box) will be secured permanently out of use pending removal, so as to allow a Main to Main movement only. (46)

## DETAILS OF WORK ALREADY CARRIED OUT

## BOSTON LANE

The Up Branch Outer Home signal has been renewed as a 3 aspect colour light signal 747 yards from signal box. The distance between the Up Branch Outer and Inner Home signals is 777 yards.

A notice board worded 'Start of Train Staff and Ticket Working' has been provided opposite the new signal, and applies in the Down direction. (45)

## FALSGRAVE

The miniature arm signal which applies calling back on No.1 Platform Line has been abolished. (45)

## LEEDS CITY STATION

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

## BETWEEN HUNSLET EAST AND NEVILLE HILL WEST JUNCTION

The catch points in the Down Departure Line 480 yards before reaching No.776 signal have been repositioned at a distance of 630 yards before reaching No.776 signal. (44)

## GUISELEY STATION

The trailing connection Up Main to Up Sidings and the trailing connection Down Main to Down Sidings have been secured permanently out of use pending removal. (46)

## BETWEEN HORBURY JUNCTION AND WAKEFIELD KIRKGATE EAST, WAKEFIELD WESTGATE SOUTH AND WAKEFIELD KIRKGATE WEST

## Wakefield Kirkgate West

The slip connection Down Through to Up Fast has 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

## BETWEEN HORBURY JUNCTION AND WAKEFIELD KIRKGATE EAST, WAKEFIELD WESTGATE SOUTH AND WAKEFIELD KIRKGATE WEST—continued

## Wakefield Kirkgate West—continued

The following signals have been abolished:—

- Down Branch Inner Distant
- Down Branch Home to Down Platform
- Down Branch Home to Down Through
- Down Fast Outer Home
- Down Fast Inner Home to Down Platform
- Down Fast Inner Home to Down Through
- Down Slow Outer Home
- Down Slow Inner Home to Down Platform
- Down Slow Inner Home to Down Through
- Down Platform Line Starting
- Miniature arm, Down Platform Line Calling On
- Down Through Line Starting
- Miniature arm, Down Through Line Calling On
- Down Platform Line to Up Fast, Up Slow or Up Branch, and associated 3 way route indicator Disc, Up Fast to Down Platform or Down Through or Goods Loop.
- Miniature arm, Down Through to Up Fast

The following new colour light signals have been provided:—

**Down Direction**

No.24 Down Branch Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Branch Line 466 yds. after passing Westgate South Up Main Home to Branch signal. The route indications are:—

"P" — Applying to Down Platform

"T" — Applying to Down Through

The distance to next signal is 673 yards.

No.25 Down Fast Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Fast Line 1433 yards after passing D.46 signal. The route indications are:—

"P" — Applying to Down Platform

"T" — Applying to Down Through

The distance to next signal is 975 yards.

No.32 Down Slow Home, 4 aspect colour light with 2 way route indicator and subsidiary signal, situated to the left of the Down Slow Line 1433 yards after passing D.46 signal. The route indications are:—

"P" — Applying to Down Platform

"T" — Applying to Down Through

The distance to next signal is 975 yards.

**Up Direction**

No.91 Down Platform Line to Up Slow or Up Branch, 3 aspect colour light with 2 way route indicator, situated to the right of the Down Platform line at the west end of the Station 330 yards from the signal box. The route indications are:—

"S" — Applying to Up Slow

"B" — Applying to Up Branch

No.92 Ground Position light shunting signal, situated to the left of the Down Through line 330 yards from the signal box, applies Down Through to Up Slow or Up Branch.

Telephones communicating with Wakefield Kirkgate West signal box have been provided at Nos.24, 25 and 32 signals.

**Wakefield Kirkgate Station**

The facing connection Down Through to Down Platform has been secured out of use in the normal position pending removal.

The signal box becomes a ground frame, released by Wakefield Kirkgate East and West signal boxes, and operates the facing connection Down Platform to Down Through and the associated ground disc signals. All other signals have been abolished.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN HORBURY JUNCTION AND WAKEFIELD KIRKGATE EAST, WAKEFIELD WESTGATE SOUTH AND WAKEFIELD KIRKGATE WEST—continued****Wakefield Kirkgate East**

The following signals have been abolished:—

Down Platform Distant

Down Through Distant

**Wakefield Westgate South**

The Down Branch Starting signal has been abolished.

(43)

**\*\* MYTHOLMROYD WEST AND LUDDENDENFOOT WEST**

The Down Goods line between Mytholmroyd West and Luddendenfoot West has been abandoned.

**Mytholmroyd West**

The facing connection Down Main to Down Goods has been secured out of use in the normal position pending removal.

The Down Main Inner Home and Down Main to Down Goods signals have been abolished.

**Luddendenfoot West**

The signal box, together with all signals worked therefrom, has been abolished. All connections have been secured out of use in the normal position pending removal.

(43)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

Down Main Second Home

Disc Up Main to Down Main or Set Back on Up Main

Disc Up Main to Honeywell Siding

Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated.

(U.F.N.)



## 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

## BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## ARMLEY MOOR GOODS YARD

Nos.1 and 2 sidings spiked out of use pending removal.

## GOLCAR STATION

In connection with the demolition of Golcar station buildings, a temporary level crossing is in use over the Up Goods line at 22m. 7chs. **Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing.**

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

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

---

York  
17 October 1969

MO.45/NES

F.J. BURGE  
Movements Manager

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

*NILE SIG. NOTICE NE/S*

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## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 2 NOVEMBER—SNAITH**

The trailing crossover between the Down and Up Main will be abolished. (47)

**SUNDAY 2 NOVEMBER—HEALEY MILLS**

The following connections will be secured in the normal position pending removal:—

Trailing crossover between Down Fast—Up Fast (situated beyond the connection Up (Middlestown) to Up Fast).

Up (Middlestown)—Down Main.

Up Arrival—No.3 Shunt Neck. (47)

**SUNDAY 3 NOVEMBER—ILKLEY JUNCTION**

The following connections will be secured out of use pending removal:—

No.1 Up Platform to Independent and Down Sidings.

Slip connection to Independent and Down Sidings.

Trailing connection Up Line to Up Siding (Coal Drops). (47)

**SUNDAY 2 NOVEMBER—HUDDERSFIELD PASSENGER STATION**

Platforms 4 and 5 will be shortened by 40 yards and platform 1 by 20 yards.

A permanent barrow crossing will be installed between Platforms 1 and 4 which also crosses the Down and Up Main.

**SUNDAY 2 NOVEMBER—HULL PARAGON STATION** ✓

Nos. 1, 2 and 3 Platform Roads will be shortened by the following amounts:—

No. 1 Platform: 140 yards

Nos. 2 and 3: 160 yards

The new length of the above Platform Roads will be approximately 110 yards from the top of the Platform length to the buffer stops. (47)

## DETAILS OF WORK ALREADY CARRIED OUT

**GOOLE ENGINE SHED**

From 08 00 hours the connections between 73m. 45chs. and 73m. 53chs. has been clipped so as to prevent access to Goole Engine Shed.

The trailing connection from the Down Main to the Engine Shed has been secured in the normal position pending removal.

The single slip connection from the trailing mains crossover (on the Beverley sidings side of the signal box) has been secured permanently out of use pending removal, so as to allow a Main to Main movement only. (46)

**BURTON LANE**

The Up Branch Outer Home signal has been renewed as a 3 aspect colour light signal 747 yards from the signal box. The distance between the Up Branch Outer and Inner Home signals is 777 yards.

A notice board worded 'Start of Train Staff and Ticket Working' has been provided opposite the new signal, and applies in the Down direction. (45)



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

The miniature arm signal which applies calling back on No.1 Platform Line has been abolished. (45)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**\* \* \* BETWEEN HUNSLET EAST AND NEVILLE HILL WEST JUNCTION**

The catch points in the Down Departure Line 480 yards before reaching No.776 signal have been repositioned at a distance of 630 yards before reaching No.776 signal. (44)

**GUISELEY STATION**

The trailing connection Up Main to Up Sidings and the trailing connection Down Main to Down Sidings have been secured permanently out of use pending removal. (46)

**BETWEEN BARNSELEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

## SECTION D

## 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

## BETWEEN BULLCROFT JUNCTION AND THORPE MARSH POWER STATION

Due to the condition of bridge No.30, until further notice, traffic into and out of the power station must use the **ARRIVAL LINE** only.

## NEVILLE HILL M.P.D.

Repairs to Motive Power Carriage Shed. Contractors demolishing Coaling Plant and Small Building. Plant in use.

## \* \* ARMLEY MOOR GOODS YARD

Nos.1 and 2 sidings spiked out of use pending removal.

## GOLCAR STATION

In connection with the demolition of Golcar station buildings, a temporary level crossing is in use over the Up Goods line at 22m. 7chs. **Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing.**

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA

## TABLE Z - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
<b>Page 289</b> (Page ND-19, 4 Weekly Booklet "ND" No.43D)			
<b>AMEND:-</b>			
Crofton West	Whitley Bridge Junction (Controlled by Sudford Lane)	Up and Down Main	-

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

York  
22 October 1969

MO.45/NES

F. J. BURGE  
Movements Manager

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

NILE SIG. NOTICE NE/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 9 NOVEMBER – SELBY WEST**

The Notice Board 'Stop for Orders' at the exit from the Down Coal Sidings will be replaced by a disc signal situated on the left of the Coal Sidings approximately 2 yards from the trap points. This signal will apply Down Coal Sidings to Down Main. (48)

**SUNDAY 9 NOVEMBER – SHIPLEY GUISELEY JUNCTION**

The Down Fast Home Bracket signal together with Leeds Junction Inner Distant signals, will be abolished.

A new straight post will be provided 4 yards further from the signal box, carrying the Down Fast Home signal and Leeds Junction Down Fast Inner Distant signal, with the arms at reduced heights of 30 feet and 24 feet respectively above rail level. (48)

**DETAILS OF WORK ALREADY CARRIED OUT****SNAITH**

The trailing crossover between the Down and Up Main has been abolished.

**HEALEY MILLS**

The following connections have been secured in the normal position pending removal:—

Facing crossover between Down Fast—Up Fast (situated beyond the connection Up (Middlestown) to Up Fast).

Up (Middlestown)—Down Main.

Up Arrival—No.3 Shunt Neck. (47)

**ILKLEY JUNCTION**

The following connections have been secured out of use pending removal:—

No.1 Up Platform to Independent and Down Sidings.

Slip connection to Independent and Down Sidings.

Trailing connection Up Line to Up Siding (Coal Drops). (47)

**HUDDERSFIELD PASSENGER STATION**

Platforms 4 and 5 have been shortened by 40 yards and platform 1 by 20 yards.

A permanent barrow crossing will be installed between Platforms 1 and 4 which also crosses the Down and Up Main. (47)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****HULL PARAGON STATION**

Nos. 1, 2 and 3 Platform Roads have been shortened by the following amounts:—

No. 1 Platform: 140 yards

Nos. 2 and 3: 160 yards

The new length of the above Platform Roads is now approximately 110 yards from the top of the Platform length to the buffer stops. (47)

**GOOLE ENGINE SHED**

The connections between 73m. 45chs. and 73m. 53chs. are now clipped so as to prevent access to Goole Engine Shed.

The trailing connection from the Down Main to the Engine Shed has been secured in the normal position pending removal.

The single slip connection from the trailing mains crossover (on the Beverley sidings side of the signal box) has been secured permanently out of use pending removal, so as to allow a Main to Main movement only. (46)

**\*  
\*\* BURTON LANE**

The Up Branch Outer Home signal has been renewed as a 3 aspect colour light signal 747 yards from the signal box. The distance between the Up Branch Outer and Inner Home signals is 777 yards.

A notice board worded 'Start of Train Staff and Ticket Working' has been provided opposite the new signal, and applies in the Down direction. (45)

**\*  
\*\* FALSGRAVE**

The miniature arm signal which applies calling back on No.1 Platform Line has been abolished. (45)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**GUISELEY STATION**

The trailing connection Up Main to Up Sidings and the trailing connection Down Main to Down Sidings have been secured permanently out of use pending removal. (40)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**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 16 NOVEMBER—BEVERLEY SIDINGS**

Commencing 17 00, the signal box, together with all points and signals worked therefrom, will be abolished. (49)

**SUNDAY 16 NOVEMBER—SKELLOW JUNCTION**


The following connections will be secured in the normal position pending removal :-  
No.2 Full Sidings to Tip Sidings  
Down Main to Colliery Sidings

The connection No.1 Full Sidings to No.2 Full Sidings will be secured in the reverse position pending removal.

All associated signals will be abolished. No. 1 Full Sidings and Spur No.3 will be abandoned. (49)

**MONDAY 17 NOVEMBER—GOOLE ENGINE SHED**

The trailing connection from Up Main to Canal Sidings (formerly controlled by Beverley Sidings) will be controlled by a two-lever ground frame released from Goole Engine Shed.

A new Up Main Starting signal will be provided 1097 yards from the signal box, a  sign will be provided. The existing Up Main Starting signal and Up Branch/Up Main Home signals will be renamed Second Home and First Homes respectively.

The connections Engine Shed to Down Main, Engine Spur to Down Branch, together with the associated signalling, will be abolished.

**MONDAY 17 NOVEMBER—ILKLEY**

The Coal Sidings and Down Sidings have been abandoned and all associated points and signals will be abolished. (49)

**DETAILS OF WORK ALREADY CARRIED OUT**

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

**SELBY WEST**

The Notice Board 'Stop for Orders' at the exit from the Down Coal Sidings has been replaced by a disc signal situated on the left of the Coal Sidings approximately 2 yards from the trap points. This signal will apply Down Coal Sidings to Down Main. (48)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****HULL PARAGON STATION**

Nos. 1,2 and 3 Platform Roads have been shortened by the following amounts:—

No. 1 Platform: 140 yards

Nos. 2 and 3: 160 yards

The new length of the above Platform Roads is now approximately 110 yards from the top of the Platform length to the buffer stops. (47)

**SNAITH**

The trailing crossover between the Down and Up Main has been abolished. (47)

**\* \* \* GOOLE ENGINE SHED**

The connections between 73m. 45chs. and 73m. 53chs. are now clipped so as to prevent access to Goole Engine Shed.

The trailing connection from the Down Main to the Engine Shed has been secured in the normal position pending removal.

The single slip connection from the trailing mains crossover (on the Beverley sidings side of the signal box) has been secured permanently out of use pending removal, so as to allow a Main to Main movement only. (46)

**HEALEY MILLS**

The following connections have been secured in the normal position pending removal:—

Facing crossover between Down Fast—Up Fast (situated beyond the connection Up (Middlestown) to Up Fast).

Up (Middlestown)—Down Main.

Up Arrival—No.3 Shunt Neck. (47)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

Down Main Second Home

Disc Up Main to Down Main or Set Back on Up Main

Disc Up Main to Honeywell Siding

Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON—continued****Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**\* \* \* GUISELEY STATION**

The trailing connection Up Main to Up Sidings and the trailing connection Down Main to Down Sidings have been secured permanently out of use pending removal. (46)

**ILKLEY JUNCTION**

The following connections have been secured out of use pending removal:—

No.1 Up Platform to Independent and Down Sidings.

Slip connection to Independent and Down Sidings.

Trailing connection Up Line to Up Siding (Coal Drops). (47)

**SHIPLEY GUISELEY JUNCTION**

The Down Fast Home Bracket signal together with Leeds Junction Inner Distant signals, have been abolished.

A new straight post has been provided 4 yards further from the signal box, carrying the Down Fast Home signal and Leeds Junction Down Fast Inner Distant signal, with the arms at reduced heights of 30 feet and 24 feet respectively above rail level. (48)

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 22 NOVEMBER—BETWEEN HUDDERSFIELD JUNCTION AND CLAYTON WEST JUNCTION**

Revised signalling will be brought into use between Huddersfield Junction and Clayton West Junction. Full details are published in Supplementary Notice No.47B and all staff concerned must ensure that they receive a copy of this Notice. (50)

**SUNDAY 23 NOVEMBER—MOORHOUSE JUNCTION AND MOORHOUSE & SOUTH ELMSALL**

The electric token working between Moorhouse Junction and Moorhouse & South Elmsall signal boxes will be abolished.

Moorhouse & South Elmsall signal box, together with all points and signals worked therefrom will be abolished.

The loop line between Moorhouse & South Elmsall signal box and Frickley Colliery will be abandoned. The single line between Moorhouse Junction and the Colliery will be worked in accordance with Special Instructions based on track circuit occupation, the present signals being retained. (50)

**SUNDAY 23 NOVEMBER—RAWCLIFFE BRIDGE**

The facing connection Down Main to No.1 Hump Reception together with the associated miniature arm signal will be abolished. (50)

**MONDAY 24 NOVEMBER—GUISELEY STATION**

The shunting signals applying former Up Siding to Up Main and Down Siding to Down Main will be abolished.

The yellow faced shunting signal, Down Sidings to Up Main, will be fitted with a red target.

The shunting signal Down Main to former Down Siding or to Up Main will be re-positioned 80 yards nearer the signal box and will apply Down Main to Up Main. (50)

DETAILS OF WORK ALREADY CARRIED OUT

**YORK YARD SOUTH**

Branches Yard, the Van Siding and Up Through Siding, together with the associated signalling has been taken out of use.

Trap points have been provided at the Branches Yard, end of the connection Down Scarborough Goods to Van Siding/Up Through Siding/Weigh Line and at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration. (50)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

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

The Notice Board 'Stop for Orders' at the exit from the Down Coal Sidings has been replaced by a disc signal situated on the left of the Coal Sidings approximately 2 yards from the trap points. This signal will apply Down Coal Sidings to Down Main. (48)

**\* HULL PARAGON STATION**

Nos. 1, 2 and 3 Platform Roads have been shortened by the following amounts:—

No. 1 Platform: 140 yards

Nos. 2 and 3: 160 yards

The new length of the above Platform Roads is now approximately 110 yards from the top of the Platform length to the buffer stops. (47)

**\* SNAITH**


The trailing crossover between the Down and Up Main has been abolished. (47)

**BEVERLEY SIDINGS**

The signal box, together with all points and signals worked therefrom, has been abolished. (49)

**GOOLE ENGINE SHED**

The trailing connection from Up Main to Canal Sidings (formerly controlled by Beverley Sidings) is now controlled by a two-lever ground frame released from Goole Engine Shed.

A new Up Main Starting signal provided 1097 yards from the signal box, and a  sign will be provided. The existing Up Main Starting signal and Up Branch/Up Main Home signals have been renamed Second Home and First Homes respectively.

The connections Engine Shed to Down Main, Engine Spur to Down Branch, together with the associated signalling, have been abolished. (49)

**SKELLOW JUNCTION**

The following connections have been secured in the normal position pending removal:—

No. 2 Full Sidings to Tip Sidings

Down Main to Colliery Sidings

The connection No. 1 Full Sidings to No. 2 Full Sidings has been secured in the reverse position pending removal and all associated signals abolished. No. 1 Full Sidings and Spur No. 3 have been abandoned. (49)

**\* HEALEY MILLS**

The following connections have been secured in the normal position pending removal:—

Facing crossover between Down Fast—Up Fast (situated beyond the connection Up (Middlestown) to Up Fast).

Up (Middlestown)—Down Main.

Up Arrival—No. 3 Shunt Neck. (47)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN BARNSELEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**SHIPLEY GUISELEY JUNCTION**

The Down Fast Home Bracket signal together with Leeds Junction Inner Distant signals, have been abolished.

A new straight post has been provided 4 yards further from the signal box, carrying the Down Fast Home signal and Leeds Junction Down Fast Inner Distant signal, with the arms at reduced heights of 30 feet and 24 feet respectively above rail level. (48)

**\* \* ILKLEY JUNCTION**

The following connections have been secured out of use pending removal:—

- No.1 Up Platform to Independent and Down Sidings.
- Slip connection to Independent and Down Sidings.
- Trailing connection Up Line to Up Siding (Coal Drops). (47)

**ILKLEY**

The Coal Sidings and Down Sidings have been abandoned and all associated points and signals abolished. (49)

**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 30 NOVEMBER – BETWEEN BALNE LANE AND LOFTHOUSE NORTH**

Existing catch points in the Down line situated at 176 miles 738 yards (1ml. 233yds) before reaching Lofthouse North Down Distant will be removed and replaced by a new set 432 yards nearer to Lofthouse North signal box (1m. 728yds) before reaching Lofthouse North Down First Home signal.

A new set of catch points will be provided at 176 miles 450 yards and will be secured out of use until further notice. (51/52)

**SUNDAY 30 NOVEMBER – HUDDERSFIELD JUNCTION**

The Up Branch Distant colour light signal will be renewed in the same position with the Yellow aspect at an increased height of 12 feet above ground level. (51/52)

**MONDAY 1 DECEMBER – HECKMONDWIKE JUNCTION**

The trailing connection on the Thornhill side of the signal box, Down Main to Down Sidings and the slip connection (to the mains crossover) on the Low Moor side of the signal box, Down Sidings to Down Main will be secured out of use pending removal. The Down Sidings, together with the associated signals will be abolished. (51/52)

**DETAILS OF WORK ALREADY CARRIED OUT**

**YORK YARD SOUTH**

Branches Yard, the Van Siding and Up Through Siding, together with the associated signalling has been taken out of use.

Trap points have been provided at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration. (Further amended) (50)

**LEEDS CITY STATION**

No.4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead. (U.F.N.)

\* \* SELBY WEST

The Notice Board 'Stop for Orders' at the exit from the Down Coal Sidings has been replaced by a disc signal situated on the left of the Coal Sidings approximately 2 yards from the trap points. This signal will apply Down Coal Sidings to Down Main. (48)

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****MOORHOUSE JUNCTION AND MOORHOUSE & SOUTH ELMSALL**

The electric token working between Moorhouse Junction and Moorhouse & South Elmsall signal boxes has been abolished.

Moorhouse & South Elmsall signal box, together with all points and signals worked therefrom has been abolished.

The loop line between Moorhouse & South Elmsall signal box and Frickley Colliery has been abandoned. The single line between Moorhouse Junction and the Colliery is now worked in accordance with Special Instructions based on track circuit occupation, the present signals being retained. (50)

**RAWCLIFFE BRIDGE**


The facing connection Down Main to No.1 Hump Reception together with the associated miniature arm signal has been abolished. (50)

**BEVERLEY SIDINGS**

The signal box, together with all points and signals worked therefrom, has been abolished. (49)

**GOOLE ENGINE SHED**

The trailing connection from Up Main to Canal Sidings (formerly controlled by Beverley Sidings) is now controlled by a two-lever ground frame released from Goole Engine Shed.

A new Up Main Starting signal provided 1097 yards from the signal box, and a  sign will be provided. The existing Up Main Starting signal and Up Branch/Up Main Home signals have been renamed Second Home and First Homes respectively.

The connections Engine Shed to Down Main, Engine Spur to Down Branch, together with the associated signalling, have been abolished. (49)

**SKELLOW JUNCTION**

The following connections have been secured in the normal position pending removal:—  
Down Main to Colliery Sidings

The connection Tip Sidings to No.2 Full Sidings has been secured in the reverse position pending removal and all associated signals abolished. No.1 Full Sidings and Spur No.3 have been abandoned. (Amended) (50)

**BETWEEN HUDDERSFIELD JUNCTION AND CLAYTON WEST JUNCTION**

Revised signalling has been brought into use between Huddersfield Junction and Clayton West Junction. Full details are published in Supplementary Notice No.47B and all staff concerned must ensure that they receive a copy of this Notice. (50)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****Between Barnsley Exchange Junction and Darton—continued****Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the signal box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**\* SHIPLEY GUISELEY JUNCTION**

The Down Fast Home Bracket signal together with Leeds Junction Inner Distant signals, have been abolished.

A new straight post has been provided 4 yards further from the signal box, carrying the Down Fast Home signal and Leeds Junction Down Fast Inner Distant signal, with the arms at reduced heights of 30 feet and 24 feet respectively above rail level. (48)

**GUISELEY STATION**

The shunting signals applying former Up Siding to Up Main and Down Siding to Down Main have been abolished.

The yellow faced shunting signal, Down Sidings to Up Main, has been fitted with a red target.

The shunting signal Down Main to former Down Siding or to Up Main has been re-positioned 80 yards nearer the signal box and now applies Down Main to Up Main. (50)

**ILKLEY**

The Coal Sidings and Down Sidings have been abandoned and all associated points and signals abolished. (49)

## 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

## DUDLEY HILL

The Down loop dock siding and Nos. 1 to 4 sidings have been spiked out of use pending removal.  
(50)

## ★ SKELMANTHORPE

The station platform has been permanently shortened by 7 yards.

## ★ LOW LANE OCCUPATION CROSSING BETWEEN HECKMONDWIKE JUNCTION AND THORNHILL JUNCTION

Between 09 00 and 16 00 hours daily—contractors vehicles are using the crossing at 1m. 15chs. Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing. Hand-signalman in attendance.

## ★ BETWEEN KIRKSTALL JUNCTION AND NEWLAY

Commencing Monday 1 December and until further notice—contractors will be using a temporary level crossing to convey plant and machinery over the Down and Up Main lines at 198m. 28chs. Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing.

## KEIGHLEY NORTH GOODS YARD

Contractors are working in the Goods Yard excavating and laying sewers. Plant and materials on site. Road vehicles to avoid working area.

Contractors' vehicles are using temporary crossing over siding to loading dock.

## ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA

## GENERAL INSTRUCTIONS

★ PAGE 306

## LIST OF SINGLE LINES CONTROLLED BY TRANSIENT TRACK CIRCUITS OR DIRECTION LEVERS

ADD to list of locations:—

Penistone, Huddersfield Junction and Clayton West Junction.

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

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York  
21 November, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

Receipt of this notice need not be acknowledged. If the NE/S notice is not received by the normal time, advise your superior Officer by telegram as follows:—

NILE SIG. NOTICE NE/S

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 7 DECEMBER—MILL LANE

The signal gantry attached to bridge No. 61, carrying Up East to Up Branch Home with St. Dunstons Distant below, Up East to Carriage Sidings and Up East to Up Main Home will be abolished.

A new left hand bracket signal, carrying the same signals in similar formation will be brought into use between the Up East and Down East 8 yards further from the signal box with the arms at the following reduced heights above rail level :—

Up East to Up Branch Home, 30 feet, with St. Dunstons Distant below (24 feet).  
Up East to Carriage Sidings, 25 feet.  
Up East to Up Main Home, 28 feet.

(1)

## SUNDAY 7 DECEMBER—FERRYBRIDGE

The shunt spur at the south end of Ferrybridge 'A' sidings (2 miles 7 chains—2 miles 8 chains) is to be removed and the turn-out replaced by trap points.

(1)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN BALNE LANE AND LOFTHOUSE NORTH

Existing catch points in the Down line situated at 176 miles 738 yards (1m. 233 yds. before reaching Lofthouse North Down Distant) removed and replaced by a new set 432 yards nearer to Lofthouse North signal box (1m. 728 yds before reaching Lofthouse North Down First Home signal).

A new set of catch points will be provided at 176 miles 450 yards and will be secured out of use until further notice.

(51/52)

## HECKMONDWIKE JUNCTION

The trailing connection on the Thornhill side of the signal box, Down Main to Down Sidings and the slip connection (to the mains crossover) on the Low Moor side of the signal box, Down Sidings to Down Main has been secured out of use pending removal. The Down Sidings, together with the associated signals have been abolished.

(51/52)

## YORK YARD SOUTH

Branches Yard, the Van Siding and Up Through Siding, together with the associated signalling has been taken out of use.

Trap points have been provided at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration.

(Further amended) (50)

## LEEDS CITY STATION

No. 4 Platform has been shortened by 214 ft. to a length of 280 ft. and temporary buffer stops have been erected.

The platform siding has been shortened by 117 ft. and wheel chocks have been placed in position.

Subsidiary signals are being used to authorise movements to No. 4 Platform line when the line is clear to the buffer stops in addition to occasions when the line is occupied.

At all times, Drivers must be prepared to find this line occupied and to stop short of any vehicles which may be standing ahead.

(U.F.N.)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****MOORHOUSE JUNCTION AND MOORHOUSE & SOUTH ELMSALL**

The electric token working between Moorhouse Junction and Moorhouse & South Elmsall signal boxes has been abolished.

Moorhouse & South Elmsall signal box, together with all points and signals worked therefrom has been abolished.

The loop line between Moorhouse & South Elmsall signal box and Frickley Colliery has been abandoned. The single line between Moorhouse Junction and the Colliery is now worked in accordance with Special Instructions based on track circuit occupation, the present signals being retained. (50)

**RAWCLIFFE BRIDGE**


The facing connection Down Main to No.1 Hump Reception together with the associated miniature arm signal has been abolished. (50)

**\* \* BEVERLEY SIDINGS**

The signal box, together with all points and signals worked therefrom, has been abolished. (49)

**\* \* GOOLE ENGINE SHED**

The trailing connection from Up Main to Canal Sidings (formerly controlled by Beverley Sidings) is now controlled by a two-lever ground frame released from Goole Engine Shed.

A new Up Main Starting signal provided 1097 yards from the signal box, and a  sign will be provided. The existing Up Main Starting signal and Up Branch/Up Main Home signals have been renamed Second Home and First Homes respectively.

The connections Engine Shed to Down Main, Engine Spur to Down Branch, together with the associated signalling, have been abolished. (49)

**SKELLOW JUNCTION**

The following connections have been secured in the normal position pending removal:—  
Down Main to Colliery Sidings

The connection Tip Sidings to No.2 Full Sidings has been secured in the reverse position pending removal and all associated signals abolished. No.1 Full Sidings and Spur No.3 have been abandoned. (Amended) (50)

**BETWEEN HUDDERSFIELD JUNCTION AND CLAYTON WEST JUNCTION**

Revised signalling has been brought into use between Huddersfield Junction and Clayton West Junction. Full details are published in Supplementary Notice No.47B and all staff concerned must ensure that they receive a copy of this Notice. (50)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****Between Barnsley Exchange Junction and Darton—continued****Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**GUISELEY STATION**

The shunting signals applying former Up Siding to Up Main and Down Siding to Down Main have been abolished.

The yellow faced shunting signal, Down Sidings to Up Main, has been fitted with a red target.

The shunting signal Down Main to former Down Siding or to Up Main has been re-positioned 80 yards nearer the signal box and now applies Down Main to Up Main. (50)

**\*\* ILKLEY**

The Coal Sidings and Down Sidings have been abandoned and all associated points and signals abolished. (49)

## 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 DECEMBER: NORMANTON STATION SOUTH ✓

No.6 Bay Platform will be taken out of use. The associated signalling and connection thereto will be abolished. (2)

## MONDAY 15 DECEMBER: BETWEEN BROOMFLEET, CAVE CROSSING, CRABLEY CREEK, AND BROUGH WEST. ✓

The Down and Up Slow lines between Broomfleet and Brough West will be taken out of use. *Noted*

## Broomfleet ✓

The following signals will be abolished:—

- Down Slow Second Home to Down Fast
- Down Slow Starting Signal
- Up Slow First Home
- Up Slow Distant Signal

The existing Down Slow Second Home will apply Down Slow to Down Main.

Buffer stops will be provided on the Down Slow line approximately 440 yards beyond the connection Down Slow to Down Main line.

## Cave Crossing ✓

All Up and Down Slow line signals will be abolished.

## Crabley Creek ✓

All Up and Down Slow line signals will be abolished.

Brough West *(Noted)*

The following signals will be abolished:—

- Down Slow Distant Signal
- Down Slow Home
- Up Slow Starting Signal
- Up Fast Home to Up Slow
- Up Slow Home

A new disc signal applying Up Slow Platform to Up Slow dead-end line will be provided adjacent to the Up Slow to Up Main Home signal.

A new miniature arm signal applying Up Fast Platform to Up Slow dead-end line mounted on the doll the position formerly occupied by the Up Fast to Up Slow Home signal.

Buffer stops will be provided on the Up Slow line approximately 250 yards beyond the Up Fast to Up Slow dead-end connection. (2)

## MONDAY 15 DECEMBER: HUDDERSFIELD GOODS YARD

Nos.1 to 8 sidings, No.10 siding and connection from No.11 to No.12 siding together with the associated hand-worked points will be secured out of use pending removal. (2)

## DETAILS OF WORK ALREADY CARRIED OUT

## YORK YARD SOUTH

Branches Yard, the Van Siding and Up Through Siding, together with the associated signalling has been taken out of use.

Trap points have been provided at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration. (50)



**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BALNE LANE AND LOFTHOUSE NORTH**

Existing catch points in the Down line situated at 176 miles 738 yards (1m. 233 yds before reaching Lofthouse North Down Distant) removed and replaced by a new set 432 yards nearer to Lofthouse North signal box (1m 728 yds before reaching Lofthouse North Down First Home signal).

A new set of catch points will be provided at 176 miles 450 yards and will be secured out of use until further notice. (51 52)

**\* \* LEEDS CITY STATION**

No.4 Platform and the platform siding have been restored to normal length and normal working resumed. (Amended Item) (50)

**FERRYBRIDGE**

The shunt spur at the south end of Ferrybridge 'A' sidings (2 miles 7 chains – 2 miles 8 chains) has been removed and the turn-out replaced by trap points. (1)

**\* \* MOORHOUSE JUNCTION AND MOORHOUSE & SOUTH ELMSALL**

The electric token working between Moorhouse Junction and Moorhouse & South Elmsall signal boxes has been abolished.

Moorhouse & South Elmsall signal box, together with all points and signals worked therefrom has been abolished.

The loop line between Moorhouse & South Elmsall signal box and Frickley Colliery has been abandoned. The single line between Moorhouse Junction and the Colliery is now worked in accordance with Special Instructions based on track circuit occupation, the present signals being retained. (50)

**\* \* RAWCLIFFE BRIDGE**

The facing connection Down Main to No.1 Hump Reception together with the associated miniature arm signal has been abolished. (50)

**\* \* SKELLOW JUNCTION**

The following connections have been secured in the normal position pending removal:—  
Down Main to Colliery Sidings

The connection Tip Sidings to No.2 Full Sidings has been secured in the reverse position pending removal and all associated signals abolished. No.1 Full Sidings and Spur No.3 have been abandoned. (50)

**MILL LANE**

The signal gantry attached to bridge No.61, carrying Up East to Up Branch Home with St. Dunstans Distant below, Up East to Carriage Sidings and Up East to Up Main Home has been abolished.

A new left hand bracket signal, carrying the same signals in similar formation has been brought into use between the Up East and Down East 8 yards further from the signal box with the arms at the following reduced heights above rail level:—

Up East to Up Branch Home, 30 feet, with St. Dunstans Distant below (24 feet).  
Up East to Carriage Sidings, 25 feet.  
Up East to Up Main Home, 28 feet. (1)

**\* \* BETWEEN HUDDERSFIELD JUNCTION AND CLAYTON WEST JUNCTION**

Revised signalling has been brought into use between Huddersfield Junction and Clayton West Junction. Full details are published in Supplementary Notice No.47B and all staff concerned must ensure that they receive a copy of this Notice. (50)

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

The trailing connection on the Thornhill side of the signal box, Down Main to Down Sidings and the slip connection (to the mains crossover) on the Low Moor side of the signal box, Down Sidings to Down Main has been secured out of use pending removal. The Down Sidings, together with the associated signals have been abolished. (51/52)

**BETWEEN BARNSELEY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELEY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this signal is operated. (U.F.N.)

**\*\* GUISELEY STATION**

The shunting signals applying former Up Siding to Up Main and Down Siding to Down Main have been abolished.

The yellow faced shunting signal, Down Sidings to Up Main, has been fitted with a red target.

The shunting signal Down Main to former Down Siding or to Up Main has been re-positioned 80 yards nearer the signal box and now applies Down Main to Up Main. (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

## DUDLEY HILL

\*\* The Down loop dock siding and Nos. 1 to 4 sidings have been spiked out of use pending removal. (50)

## SKELMANTHORPE

The station platform has been permanently shortened by 7 yards. (1)

LOW LANE OCCUPATION CROSSING BETWEEN HECKMONDWIKE JUNCTION  
AND THORNHILL JUNCTION

Between 09 00 and 16 00 hours daily—contractors vehicles are using the crossing at 1m. 15chs. Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing. Hand-signalman in attendance.

## BETWEEN KIRKSTALL JUNCTION AND NEWLAY

Until further notice—contractors will be using a temporary level crossing to convey plant and machinery over the Down and Up Main lines at 198m. 28chs. Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing.

## ★ SHUTTING OFF WATER SUPPLIES

Water will not be available as follows.

Place	Duration	Commencing date
Holbeck M.P.D.	09 00 to 16 00 hours	Sunday 14 December only.



## 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 21 DECEMBER—CALDER BRIDGE AND OAKENSHAW JUNCTION

The Down Goods to Down Main connection at Oakenshaw Junction will be abolished and the Down Goods will become a Down Siding with access only from Calder Bridge.

The Down Sidings at Oakenshaw Junction will be secured out of use pending removal.

All associated signals will be abolished.

**Calder Bridge**

The Down Main to Down Goods Home signal will be fitted with a miniature arm.

**Oakenshaw Junction**

The trailing end of the connection Up Main to Up Goods will become spring points. (3)

## MONDAY 22 DECEMBER—HULL SPRINGHEAD YARD

The notice boards worded "STOP AND WHISTLE FOR FOREMAN" applying to the arrival line situated adjacent to the Yard Foreman's Office and "DRIVERS MUST NOT PASS THIS BOARD UNTIL AUTHORISED BY YARD STAFF" situated approximately 370 yards beyond the first mentioned notice board, will be abolished.

A new notice board worded "STOP FOR ORDERS SOUND WHISTLE" will be provided adjacent to the Yard Foreman's Office on the site of the first notice board mentioned above. (3)

## DETAILS OF WORK ALREADY CARRIED OUT

## \*\* YORK YARD SOUTH

Branches Yard, the Van Siding and Up Through Siding, together with the associated signalling has been taken out of use.

Trap points have been provided at the Down Mineral line end of the points from the Frodingham line.

The position light signal applying from York line to Van Siding has been taken out of use pending alteration. (51/52)

## \*\* BETWEEN BALNE LANE AND LOFTHOUSE NORTH

Existing catch points in the Down line situated at 176 miles 738 yards (1m. 233 yds. before reaching Lofthouse North Down Distant) removed and replaced by a new set 432 yards nearer to Lofthouse North signal box (1m. 728 yds before reaching Lofthouse North Down First Home signal).

A new set of catch points will be provided at 176 miles 450 yards and will be secured out of use until further notice. (51/52)

## BETWEEN BROOMFLEET, CAVE CROSSING, CRABLEY CREEK AND BROUGH WEST

The Down and Up Slow lines between Broomfleet and Brough West have been taken out of use.

**Broomfleet**

The following signals have been abolished:—

Down Slow Second Home to Down Fast

Down Slow Starting Signal

Up Slow First Home

Up Slow Distant Signal

The existing Down Slow Second Home now applies Down Slow to Down Main.

Buffer stops have been provided on the Down Slow line approximately 440 yards beyond the connection Down Slow to Down Main line.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BROOMFLEET, CAVE CROSSING, CRABLEY CREEK AND BROUGH WEST—continued****Cave Crossing**

All Up and Down Slow line signals have been abolished.

**Crabley Creek**

All Up and Down Slow line signals have been abolished.

**Brough West**

The following signals have been abolished:—

Down Slow Distant Signal

Down Slow Home

Up Slow Starting Signal

Up Fast Home to Up Slow

Up Slow Home

A new disc signal applying Up Slow Platform to Up Slow dead-end line has been provided adjacent to the Up Slow to Up Main Home signal.

A new miniature arm signal applying Up Fast Platform to Up Slow dead-end line mounted on the doll in the position formerly occupied by the Up Fast to Up Slow Home signal.

Buffer stops have been provided on the Up Slow line approximately 250 yards beyond the Up Fast to Up Slow dead-end connection. (2)

**FERRYBRIDGE**

The shunt spur at the south end of Ferrybridge 'A' sidings (2 miles 7 chains – 2 miles 8 chains) has been removed and the turn-out replaced by trap points. (1)

**MILL LANE**

The signal gantry attached to bridge No.61, carrying Up East to Up Branch Home with St. Dunstons Distant below, Up East to Carriage Sidings and Up East to Up Main Home has been abolished.

A new left hand bracket signal, carrying the same signals in similar formation has been brought into use between the Up East and Down East 8 yards further from the signal box with the arms at the following reduced heights above rail level:—

Up East to Up Branch Home, 30 feet, with St. Dunstons Distant below (24 feet).

Up East to Carriage Sidings, 25 feet.

Up East to Up Main Home, 28 feet. (1)

**HUDDERSFIELD GOODS YARD**

Nos.1 to 8 sidings, No.10 siding and connection from No.11 to No.12 siding together with the associated hand-worked points have been secured out of use pending removal. (2)

**\* \* HECKMONDWIKE JUNCTION**

The trailing connection on the Thornhill side of the signal box, Down Main to Down Sidings and the slip connection (to the mains crossover) on the Low Moor side of the signal box, Down Sidings to Down Main has been secured out of use pending removal. The Down Sidings, together with the associated signals have been abolished. (51/52)

**BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line between Barnsley Exchange Junction and Darton has been blocked by the Engineer undertaking repairs to bridge No. 36 at 51m. 76chs.

The Up Main line between these points is worked in accordance with the Electric Token Block Regulations and the Tablets are lettered DARTON—BARNSELY EXCHANGE JUNCTION.

The two sets of catch points in the Up Main line have been secured out of use for through running in the Down direction.

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN BARNSELEY EXCHANGE JUNCTION AND DARTON—continued****Barnsley Exchange Junction**

The Down Main Starting signal has been fixed at Danger and does not apply to the Single line. The diamond sign has been removed from the Up Main First Home signal.

The trailing connection from the Up Main line to Honeywell Siding has been secured out of use, in the normal position.

**The following signals have been taken out of use:—**

- Down Main Second Home
- Disc Up Main to Down Main or Set Back on Up Main
- Disc Up Main to Honeywell Siding
- Disc Honeywell Siding to Up Main

The Disc signal formerly applying Set Back along Up Main from Up Platform to Main line trailing crossover now applies from Up Platform to Down Main via the Main line trailing crossover.

The Down Main First Home signal now applies Down Main to Single line via the Main line facing crossover. A new Disc signal at the foot of this post applies to shunting movements towards the Down Main Starting signal.

**Darton**

The trailing connection in the Up Main line leading to the Goods Yard has been secured out of use, in the normal position.

A temporary Single line Down Home signal has been provided approximately 63 yards further from the Signal Box, replacing the existing Down Main Home signal. This signal will be fixed at Danger. The adjacent Disc signal which formerly applied Set Back from Up Main to Down Main or Goods Yard now applies only for movements from Single line to the Down Main Platform Starting signal (former Second Home signal). Drivers are authorised to proceed beyond the Single line Down Home signal when this disc signal is operated. (U.F.N.)

**NORMANTON STATION SOUTH**

No.6 Bay Platform has been taken out of use and the associated signalling and connection thereto abolished. (2)

**SECTION D****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****SKELMANTHORPE**

The station platform has been permanently shortened by 7 yards. (1)

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

York  
12 December, 1969

MO.45/NES

F.J. BURGE  
Movements Manager

Receipt of this notice need not be acknowledged. If the NE/S notice is not received by the normal time, advise your superior Officer by telegram as follows:—

NILE SIG. NOTICE NE/S