

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 JANUARY-HULL FREIGHTLINER DEPOT

The two dead end sidings in the Depot will be extended at the East end and connections will be provided into the Through line to Dairycoates West. (4)

DETAILS OF WORK ALREADY CARRIED OUT

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.

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)

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, have been abolished.

A new notice board worded "STOP FOR ORDERS SOUND WHISTLE" has been provided adjacent to the Yard Foreman's Office on the site of the first notice board mentioned above. (3)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

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

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

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

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

To join the Signalling Record Society visit

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

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****CALDER BRIDGE AND OAKENSHAW JUNCTION**

The Down Goods to Down Main connection at Oakenshaw Junction has been abolished and the Down Goods has become a Down Siding with access only from Calder Bridge.

The Down Sidings at Oakenshaw Junction have been secured out of use pending removal and all associated signals abolished.

Calder Bridge

The Down Main to Down Goods Home signal has been fitted with a miniature arm.

(Amended item) (3)

*** * 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)

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.)

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
22 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

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 JANUARY—HULL FREIGHTLINER DEPOT

The connections at the west end of the depot will be repositioned 106 yards towards Hesse and the existing sidings will be extended by 106 yards. The existing notice boards will be repositioned accordingly. (5)

DETAILS OF WORK ALREADY CARRIED OUT

* * 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.

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)

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, have been abolished.

A new notice board worded "STOP FOR ORDERS SOUND WHISTLE" has been provided adjacent to the Yard Foreman's Office on the site of the first notice board mentioned above. (3)

HULL FREIGHTLINER DEPOT

The two dead end sidings in the Depot have been extended at the East end and connections provided into the Through line to Dairycoates West. (4)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****CALDER BRIDGE AND OAKENSHAW JUNCTION**

The Down Goods to Down Main connection at Oakenshaw Junction has been abolished and the Down Goods has become a Down Siding with access only from Calder Bridge.

The Down Sidings at Oakenshaw Junction have been secured out of use pending removal and all associated signals abolished.

Calder Bridge

The Down Main to Down Goods Home signal has been fitted with a miniature arm. (3)

**** 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)

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.)

**** NORMANTON STATION SOUTH**

No.6 Bay Platform has been taken out of use and the associated signalling and connection thereto abolished. (2)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item.

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MISCELLANEOUS NOTICES★ **SAVED BY HIS SAFETY HELMET**

A fitter was trapped when he straightened up after securing lifting chains during an emergency call out of the breakdown train.

His head was caught in the narrow gap between the wagon being rerailed and the locomotive, causing a lacerated wound, but his safety helmet took most of the impact which would probably have killed him if he had not been wearing it.

All breakdown gangs have been issued with heavy duty safety helmets and this incident illustrates the wisdom of always wearing a safety helmet when on breakdown work or exposed to similar risks.

(4)

★ **MOORHOUSE JUNCTION**

As from Monday 12 January, No. 1 Down siding will be shortened by 40 yards and temporary buffer stops erected.

(5)

★ **LEEDS WELLINGTON STREET GOODS WAREHOUSE**

From Monday, 5 January, No.1 road in the new warehouse will be permanently shortened by 80 yds.

(5)

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

York
31 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

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 19 JANUARY—YORK YARD SOUTH AND YORK YARD NORTH**

The hand worked connections to No.4 Down Independent line between the former Down Yard signal box and York Yard North will be secured out of use pending removal. (6)

SUNDAY 18 JANUARY—HARE PARK JUNCTION

The trailing crossover between the Down and Up Branch lines and the associated shunting signals will be abolished. (6)

SUNDAY 18 JANUARY—BETWEEN OAKENSHAW SOUTH JUNCTION AND OAKENSHAW JUNCTION

The catch points in the Up line situated at 49 miles 16 chains (608 yards before reaching Oakenshaw North Home signal) will be repositioned at 49 miles 10 chains (740 yards before reaching Oakenshaw North Home signal). (6)

SUNDAY 18 JANUARY—LOW MOOR

Signalling and permanent way alterations will take place at Low Moor and full details are published in Supplementary Notice No.1. All staff concerned must ensure that they receive a copy of this notice. (6)

MONDAY 19 JANUARY—SLAITHWAITE

The trailing crossover between the Down and Up Fast lines will be abolished.

The Up Goods Home signal will be abolished and the Up Goods Starting signal will become the Up Goods Home signal.

The worked catch points in the vicinity of the signal box will continue to be worked. (6)

MONDAY 19 JANUARY—CLECKHEATON

The Signal box and all signals worked therefrom will be abolished. All points will be secured permanently out of use in the normal position pending removal.

The Block Section in future will be between Low Moor and Heckmondwike Junction. (6)

DETAILS OF WORK ALREADY CARRIED OUT**HULL FREIGHTLINER DEPOT**

The connections at the west end of the depot have been repositioned 106 yards towards Hessle and the existing sidings extended by 106 yards. The existing notice boards have been repositioned accordingly. (5)

HULL FREIGHTLINER DEPOT

The two dead end sidings in the Depot have been extended at the East end and connections provided into the Through line to Dairycoates West. (4)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued***** 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, have been abolished.

A new notice board worded "STOP FOR ORDERS SOUND WHISTLE" has been provided adjacent to the Yard Foreman's Office on the site of the first notice board mentioned above. (3)

*** * CALDER BRIDGE AND OAKENSHAW JUNCTION**

The Down Goods to Down Main connection at Oakenshaw Junction has been abolished and the Down Goods has become a Down Siding with access only from Calder Bridge.

The Down Sidings at Oakenshaw Junction have been secured out of use pending removal and all associated signals abolished.

Calder Bridge

The Down Main to Down Goods Home signal has been fitted with a miniature arm. (3)

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.)

NES-23

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 25 JANUARY - ADWICK JUNCTION

The Down Siding will be abandoned and the associated signals will be abolished. (7)

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD SOUTH AND YORK YARD NORTH

The hand worked connections to No. 4 Down Independent line between the former Down Yard signal box and York Yard North have been secured out of use pending removal. (6)

HARE PARK JUNCTION

The trailing crossover between the Down and Up Branch lines and the associated shunting signals have been abolished. (6)

HULL FREIGHTLINER DEPOT

The connections at the west end of the depot have been repositioned 106 yards towards Hessle and the existing sidings extended by 106 yards. The existing notice boards have been repositioned accordingly. (5)

* * HULL FREIGHTLINER DEPOT

The two dead end sidings in the Depot have been extended at the East end and connections provided into the Through line to Dairycoates West. (4)

BETWEEN OAKENSHAW SOUTH JUNCTION AND OAKENSHAW JUNCTION

The catch points in the Up line situated at 49 miles 16 chains (608 yards before reaching Oakenshaw North Home signal) have been repositioned at 49 miles 10 chains (740 yards before reaching Oakenshaw North Home signal). (6)

LOW MOOR

Signalling and permanent way alterations have taken place at Low Moor and full details are published in Supplementary Notice No. 1. All staff concerned must ensure that they have received a copy of this notice. (6)

SLAITHWAITE

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

The Up Goods Home signal has been abolished and the Up Goods Starting signal has become the Up Goods Home signal.

The catch points in the vicinity of the signal box continue to be worked. Amended Item (7)

CLECKHEATON

The signal box and all signals worked therefrom have been abolished. All points have been secured permanently out of use in the normal position pending removal.

The Block Section is now between Low Moor and Heckmondwike Junction. (6)

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.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item.

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MISCELLANEOUS NOTICES

MOORHOUSE JUNCTION

No.1 Down siding has been shortened by 40 yards and temporary buffer stops erected. (5)

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

★ WAKEFIELD KIRKGATE STATION

Commencing Monday 26 January, contractors will be constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area will extend from a point 135 yds. from the East end to a point 57 yds. from the West end and will occupy a space of 45 yds.

On Platform 2 the working area will extend from a point 159 yds. from the East end to a point 23 yds. from the West end and will occupy a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

LEEDS WELLINGTON STREET GOODS WAREHOUSE

No.1 road in the new warehouse has been permanently shortened by 80 yds. (5)

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

York
16 January, 1970.

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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

YORK YARD SOUTH AND YORK YARD NORTH

The hand worked connections to No. 4 Down Independent line between the former Down Yard signal box and York Yard North have been secured out of use pending removal. (6)

ADWICK JUNCTION

The Down Siding has been abandoned and the associated signals abolished. (7)

HARE PARK JUNCTION

The trailing crossover between the Down and Up Branch lines and the associated shunting signals have been abolished. (6)

* HULL FREIGHTLINER DEPOT

The connections at the west end of the depot have been repositioned 106 yards towards Hessle and the existing sidings extended by 106 yards. The existing notice boards have been repositioned accordingly. (5)

BETWEEN OAKENSHAW SOUTH JUNCTION AND OAKENSHAW JUNCTION

The catch points in the Up line situated at 49 miles 16 chains (608 yards before reaching Oakenshaw North Home signal) have been repositioned at 49 miles 10 chains (740 yards before reaching Oakenshaw North Home signal). (6)

LOW MOOR

Signalling and permanent way alterations have taken place at Low Moor and full details are published in Supplementary Notice No. 1. All staff concerned must ensure that they have received a copy of this notice. (6)

SLAITHWAITE

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

The Up Goods Home signal has been abolished and the Up Goods Starting signal has become the Up Goods Home signal.

The catch points in the vicinity of the signal box continue to be worked. (7)

CLECKHEATON

The signal box and all signals worked therefrom have been abolished. All points have been secured permanently out of use in the normal position pending removal.

The Block Section is now between Low Moor and Heckmondwike Junction. (6)

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

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Barnsley Exchange Junction

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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

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MISCELLANEOUS NOTICES

* MOORHOUSE JUNCTION

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SCARBOROUGH

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WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

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* * LEEDS WELLINGTON STREET GOODS WAREHOUSE

No.1 road in the new warehouse has been permanently shortened by 80 yds. (5)

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

York
23 January, 1970.

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

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 FEBRUARY - BRADLEY WOOD JUNCTION

The trailing connection Down Slow to Down Sidings, situated in advance of the signal box, will be secured out of use in the normal position pending removal. (9)

DETAILS OF WORK ALREADY CARRIED OUT

*** YORK YARD SOUTH AND YORK YARD NORTH**

The hand worked connections to No. 4 Down Independent line between the former Down Yard signal box and York Yard North have been secured out of use pending removal. (6)

ADWICK JUNCTION

The Down Siding has been abandoned and the associated signals abolished. (7)

*** HARE PARK JUNCTION**

The trailing crossover between the Down and Up Branch lines and the associated shunting signals have been abolished. (6)

*** BETWEEN OAKENSHAW SOUTH JUNCTION AND OAKENSHAW JUNCTION**

The catch points in the Up line situated at 49 miles 16 chains (608 yards before reaching Oakenshaw North Home signal) have been repositioned at 49 miles 10 chains (740 yards before reaching Oakenshaw North Home signal). (6)

*** LOW MOOR**

Signalling and permanent way alterations have taken place at Low Moor and full details are published in Supplementary Notice No. 1. All staff concerned must ensure that they have received a copy of this notice. (6)

SLAITHWAITE

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

The Up Goods Home signal has been abolished and the Up Goods Starting signal has become the Up Goods Home signal.

The catch points in the vicinity of the signal box continue to be worked. (7)

*** CLECKHEATON**

The signal box and all signals worked therefrom have been abolished. All points have been secured permanently out of use in the normal position pending removal.

The Block Section is now between Low Moor and Heckmondwike Junction. (6)

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.)

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.

★ ALTERATIONS TO GENERAL APPENDIX

PAGE 89 (Page 49, Supplement No.3)—CONVEYANCE OF 4 OR 6 – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS.

Clause (2) – amend to read:—

(2) Passenger, Empty Coaching Stock or Parcels Trains conveying 4-wheeled or 6-wheeled vehicles must be restricted to the maximum speed shown below:—

Train Conveying	Max. Speed
(a) 4-wheeled coaching vehicles with a wheelbase of over 18ft.	75 m.p.h.
6-wheeled coaching vehicles (except milk tanks)	
(b) 4-wheeled coaching vehicles with a wheelbase of 18ft. or less	60 m.p.h.
(c) 6-wheeled milk tanks – Loaded	60 m.p.h.
6-wheeled milk tanks – Empty	50 m.p.h.
(d) Freight vehicles	Appropriate speed on wagon panel.

Guards must in all cases advise the Driver before starting the maximum speed at which the train may run. This speed must be the lowest maximum speed applicable to any vehicle on the train.

MISCELLANEOUS NOTICES

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

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

York
23 January, 1970.

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

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 15 FEBRUARY – GOOLE POTTERS GRANGE AND GOOLE ENGINE SHED *

Potters Grange Down Branch First Home signal will, in future, be controlled by Goole Engine Shed only and the signal renamed Engine Shed Down Branch Starting signal.

Potters Grange Down Branch Second Home signal will be renewed at the same height, 445 yards further from the signal box and be renamed Down Branch Home.

Potters Grange Down Branch Distant signal will be renewed beneath Engine Sheds new Down Branch Starting signal. The distance between Potters Grange Down Branch Distant signal and the Down Main Home will be 470 yards.

Goole Engine Shed Up Branch Distant signal, (mounted beneath Potters Grange Up Branch Starting signal), will, in future, be lowered when Engine Sheds Up Branch Home and Up Main Starting signals are lowered. (10)

SUNDAY 15 FEBRUARY – MIRFIELD NO. 2

The facing connection Up Fast to Up Slow, together with the associated signalling, will be abolished. (10)

SUNDAY 15 FEBRUARY – HEALEY MILLS

The connection Up Fast to Ingham's Colliery Sidings at Thornhill Junction, together with the associated signals will be abolished. (10)

DETAILS OF WORK ALREADY CARRIED OUT

*** * ADWICK JUNCTION**

The Down Siding has been abandoned and the associated signals abolished. (7)

GARFORTH

The hold up points, situated at the station end of the sidings have been converted to two-way hand points. (New item) (10)

BRADLEY WOOD JUNCTION

The trailing connection Down Slow to Down Sidings, situated in advance of the signal box, has been secured out of use in the normal position pending removal. (9)

*** * SLAITHWAITE**

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

The Up Goods Home signal has been abolished and the Up Goods Starting signal has become the Up Goods Home signal.

The catch points in the vicinity of the signal box continue to be worked. (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 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.)

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.

★ ALTERATIONS TO SECTIONAL APPENDIX—NORTHERN AREA**TABLE F—PROPELLING OF TRAINS OR VEHICLES**

From	To	Line	Number of vehicles and special conditions
PAGE 241			
HEBDEN BRIDGE TO NORMANTON GOOSE HILL			
ADD:—			
Mirfield No.2	Mirfield No.1	Up Fast	60 freight wagons in clear weather only. Applies from Sunday 15 February.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ 12 TON INSULATED FISH VANS

Commencing forthwith the maximum speed of 12 ton Insulated Fish Vans must not exceed 60 miles per hour in all conditions of loading, i.e. Heavy, Medium, Light or Empty.

Amended Wagon Panels will be provided as soon as possible to replace existing panels Nos. 60 and 61.

All concerned must pay particular attention to this instruction particularly with regard to possible use of these vehicles in Fish or Parcels Train working.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

★ REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Healey Mills Loco Washing Plant	Painting	07 30 to 17 00 daily (Mon to Fri)	Monday 16 February.

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

York
6 February 1970

MO.45/MES

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



NE/S

EASTERN REGION

No.8

NORTHERN AREA

(SOUTHERN SECTION)

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

SATURDAY 21 FEBRUARY

TO

FRIDAY 27 FEBRUARY 1970

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 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 FEBRUARY – MIRFIELD NO. 2

No. 1 Departure Line will be renamed Up Siding.

A new trailing crossover will be installed between Down and Up Fast lines at 38 miles, 242 yards and 38 miles 468 yards.

A new four-lever ground frame sited to the left of the Up Fast line will be provided and will control the crossover and the connection Up Siding to Up Fast. The ground frame will be released from Mirfield No.2 signal box. (11)

SUNDAY 22 FEBRUARY – HEALEY MILLS

The trailing connection, Up Loop to Flockton Coal Company Sidings will be secured permanently out of use and the Sidings, together with the associated signal, will be abolished. (11)

DETAILS OF WORK ALREADY CARRIED OUT

GARFORTH

The hold up points, situated at the station end of the sidings have been converted to two-way hand points. (New item) (10)

GOOLE POTTERS GRANGE AND GOOLE ENGINE SHED

Potters Grange Down Branch First Home signal is now controlled by Goole Engine Shed only, and the signal renamed Engine Shed Down Branch Starting signal.

Potters Grange Down Branch Second Home signal has been renewed at the same height, 445 yards further from the signal box and renamed Down Branch Home.

Potters Grange Down Branch Distant signal has been renewed beneath Engine Sheds new Down Branch Starting signal. The distance between Potters Grange Down Branch Distant signal and the Down Main Home is 470 yards.

Goole Engine Shed Up Branch Distant signal, (mounted beneath Potters Grange Up Branch Starting signal), is lowered when Engine Sheds Up Branch Home and Up Main Starting signals are lowered. (10)

MIRFIELD NO. 2

The facing connection Up Fast to Up Slow, together with the associated signalling, have been abolished. (10)

HEALEY MILLS

The connection Up Fast to Ingham's Colliery Sidings at Thornhill Junction, together with the associated signals have been abolished. (10)

BRADLEY WOOD JUNCTION

The trailing connection Down Slow to Down Sidings, situated in advance of the signal box, has been secured out of use in the normal position pending removal. (9)

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.)

SECTION D**GENERAL INSTRUCTIONS AND NOTICES**

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ALTERATIONS TO SECTIONAL APPENDIX—NORTHERN AREA**TABLE F—PROPELLING OF TRAINS OR VEHICLES**

From	To	Line	Number of vehicles and special conditions
PAGE 241			
HEBDEN BRIDGE TO NORMANTON GOOSE HILL			
ADD:—			
Mirfield No.2	Mirfield No.1	Up Fast	60 freight wagons in clear weather only. Applies from Sunday 15 February.

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 MARCH—BETWEEN MOORHOUSE JUNCTION, CARCROFT AND SKELLOW JUNCTION

Supplementary Notice of Signalling Alterations No.4 has been published and all staff concerned should ensure that they receive a copy. (13)

SUNDAY 8 MARCH—MIRFIELD NO.1

All connections will be secured in the normal position pending removal. The associated signals will be abolished. (13)

DETAILS OF WORK ALREADY CARRIED OUT

*** * GARFORTH**

The hold up points, situated at the station end of the sidings have been converted to two-way hand points. (10)

*** * GOOLE POTTERS GRANGE AND GOOLE ENGINE SHED**

Potters Grange Down Branch First Home signal is now controlled by Goole Engine Shed only, and the signal renamed Engine Shed Down Branch Starting signal.

Potters Grange Down Branch Second Home signal has been renewed at the same height, 445 yards further from the signal box and renamed Down Branch Home.

Potters Grange Down Branch Distant signal has been renewed beneath Engine Sheds new Down Branch Starting signal. The distance between Potters Grange Down Branch Distant signal and the Down Main Home is 470 yards.

Goole Engine Shed Up Branch Distant signal, (mounted beneath Potters Grange Up Branch Starting signal), is lowered when Engine Sheds Up Branch Home and Up Main Starting signals are lowered. (10)

*** * MIRFIELD NO.2**

The facing connection Up Fast to Up Slow, together with the associated signalling, have been abolished. (10)

MIRFIELD NO.2

No.1 Departure Line has been renamed Up Siding.

A new trailing crossover has been installed between Down and Up Fast lines at 38 miles, 242 yards and 38 miles 468 yards.

A new four-lever ground frame sited to the left of the Up Fast line has been provided and controls the crossover and the connection Up Siding to Up Fast. The ground frame is released from Mirfield No.2 signal box. (11)

HEALEY MILLS

The trailing connection, Up Loop to Flockton Coal Company Siding has been secured permanently out of use and the Sidings, together with the associated signal, abolished. (11)

*** * HEALEY MILLS**

The connection Up Fast to Ingham's Colliery Sidings at Thornhill Junction, together with the associated signals have been abolished. (10)

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.)

GELDARD JUNCTION

Wellington Street High Level Branch and Wortley North Sidings have been abandoned.

Geldard signal box has been abolished. The points giving access to Low Level Yard have been converted to hand points.

All signals have been abolished.

A new signal R.58 (repeating Leeds No.58 Wellington Street Departure Line signal) has been provided on the structure carrying the present Low Yard Departure signals.

A notice board worded 'STOP FOR ORDERS' has been provided to the left of the N.E. Up and Down line immediately on the approach side of the Canal Bridge.
(12)

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

12 TON INSULATED FISH VANS

Commencing forthwith the maximum speed of 12 ton Insulated Fish Vans must not exceed 60 miles per hour in all conditions of loading, i.e. Heavy, Medium, Light or Empty.

Amended Wagon Panels will be provided as soon as possible to replace existing panels Nos. 60 and 61.

All concerned must pay particular attention to this instruction particularly with regard to possible use of these vehicles in Fish or Parcels Train working.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

MONK BRETTON BRANCH

A permanent level crossing has been constructed over the Monk Bretton Branch at 176m. 20chs. to be used by Messrs. Redfearn Bros. road vehicles. "Stop, Whistle and Proceed" notice boards, together with advanced warning signs, have been provided on each side of the crossing.

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 15 MARCH - BETWEEN ARTHINGTON AND RIGTON

Arthington

The signal box, together with all signals worked therefrom, will be abolished. All connections will be secured in the normal position pending removal.

Rigton

The Up Distant will be replaced by a two-aspect colour light signal, displaying a Yellow or Green aspect. The distance to the Up Home will be 1,500 yards.

The Up Home will be replaced by a three-aspect colour signal, 65 yards from the signal box, capable of displaying a Red or Green aspect only.

The Down Distant will be replaced by a two aspect colour light signal, displaying a Yellow or Green aspect. The distance to the Down Home will be 1,302 yards.

The Down Home will be replaced by a three aspect colour light signal, 68 yards from the signal box, capable of displaying a Red or Green aspect only. (13/14)

SUNDAY 15 MARCH - RAWCLIFFE BRIDGE

Commencing 16 00 hours

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

Goole Engine Shed

A new disc signal applying Down Main to Down Sidings has been provided between the Down and Up Main, adjacent to the points Down Main/Down Sidings.

Diamond signs have been provided on the following signals:-

- Down Main First Home
- Down Main Second Home
- Up First Home (from Potters Grange)
- Up Main Second Home

(13/14)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MOORHOUSE JUNCTION, CARCROFT AND SKELLOW JUNCTION

Supplementary Notice of Signalling Alterations No.4 has been published and all staff concerned should ensure that they receive a copy. (13/14)

MIRFIELD NO. 1

All connections have been secured in the normal position pending removal. The associated signals have been abolished (13/14)

***MIRFIELD NO. 2**

No.1 Departure Line has been renamed Up Siding.

A new trailing crossover has been installed between Down and Up Fast lines at 38 miles, 242 yards and 38 miles 468 yards.

A new four-lever ground frame sited to the left of the Up Fast line has been provided and controls the crossover and the connection Up Siding to Up Fast. The ground frame is released from Mirfield No.2 signal box. (11)

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

The trailing connection, Up Loop to Flockton Coal Company Siding has been secured permanently out of use and the Sidings, together with the associated signal, abolished. (11)

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.)

GELDARD JUNCTION

Wellington Street High Level Branch and Wortley North Sidings have been abandoned.

Geldard signal box has been abolished. The points giving access to Low Level Yard have been converted to hand points.

All signals have been abolished.

A new signal R.58 (repeating Leeds No.58 Wellington Street Departure Line signal) has been provided on the structure carrying the present Low Yard Departure signals.

A notice board worded 'STOP FOR ORDERS' has been provided to the left of the N.E. Up and Down line immediately on the approach side of the Canal Bridge. (12)

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

★ ROYSTON MPD

Commencing Monday 16 March. Contractors will be demolishing Coaling Plant, Ash Plant, D.O.M.E. Plant and miscellaneous small cabins.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

GENERAL APPENDIX

★ PAGE 76 – Coupling and Uncoupling of Vehicles

3. Instanter Couplings

3.3 Amplified to read:-

Vehicles with Instanter couplings can be conveyed in fitted Freight trains in the same way as screw coupled vehicles, but when used in the fitted portion the Instanter coupling must be in the short position.

When an Instanter coupling is opposed to a three link coupling the Instanter coupling must be used. When conveyed in Class 7 and 8 trains, the Instanter coupling must be placed in the short position.

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

MONK BRETTON BRANCH

A permanent level crossing has been constructed over the Monk Bretton Branch at 176m. 20chs. to be used by Messrs. Redfearn Bros. road vehicles. "Stop, Whistle and Proceed" notice boards, together with advanced warning signs, have been provided on each side of the crossing.

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 MARCH—BETWEEN SHAFTHOLME AND SELBY CANAL

Supplementary Notice of Signalling Alterations No.5 is being published and all concerned should ensure that they receive a copy. (16)

SUNDAY 22 MARCH: CARLTON NORTH SIDINGS

The facing connection Shunting Line to Engine Line will be secured in the normal position pending removal and the signal applying from Shunting Line to Engine Line will be abolished. (16)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MOORHOUSE JUNCTION, CARCROFT AND SKELLOW JUNCTION

Supplementary Notice of Signalling Alterations No.4 has been published and all staff concerned should ensure that they receive a copy. (13/14)

BETWEEN ARTHINGTON AND RIGTON

Arthington

The signal box, together with all signals worked therefrom, has been abolished and all connections secured in the normal position pending removal.

Rigton

The Up Distant has been replaced by a two-aspect colour light signal, displaying a Yellow or Green aspect. The distance to the Up Home is now 1,500 yards.

The Up Home has been replaced by a three-aspect colour signal, 65 yards from the signal box, capable of displaying a Red or Green aspect only.

The Down Distant has been replaced by a two aspect colour light signal, displaying a Yellow or Green aspect. The distance to the Down Home is now 1,302 yards.

The Down Home has been replaced by a three aspect colour light signal, 68 yards from the signal box, capable of displaying a Red or Green aspect only. (15)

RAWCLIFFE BRIDGE

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

Goole Engine Shed

A new disc signal applying Down Main to Down Sidings has been provided between the Down and Up Main, adjacent to the points Down Main/Down Sidings.

Diamond signs have been provided on the following signals:—

- Down Main First Home
- Down Main Second Home
- Up First Home (from Potters Grange)
- Up Main Second Home

(15)

MIRFIELD NO. 1

All connections have been secured in the normal position pending removal. The associated signals have been abolished. (13/14)

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.)

**** GELDARD JUNCTION**

Wellington Street High Level Branch and Wortley North Sidings have been abandoned.

Geldard signal box has been abolished. The points giving access to Low Level Yard have been converted to hand points.

All signals have been abolished.

A new signal R.58 (repeating Leeds No.58 Wellington Street Departure Line signal) has been provided on the structure carrying the present Low Yard Departure signals.

A notice board worded 'STOP FOR ORDERS' has been provided to the left of the N.E. Up and Down line immediately on the approach side of the Canal Bridge. (12)

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.

GENERAL APPENDIX

PAGE 76 – Coupling and Uncoupling of Vehicles

3. Instanter Couplings

3.3 Amplified to read:—

Vehicles with Instanter couplings can be conveyed in fitted Freight trains in the same way as screw coupled vehicles, but when used in the fitted portion the Instanter coupling must be in the short position.

When an Instanter coupling is opposed to a three link coupling the Instanter coupling must be used. When conveyed in Class 7 and 8 trains, the Instanter coupling must be placed in the short position.

MISCELLANEOUS NOTICES

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

★ DEWSBURY WELLINGTON ROAD

As from Monday 23 March the Down platform will be permanently shortened by 120 yards at the Leeds end. (16)

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

From Sunday 22 March. Contractors vehicles will be using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing. ;

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

MONK BRETTON BRANCH

A permanent level crossing has been constructed over the Monk Bretton Branch at 176m. 20chs. to be used by Messrs. Redfearn Bros. road vehicles. "Stop, Whistle and Proceed" notice boards, together with advanced warning signs, have been provided on each side of the crossing.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Healey Mills Loco Washing Plant	Painting	07 30 to 17 00 daily (Mon to Fri)	
★ Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	Until further notice.
★ Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	Until further notice.

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

York
13 March 1970

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

1250
- 135
1115

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 6 APRIL - WRESSLE ✓

The existing Down Main Distant signal displaying a Yellow or Green aspect will be replaced by a multi-aspect colour light signal displaying a Yellow or Green aspect, 135 yards further from the signal box at the same height. The distance to the Down Main Home signal will be 1250 yards. (17)

WEDNESDAY 8 APRIL - FALSGRAVE

The following connections will be secured permanently out of use in the normal position pending removal:-

- Facing connection, Departure line to Up Main.
- Facing connection, No. 1A Platform to Down Main.

The following connection will be secured permanently out of use in the reverse position pending removal:-

- Facing connection, Middle Road to Goods Yard.

The following signals will be abolished:-

- Excursion Platform to No. 1A Platform.
- Middle Road to No. 1A Platform.
- No. 1A Platform to No. 2 Platform.
- Departure Line to Up Main.
- No. 1A Platform to Excursion Platform.
- No. 1A Platform to Middle Road.
- No. 2 Platform to No. 1A Platform.

No. 1A Platform Line will be taken out of use. (17)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SHAFTHOLME AND SELBY CANAL

Supplementary Notice of Signalling Alterations No. 5 has been issued and all concerned should ensure that they have received a copy. (16)

*** * BETWEEN MOORHOUSE JUNCTION, CARCROFT AND SKELLOW JUNCTION**

Supplementary Notice of Signalling Alterations No. 4 has been issued and all staff concerned should ensure that they have received a copy. (13/14)

BETWEEN ARTHINGTON AND RIGTON**Arthington**

The signal box, together with all signals worked therefrom, has been abolished and all connections secured in the normal position pending removal.

Rigton

The Up Distant has been replaced by a two-aspect colour light signal, displaying a Yellow or Green aspect. The distance to the Up Home is now 1,500 yards.

The Up Home has been replaced by a three-aspect colour signal, 65 yards from the signal box, capable of displaying a Red or Green aspect only.

The Down Distant has been replaced by a two aspect colour light signal, displaying a Yellow or Green aspect. The distance to the Down Home is now 1,302 yards.

The Down Home has been replaced by a three aspect colour light signal, 68 yards from the signal box, capable of displaying a Red or Green aspect only. (15)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

RAWCLIFFE BRIDGE

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

Goole Engine Shed

A new disc signal applying Down Main to Down Sidings has been provided between the Down and Up Main, adjacent to the points Down Main/Down Sidings.

Diamond signs have been provided on the following signals:—

- Down Main First Home
- Down Main Second Home
- Up First Home (from Potters Grange)
- Up Main Second Home

(15)

**MIRFIELD NO. 1

All connections have been secured in the normal position pending removal. The associated signals have been abolished (13/14)

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

CLAYTON WEST JUNCTION

The Up Main Inner Home signal CW14 has been repositioned 22 yards further from the signal box.
The distance from the Up Main Outer Home signal CW13 is 578 yards. (New item) (17)

CARLTON NORTH SIDINGS

The facing connection Shunting Line to Engine Line has been secured in the normal position pending removal and the signal applying from Shunting Line to Engine Line abolished. (16)

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.

GENERAL APPENDIX

PAGE 76 – Coupling and Uncoupling of Vehicles

3. Instanter Couplings

3.3 Amplified to read:–

Vehicles with Instanter couplings can be conveyed in fitted Freight trains in the same way as screw coupled vehicles, but when used in the fitted portion the Instanter coupling must be in the short position.

When an Instanter coupling is opposed to a three link coupling the Instanter coupling must be used. When conveyed in Class 7 and 8 trains, the Instanter coupling must be placed in the short position.

MISCELLANEOUS NOTICES

★ WORKING OF EMPTY 26/32-TON AIR-BRAKED HOPPER WAGONS
FROM STELLA AND NORTH TEES POWER STATIONS

Until further notice, trains composed wholly of empty 26/32-ton Air-Braked Hopper Wagons from the above-named Power Stations may be worked with the bottom doors in the 'open' position to Ferrybridge Power Station for the purpose of running the train through the mechanical lineside equipment to close the bottom doors.

The provisions of Rule 115 (a) are modified accordingly in respect of such trains.

★ CONVEYANCE OF BOGIE PALLET VANS FOR SHELL STAR LIMITED

On arrival with the locomotive at a station/yard from which this type of vehicle is to be conveyed, the Guard must report to the person in charge and obtain a certificate which will be issued by Shell Star Limited stating that the bogie pallet vans for conveyance are correctly loaded and secured safe for despatch. The Guard must ensure he is in possession of this certificate and advise the Driver accordingly before allowing the train to leave.

A certificate must also be obtained for this type of vehicle when conveyed empty.

In the event of the crew of a train conveying this type of vehicle being relieved en route, the certificate must be handed to the relieving Guard who must advise the relieving Driver.

On completion of the journey the certificate must be handed in with the Train Preparation Sheet and must be retained for six months.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

DEWSBURY WELLINGTON ROAD

The Down platform has been permanently shortened by 120 yards at the Leeds end.

(16)

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

From Sunday 22 March. Contractors vehicles will be using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

★ **HUDDERSFIELD**

As from 08 00 on Monday 23 March, the barroway between Nos. 1 and 4 platforms will be brought into use. (17)

MONK BRETTON BRANCH

A permanent level crossing has been constructed over the Monk Bretton Branch at 176m. 20chs. to be used by Messrs. Redfean Bros. road vehicles. "Stop, Whistle and Proceed" notice boards, together with advanced warning signs, have been provided on each side of the crossing.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	Commencing Tuesday 31 March.
Healey Mills Loco Washing Plant	Painting	07 30 to 17 00 daily (Mon to Fri)	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	Until further notice.
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	Until further notice.

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

York
20 March 1970

MD.45/MES

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

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 13 APRIL - HULL LOADED MINERAL YARD

A new signal applying to Up South Main will be provided 20 yards from the points Loaded Mineral Yard to Up South Main. (18)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SHAFTHOLME AND SELBY CANAL

Supplementary Notice of Signalling Alterations No.5 has been issued and all concerned should ensure that they have received a copy. (16)

*** * BETWEEN ARTHINGTON AND RIGTON****Arthington**

The signal box, together with all signals worked therefrom, has been abolished and all connections secured in the normal position pending removal.

Rigton

The Up Distant has been replaced by a two-aspect colour light signal, displaying a Yellow or Green aspect. The distance to the Up Home is now 1,500 yards.

The Up Home has been replaced by a three-aspect colour signal, 65 yards from the signal box, capable of displaying a Red or Green aspect only.

The Down Distant has been replaced by a two aspect colour light signal, displaying a Yellow or Green aspect. The distance to the Down Home is now 1,302 yards.

The Down Home has been replaced by a three aspect colour light signal, 68 yards from the signal box, capable of displaying a Red or Green aspect only. (15)

FALSGRAVE

The following connections have been secured permanently out of use in the normal position pending removal:-

- Facing connection, Departure line to Up Main.
- Facing connection, No. 1A Platform to Down Main.

The following connection has been secured permanently out of use in the reverse position pending removal:-

- Facing connection, Middle Road to Goods Yard.

The following signals have been abolished:-

- Excursion Platform to No. 1A Platform.
- Middle Road to No.1A Platform.
- No. 1A Platform to No.2 Platform.
- Departure Line to Up Main.
- No.1A Platform to Excursion Platform.
- No. 1A Platform to Middle Road.
- No.2 Platform to No.1A Platform.

No. 1A Platform Line has been taken out of use. (17)

WRESSLE

The existing Down Main Distant signal displaying a Yellow or Green aspect has been replaced by a multi-aspect colour light signal displaying a Yellow or Green aspect, 135 yards further from the signal box at the same height. The distance to the Down Main Home signal is 1250 yards. (17)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

**RAWCLIFFE BRIDGE

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

Goole Engine Shed

A new disc signal applying Down Main to Down Sidings has been provided between the Down and Up Main, adjacent to the points Down Main/Down Sidings.

Diamond signs have been provided on the following signals:—

- Down Main First Home
- Down Main Second Home
- Up First Home (from Potters Grange)
- Up Main Second Home

(15)

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.)

CLAYTON WEST JUNCTION

The Up Main Starting signal CW14 has been repositioned 22 yards further from the signal box. The distance from the Up Main Outer Home signal CW13 is 578 yards. (Amended) (18)

CARLTON NORTH SIDINGS

The facing connection Shunting Line to Engine Line has been secured in the normal position pending removal and the signal applying from Shunting Line to Engine Line abolished. (16)

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.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

DEWSBURY WELLINGTON ROAD

The Down platform has been permanently shortened by 120 yards at the Leeds end. (16)

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

HUDDERSFIELD

The barroway between Nos.1 and 4 platforms has been brought into use. (17)

MONK BRETTON BRANCH

A permanent level crossing has been constructed over the Monk Bretton Branch at 176m. 20chs. to be used by Messrs. Redfearn Bros. road vehicles. "Stop, Whistle and Proceed" notice boards, together with advanced warning signs, have been provided on each side of the crossing.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Healey Mills Loco Washing Plant	Painting	07 30 to 17 00 daily (Mon to Fri)	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

★ ALTERATIONS TO SECTIONAL APPENDIX - (NORTHERN)
TABLE F - PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
------	----	------	---

PAGE 240

ADD:-

BRAMWITH (EXCLUSIVE) TO CARCROFT (ADWICK JUNCTION) (INCLUDING CARCROFT STATION TO SKELLOW JUNCTION, SKELLOW JUNCTION TO BULLCROFT (EXCLUSIVE) AND APPLEHURST LOOP

Bramwith Station	Thorpe Marsh Power Station Sidings Ground Frame	Down Main	Fully Fitted wagons.
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★ TABLE S1-INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Name of Siding	Situation	Line connected with	Method of Control
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PAGE 282

ADD:-

BRAMWITH (EXCLUSIVE) TO CARCROFT (ADWICK JUNCTION) ETC.

Thorpe Marsh Power Station Sidings	Between Bramwith Station and Applehurst Junction	Down Main	Ground Frame electrically released from Bramwith Station box.
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A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York
3 April 1970

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

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 19 APRIL—BRIGHOUSE YARD

The connections to Nos. 1, 2, 3, 4, 5, 6, 7 and 9 Sidings and to Nos. 3 and 4 Coal Yard Sidings will be secured out of use. (19)

DETAILS OF WORK ALREADY CARRIED OUT

** BETWEEN SHAFTHOLME AND SELBY CANAL

Supplementary Notice of Signalling Alterations No.5 has been issued and all concerned should ensure that they have received a copy. (16)

FALSGRAVE

The following connections have been secured permanently out of use in the normal position pending removal:—

- Facing connection, Departure line to Up Main.
- Facing connection, No. 1A Platform to Down Main.

The following connection has been secured permanently out of use in the reverse position pending removal:—

- Facing connection, Middle Road to Goods Yard.

The following signals have been abolished:—

- Excursion Platform to No. 1A Platform.
- Middle Road to No.1A Platform.
- No. 1A Platform to No.2 Platform.
- Departure Line to Up Main.
- No.1A Platform to Excursion Platform.
- No. 1A Platform to Middle Road.
- No.2 Platform to No.1A Platform.

No. 1A Platform Line has been taken out of use. (17)

WRESSLE

The existing Down Main Distant signal displaying a Yellow or Green aspect has been replaced by a multi-aspect colour light signal displaying a Yellow or Green aspect, 135 yards further from the signal box at the same height. The distance to the Down Main Home signal is 1250 yards. (17)

HULL LOADED MINERAL YARD

A new signal applying to Up South Main has been provided 20 yards from the points Loaded Mineral Yard to Up South Main. (18)

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.)

CLAYTON WEST JUNCTION

The Up Main Starting signal CW14 has been repositioned 22 yards further from the signal box. The distance from the Up Main Outer Home signal CW13 is 578 yards. (18)

**** CARLTON NORTH SIDINGS**

The facing connection Shunting Line to Engine Line has been secured in the normal position pending removal and the signal applying from Shunting Line to Engine Line abolished. (16)

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.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

*
* * DEWSBURY WELLINGTON ROAD

The Down platform has been permanently shortened by 120 yards at the Leeds end. (16)

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

★ BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

Commencing Monday 20 April a temporary level crossing will be brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

HUDDERSFIELD

The barroway between Nos.1 and 4 platforms has been brought into use. (17)

*
* * MONK BRETTON BRANCH

A permanent level crossing has been constructed over the Monk Bretton Branch at 176m. 20chs. to be used by Messrs. Redfearn Bros. road vehicles. "Stop, Whistle and Proceed" notice boards, together with advanced warning signs, have been provided on each side of the crossing.

SECTION C

NES-25

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 26 APRIL—SHAFTHOLME JUNCTION

The existing double junction between the Down and Up Mains and the Down and Up Askern lines will be renewed as a single line junction between the Down Main and Down Askern line. A new connection Up Askern to Down Askern line will be provided.

The existing trailing crossover between the Down and Up Main will be renewed 60 yards south of the junction connection.

Movements to and from the Askern lines and movements over the trailing crossover and new connection Up to Down Askern line will be hand signalled **until Sunday 3 May.** (20)

SUNDAY and MONDAY 26 and 27 APRIL—BETWEEN HEATON LODGE JUNCTION AND MIRFIELD

Revised signalling will be brought into use between Heaton Lodge Junction and Mirfield. Full details are published in Supplementary Notice **No.6** and all staff concerned must ensure that they receive a copy of this Notice. (20)

DETAILS OF WORK ALREADY CARRIED OUT

****** FALSGRAVE

The following connections have been secured permanently out of use in the normal position pending removal:—

- Facing connection, Departure line to Up Main.
- Facing connection, No. 1A Platform to Down Main.

The following connection has been secured permanently out of use in the reverse position pending removal:—

- Facing connection, Middle Road to Goods Yard.

The following signals have been abolished:—

- Excursion Platform to No. 1A Platform.
- Middle Road to No.1A Platform.
- No. 1A Platform to No.2 Platform.
- Departure Line to Up Main.
- No.1A Platform to Excursion Platform.
- No. 1A Platform to Middle Road.
- No.2 Platform to No.1A Platform.

No. 1A Platform Line has been taken out of use. (17)

****** WRESSLE

The existing Down Main Distant signal displaying a Yellow or Green aspect has been replaced by a multi-aspect colour light signal displaying a Yellow or Green aspect, 135 yards further from the signal box at the same height. The distance to the Down Main Home signal is 1250 yards. (17)

HULL LOADED MINERAL YARD

A new signal applying to Up South Main has been provided 20 yards from the points Loaded Mineral Yard to Up South Main. (18)

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

The connections to Nos. 1, 2, 3, 4, 5, 6, 7 and 9 Sidings and to Nos. 3 and 4 Coal Yard Sidings have been secured out of use. (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.

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.)

CLAYTON WEST JUNCTION

The Up Main Starting signal CW14 has been repositioned 22 yards further from the signal box. The distance from the Up Main Outer Home signal CW13 is 578 yards. (18)

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.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

★ WAKEFIELD WESTGATE SIDINGS

Commencing Monday 27 April the Goods Shed sidings will be clipped, spiked and padlocked out of use pending removal. (20)

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

HUDDERSFIELD

The barroway between Nos.1 and 4 platforms has been brought into use.

(17)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including cooling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

★ SHUTTING OFF WATER SUPPLIES

Water will not be available as follows.

Place	Columns	Date
Neville Hill M.P.D.	Supply for locomotives	07 30 to 17 00. Sunday 26 April only.

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

York
17 April 1970

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

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 3 MAY—BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION

Down Direction**Bentley Colliery and Shaftholme Junction**

Bentley Colliery Down Main Starting signal BY14, which incorporates Shaftholme Junction Down Main Distant signal, will, in future be capable of displaying an additional aspect – Double Yellow. The distance to Shaftholme Junction Down Main Home SH829 will be 1,780 yards. The braking distance to Down Main signal SH853 will be 3593 yards.

Shaftholme Junction

The Down Main Home and Down Main Home to Askern Branch will be replaced by four aspect colour light signal, numbered SH829. This signal will be fitted with a left hand junction indicator, position 1, applying to Askern Branch. A telephone communicating with Shaftholme Junction will be provided on SH829. The distances to Down Main signal SH853 will be 1813 yards and to Down Askern line Starting signal SH847 – 1513 yards. The braking distance to Down Main signal SH855 will be 3603 yards.

The Down Askern Starting signal will be replaced by three aspect colour light signal, numbered SH847. This signal will be capable of displaying a Red or Green aspect only. A telephone communicating with Shaftholme Junction will be provided on SH847. This signal will be situated 1054 yards on the Askern side of Shaftholme Junction signal box.

The route to the Down Askern Branch will be over a short stretch of single line from the facing connection on the Down Main.

The Down Stainforth Home will be replaced by three aspect colour light signal, numbered SH851. A telephone communicating with Shaftholme Junction signal box will be provided on SH851. The distance from SH851 to Down Main signal SH853 will be 1241 yards.

Up Direction**Shaftholme Junction**

SH30 the Up Main Home signal will, in future, display a Double Yellow for the Up Main line (in addition to the Up Stainforth Branch) and will be renumbered SH852. A telephone communicating with Shaftholme Junction will be provided on SH852. The distance from SH852 to Up Main Starting signal SH848 will be 1050 yards. The braking distance from SH852 to Applehurst Junction Up Branch Home signal No.AT4 will be 1358 yards.

The braking distance from SH852 to Bentley Colliery Up Main Home will be 3897 yards.

The Up Main semaphore Second Home and Up Main Starting signals will be abolished.

A new four aspect colour light, Shaftholme Junction Up Main Starting signal, will be provided, 113 yards north of the signal box numbered SH848. The distance from SH848 to Bentley Colliery Up Main semaphore Home signal will be 2847 yards. The braking distance from SH848 to Arksey Up Main semaphore Home will be 3827 yards. A telephone communicating with Shaftholme Junction signal box will be provided on SH848.

The Up Stainforth line Starting signal will be abolished.

Bentley Colliery

The Up Main semaphore distant signal will be abolished.

Shaftholme Junction

The Up Askern line distant signal will be replaced by three aspect colour light signal, displaying a Yellow or Green aspect only. The braking distance from this signal to Up Askern line Home SH844 will be 1550 yards.

The Up Askern line semaphore Outer and Inner Home signals will be abolished.

A new three aspect colour light signal, Shaftholme Junction Up Askern line Home, will be provided 530 yards on the Askern side of Shaftholme Junction signal box, numbered SH844. A telephone communicating with Shaftholme Junction will be provided on SH844. The braking distance from SH844 to Bentley Colliery Up Main semaphore Home signal will be 3264 yards.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****SUNDAY 3 MAY—BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION — continued****Shaftholme Junction — continued**

The route from the Up Askern Branch line will be over a short stretch of single line from the Down Main and through the Mains crossover.

The following new ground position light signals will be provided:—

SH831 situated between the Up and Down Main lines 50 yards south of Mains crossover applying Up Main to Down Main or Askern Branch.

SH832 situated between the Up and Down Main lines on the signal box side of facing connection from Down Main to Askern Branch, applying Down Main to Up Main.

Applehurst Junction

The Up Stainforth line semaphore distant (mounted beneath Shaftholme Junction Up Stainforth line Starting signal) and Up Stainforth line semaphore Home signals will be abolished.

A new three aspect colour light signal, Applehurst Junction Up Branch Home will be provided, 389 yards north of the signal box, numbered AT4. A telephone communicating with Applehurst Junction will be provided on AT4. The distance from AT4 to the Up Stainforth semaphore starting signal will be 766 yards.

Method of Working

The Track Circuit Block Regulations will apply to the Down and Up Stainforth Branch lines between Shaftholme Junction and Applehurst Junction signal boxes. (21/22)

SUNDAY 3 MAY — BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

The Down Main line will be brought back into use and single line working over the Up Main line will be abolished.

The Down and Up Main lines will be worked in accordance with the Absolute Block Regulations.

The catch points in the Up Main line 856 yards before reaching Barnsley Exchange Junction Up Main First Home signal will be brought back into use. The catch points in the Up Main line 1 mile 1288 yards before reaching Barnsley Exchange Junction Up Main First Home signal will remain secured out of use, pending removal.

Barnsley Exchange Junction

The trailing connection from the Up Main line to Honeywell Siding will remain secured out of use, pending removal.

The following signals, at present out of use, will be abolished:—

Down Main Second Home
Disc, Up Main to Honeywell Siding
Disc, Honeywell Siding to Up Main

The Down Main Starting signal will be brought back into use.

The Disc signal which previously applied Up Main to Down Main or Set Back along Up Main will be brought back into use and will apply Up Main to Down Main only.

The Disc signal applying Up Platform to Down Main via the Main Line trailing crossover will apply Set Back along Up Main from Up Platform to Main Line trailing crossover.

The Down Main First Home signal will apply to the Down Main Starting signal, and will be renamed Down Main Home. The Disc signal at the foot of this post, which applies towards the Down Main Starting signal, will be abolished.

The Diamond sign will be replaced on the Up Main First Home signal and a Diamond sign will be fitted to the Up Main Second Home signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 3 MAY – BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON – continued****Darton**

The trailing connection in the Up Main line leading to the Goods Yard already secured out of use, will subsequently be removed.

The following signals will be dispensed with:–

Shunting, Goods Yard – Up Main
Down Main Marker signal

Down Main Home signal will be brought back into use.

(21/22)

SUNDAY 3 MAY – LEEDS (HOLBECK MOTIVE POWER DEPOT)

Subsidiary signal No.880 applying Sidings to Back Siding or Nineveh Road Sidings will be repositioned to the left of the Back Siding at the Ground Frame connection to the Oil Sidings. The associated signal telephone will be positioned on the M.P.D. side of Nineveh Road overbridge and identified accordingly.

(21/22)

THURSDAY 7 MAY – MANNINGHAM STATION

Commencing 08 00 hours until further notice, the Down Goods line between 207 miles 40 chains and 207 miles 60 chains will be temporarily realigned on the site of the former Down Siding. Trap points, secured in the reverse position, will be provided at Manningham Station. The existing Down Goods line signals will continue to apply to movements over the realigned Goods line.

(U.F.N.)

DETAILS OF WORK ALREADY CARRIED OUT**SHAFTHOLME JUNCTION**

The existing double junction between the Down and Up Mains and the Down and Up Askern lines has been renewed as a single line junction between the Down Main and Down Askern line. A new connection Up Askern to Down Askern line has been provided.

The existing trailing crossover between the Down and Up Main has been renewed 60 yards south of junction connection.

Movements to and from the Askern lines and movements over the trailing crossover and new connection Up to Down Askern line are being hand signalled until Sunday 3 May.

(20)

*** * HULL LOADED MINERAL YARD**

A new signal applying to Up South Main has been provided 20 yards from the points Loaded Mineral Yard to Up South Main.

(18)

BRIGHOUSE YARD

The connections to Nos. 1, 2, 3, 4, 5, 6, 7 and 9 Sidings and to Nos. 3 and 4 Coal Yard Sidings have been secured out of use.

(19)

BETWEEN HEATON LODGE JUNCTION AND MIRFIELD

Revised signalling has been brought into use between Heaton Lodge Junction and Mirfield. Full details are published in Supplementary Notice No.6 and all staff concerned must ensure that they have received a copy of this Notice.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

** BETWEEN BARNSELEY EXCHANGE JUNCTION AND DARTON

Until 18 00 Sunday 3 May—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. (18)

** CLAYTON WEST JUNCTION

The Up Main Starting signal CW14 has been repositioned 22 yards further from the signal box. The distance from the Up Main Outer Home signal CW13 is 578 yards. (18)

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.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD WESTGATE SIDINGS

The Goods Shed sidings have been clipped, spiked and padlocked out of use pending removal.

(20)

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

* ** HUDDERSFIELD

The barroway between Nos.1 and 4 platforms has been brought into use.

(18)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

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

York
24 April 1970

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

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 9 MAY – OAKENSHAW JUNCTION

The following points will be disconnected from the signal box at 10 00 hours.

Mains crossover
Up Main to Up Loop

All track circuits will be disconnected and diamond signs removed. (See Supplementary Notice of Signalling Alterations No.8) (23)

SATURDAY 9 MAY – CROFTON WEST

All track circuits will be disconnected and diamond signs removed at 08 00 hours. (See Supplementary Notice of Signalling Alterations No.8) (23)

SUNDAY 10 MAY – BETWEEN CALDER BRIDGE, CROFTON WEST AND HARE PARK.

Revised signalling will be brought into use between Calder Bridge, Crofton West and Hare Park. Full details are published in Supplementary Notice No.8 and all staff concerned must ensure that they receive a copy of this notice. (23)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION**Down Direction****Bentley Colliery and Shaftholme Junction**

Bentley Colliery Down Main Starting signal BY14, which formerly incorporated Shaftholme Junction Down Main Distant signal, is now capable of displaying an additional aspect – Double Yellow. The distance to Shaftholme Junction Down Main Home SH829 is 1,780 yards. The braking distance to Down Main signal SH853 is 3,593 yards.

Shaftholme Junction

The Down Main Home and Down Main Home to Askern Branch have been replaced by four-aspect colour light signal, numbered SH829. This signal is fitted with a left-hand junction indicator, position 1, applying to Askern Branch. A telephone communicating with Shaftholme Junction is provided on SH829.

The distances to Down Main signal SH853 is 1,813 yards and to Down Askern line Starting signal SH847 is 1,513 yards. The braking distance to Down Main signal SH855 is 3,603 yards.

The Down Askern Starting signal has been replaced by a three-aspect colour light signal, numbered SH847. This signal is capable of displaying a Red or Green aspect only. A telephone communicating with Shaftholme Junction is provided on SH847. This signal is situated 1,054 yards on the Askern side of Shaftholme Junction signal box.

The route to the Down Askern Branch is over a short stretch of single line from the facing connection on the Down Main.

The Down Stainforth Home has been replaced by three-aspect colour light signal, numbered SH851. A telephone communicating with Shaftholme Junction signal box has been provided on SH851. The distance from SH851 to Down Main signal SH853 is 1,241 yards.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION—continued****Up Direction****Shaftholme Junction**

SH30, the Up Main Home signal, now displays a Double Yellow for the Up Main line (in addition to the Up Stainforth Branch) and is renumbered SH852. A telephone communicating with Shaftholme Junction has been provided on SH852. The distance from SH852 to Up Main Starting signal SH848 is 1,050 yards. The braking distance from SH852 to Applehurst Junction Up Branch Home signal No. AT4 is 1,358 yards.

The braking distance from SH852 to Bentley Colliery Up Main Home is 3,897 yards.

The Up Main semaphore Second Home and Up Main Starting signals have been abolished.

A new four-aspect colour light, Shaftholme Junction Up Main Starting signal, has been provided 113 yards north of the signal box numbered SH848. The distance from SH848 to Bentley Colliery Up Main semaphore Home signal is 2,847 yards. The braking distance from SH848 to Arksey Up Main semaphore Home is 3,827 yards. A telephone communicating with Shaftholme Junction signal box has been provided on SH848.

The Up Stainforth line Starting signal has been abolished.

Bentley Colliery

The Up Main semaphore distant signal has been abolished.

Shaftholme Junction

The Up Askern line distant signal has been replaced by three-aspect colour light signal, displaying a Yellow or Green aspect only. The braking distance from this signal to Up Askern line Home SH844 is 1,550 yards.

The Up Askern line semaphore Outer and Inner Home signals have been abolished.

A new three-aspect colour light signal, Shaftholme Junction Up Askern line Home, has been provided 530 yards on the Askern side of Shaftholme Junction signal box, numbered SH844. A telephone communicating with Shaftholme Junction is provided on SH844. The braking distance from SH844 to Bentley Colliery Up Main semaphore Home signal is 3,264 yards.

The route from the Up Askern Branch line is over a short stretch of single line from the Down Main and through the Mains crossover.

The following new ground position light signals have been provided:—

SH831 situated between the Up and Down Main lines 50 yards south of Mains crossover applying Up Main to Down Main or Askern Branch.

SH832 situated between the Up and Down Main lines on the signal box side of facing connection from Down Main to Askern Branch, applying Down Main to Up Main.

Applehurst Junction

The Up Stainforth line semaphore distant (mounted beneath Shaftholme Junction Up Stainforth line Starting signal) and Up Stainforth line semaphore Home signals have been abolished.

A new three aspect colour light signal, Applehurst Junction Up Branch Home has been provided, 389 yards north of the signal box, numbered AT4. A telephone communicating with Applehurst Junction has been provided on AT4. The distance from AT4 to the Up Stainforth semaphore starting signal is 766 yards.

Method of Working

The Track Circuit Block Regulations apply to the Down and Up Stainforth Branch lines between Shaftholme Junction and Applehurst Junction signal boxes. (21/22)

BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

The Down Main line has been brought back into use and single line working over the Up Main line abolished.

The Down and Up Main lines are now worked in accordance with the Absolute Block Regulations.

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

The catch points in the Up Main line 856 yards before reaching Barnsley Exchange Junction Up Main First Home signal have been brought back into use. The catch points in the Up Main line 1 mile 1288 yards before reaching Barnsley Exchange Junction Up Main First Home signal will remain secured out of use, pending removal.

Barnsley Exchange Junction

The trailing connection from the Up Main line to Honeywell Siding will remain secured out of use, pending removal.

The following signals, at present out of use, have been abolished:—

- Down Main Second Home
- Disc, Up Main to Honeywell Siding
- Disc, Honeywell Siding to Up Main

The Down Main Starting signal has been brought back into use.

The Disc signal which previously applied Up Main to Down Main or Set Back along Up Main has been brought back into use and applies Up Main to Down Main only.

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

The Down Main First Home signal now applies to the Down Main Starting signal, and is renamed Down Main Home. The Disc signal at the foot of this post, which applies towards the Down Main Starting signal has been abolished.

The Diamond sign has been replaced on the Up Main First Home signal and a Diamond sign fitted to the Up Main Second Home signal.

Darton

The trailing connection in the Up Main line leading to the Goods Yard already secured out of use, will subsequently be removed.

The following signals have been dispensed with:—

- Shunting, Goods Yard – Up Main
- Down Main Marker signal

The Down Main Home signal has been brought back into use. (21/22)

LEEDS (HOLBECK MOTIVE POWER DEPOT)

Subsidiary signal No.880 applying Sidings to Back Siding or Nineveh Road Sidings has been re-positioned to the left of the Back Siding at the Ground Frame connection to the Oil Sidings. The associated signal telephone has been positioned on the M.P.D. side of Nineveh Road overbridge and identified accordingly. (21/22)

MANNINGHAM STATION

Until further notice, the Down Goods line between 207 miles 40 chains and 207 miles 60 chains has been temporarily realigned on the site of the former Down Siding. Trap points, secured in the reverse position, have been provided at Manningham Station. The existing Down Goods line signals will continue to apply to movements over the realigned Goods line. (U.F.N.)

SHAFTHOLME JUNCTION

The existing double junction between the Down and Up Mains and the Down and Up Askern lines has been renewed as a single line junction between the Down Main and Down Askern line. A new connection Up Askern to Down Askern line has been provided.

The existing trailing crossover between the Down and Up Main has been renewed 60 yards south of the junction connection. (20)

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

**** BRIGHOUSE YARD**

The connections to Nos. 1, 2, 3, 4, 5, 6, 7 and 9 Sidings and to Nos. 3 and 4 Coal Yard Sidings have been secured out of use. (19)

BETWEEN HEATON LODGE JUNCTION AND MIRFIELD

Revised signalling has been brought into use between Heaton Lodge Junction and Mirfield. Full details are published in Supplementary Notice No.6 and all staff concerned must ensure that they have received a copy of this Notice. (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.

★ SPEED OF TRAINS OVER SWING BRIDGES

As from Monday 9 May, locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge. Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

★ LEEDS CITY STATION

Commencing 07 00 Sunday 10 May, contractors will be resurfacing platforms and trains will be re-platformed as necessary.

Drivers of all trains must be prepared to act on the instructions of Handsignalmen and must be prepared to stop at any marker boards that may be located on the approach side of the working areas and must exercise extreme care in bringing their trains to a stand in the vicinity of the working areas.

"Stop for Instructions" boards will be positioned as necessary.

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD WESTGATE SIDINGS

The Goods Shed sidings have been clipped, spiked and padlocked out of use pending removal.

(20)

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. Drivers to keep a sharp lookout and sound horns when approaching the crossing.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

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

York
1 May, 1970

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

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 17 MAY – BETWEEN FALSGRAVE AND SEAMER EAST

Washbeck

The signalbox and all associated semaphore signals will be abolished.

The Down Main colour light distant signal will be operated from Falsgrave signalbox (see under "Falsgrave new signals").

The trailing crossover Up Main to Down Main will be secured out of use pending removal.

The trailing connection on the Shed Line from Reception Line No. 2 will be secured in the reverse position pending removal.

The following connections will be worked from Falsgrave signalbox:—

- Trailing connection Up Main to Up Falsgrave Sidings
- Facing connection Up Main to Gas Works Up Sidings

The following connections will become hand worked:—

- Trailing connection Reception Line No.2 to Back Road and Excursion Platform No.1
- Trailing connection Reception Line No.2 from Reception Line No.1
- Trailing connection Reception Line No.2 from Shed Line
- Facing connection Reception Line No.1 to Excursion platform No.1 and Middle Road

Falsgrave

The following signals on the Gantry, West of the signalbox, will be abolished:—

- Up Main Starting
- Backing Up Main
- Backing Up Main to Down Main
- Shunting Up Main to Goods Siding
- Down Main Home
- Down Main to Goods Siding
- Middle Road to Down Main
- Middle Road to Goods Siding
- Excursion Platform No.1 to Down Main

The following new signals will be provided:—

No.26 three aspect colour light signal applying Up Main to No.27 signal, with offset subsidiary signal Up Main to Gas Works Up Sidings.

No.26 signal will be on a right hand bracket, situated 270 yards West of the signalbox. The distance from No.26 signal to No.27 signal will be 1000 yards.

No.27 three aspect colour light Up Main Starting signal, showing a Red or Green aspect only, situated 1270 yards from the signalbox.

Washbeck existing Down Main distant will, in future, be operated from Falsgrave signalbox. The distance to No.82 signal will be 947 yards.

No.82 three aspect colour light signal applying Down Main to No.81 signal, situated 1536 yards from the signalbox. The distance from No.82 signal to No.81 signal will be 1000 yards.

No.81 three aspect colour light signal displaying a Red or Yellow aspect only, applying Down Main to semaphore signal (situated on the approach to Falsgrave signalbox), with left hand offset subsidiary signal Down Main to Goods Yard. No.81 will be situated 536 yards from the signalbox. The distance from No.81 signal to the aforementioned semaphore signal will be 513 yards.

No.86 ground position light signal with stencil route indicator situated between Up and Down Main lines 18 yards beyond the trailing connection Up Main to Goods Yard:—

- G—Up Main to Goods
- D—Up Main to Down Main to semaphore signal (situated on the approach to Falsgrave signalbox)
- X—Setting back along Up Main to semaphore signal (situated on the approach to Falsgrave signalbox)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued**DETAILS OF WORK REFERRED TO IN SECTION 'B'—continued****SUNDAY 17 MAY — BETWEEN FALSGRAVE AND SEAMER EAST — continued****Falsgrave — continued**

No.86 Banner signal repeating the above signal situated on left hand bracket 270 yards west of the signalbox.

No.92 Ground position light signal with stencil route indicator, situated on left of departure line 5 yards west of facing connection leading to Arrival line:—

- G—Departure line to Goods
- D—Departure line to Down Main

No.93 Elevated position light signal, situated at exit from Up Falsgrave Sidings Nos. 1, 2, 3, applying Up Falsgrave Sidings to Gas Works Up Siding or to Up Main Starting signal No.27.

No.95 Ground position light signal, situated between Up and Down Main 2 yards west of trailing connection Up Main to Falsgrave Sidings, applying Up Main to Up Falsgrave Sidings or set back on Up Main to No.86 Ground position light signal.

No.99 Elevated position light signal, situated on the right hand side of Gas Works Up Sidings 2 yards West of trap points, applying Gas Works Up Sidings to Up Main.

Notice boards worded "STOP. TELEPHONE" will be installed as follows:—

At Falsgrave end of Arrival line controlling movements towards the signalbox. A flashing light will be provided to enable the Signalman to call Drivers to the telephone.

Adjacent to exit from Washbeck Siding.

Adjacent to exit from Departure line, applicable to Departure line, protecting exit from Shed line.

Adjacent to exit from Shed line.

Adjacent to exit from Down Carriage Sidings.

Telephone communications to the signalbox will be provided at all the new colour light signals. No.1A Platform line will be abolished.

Excursion Platform No.1 line/No.2 Reception line, will be renamed Departure line.

Middle Road line/No.1 Reception line, will be renamed Arrival line.

(24)

MONDAY 18 MAY—DRIFFIELD ✓

The hand worked connection to the dock and crane sidings at the rear of the Down Platform will be secured out of use pending removal.

(24)

MONDAY 18 MAY—COTTINGHAM ✓

The siding connection in the Down line at Cottingham North will be secured out of use pending removal.

(24)

MONDAY 18 MAY—BEVERLEY ✓

The hand worked connection to the dead ended sidings at the rear of the Up Platform will be secured out of use pending removal.

The siding serving "Thirsk's" Warehouse will also be taken out of use.

The connection, Up Sidings to Up Main, (controlled by Beverley signal box), the "A" end of the points—nearest the signal box will be retained as trap points.

(24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION**Down Direction****Bentley Colliery and Shaftholme Junction**

Bentley Colliery Down Main Starting signal BY14, which formerly incorporated Shaftholme Junction Down Main Distant signal, is now capable of displaying an additional aspect - Double Yellow. The distance to Shaftholme Junction Down Main Home SH829 is 1,780 yards. The braking distance to Down Main signal SH853 is 3,593 yards.

Shaftholme Junction

The Down Main Home and Down Main Home to Askern Branch have been replaced by four-aspect colour light signal, numbered SH829. This signal is fitted with a left-hand junction indicator, position 1, applying to Askern Branch. A telephone communicating with Shaftholme Junction is provided on SH829.

The distances to Down Main signal SH853 is 1,813 yards and to Down Askern line Starting signal SH847 is 1,513 yards. The braking distance to Down Main signal SH855 is 3,603 yards.

The Down Askern Starting signal has been replaced by a three-aspect colour light signal, numbered SH847. This signal is capable of displaying a Red or Green aspect only. A telephone communicating with Shaftholme Junction is provided on SH847. This signal is situated 1,054 yards on the Askern side of Shaftholme Junction signal box.

The route to the Down Askern Branch is over a short stretch of single line from the facing connection on the Down Main.

The Down Stainforth Home has been replaced by three-aspect colour light signal, numbered SH851. A telephone communicating with Shaftholme Junction signal box has been provided on SH851. The distance from SH851 to Down Main signal SH853 is 1,241 yards.

Up Direction**Shaftholme Junction**

SH30, the Up Main Home signal, now displays a Double Yellow for the Up Main line (in addition to the Up Stainforth Branch) and is renumbered SH852. A telephone communicating with Shaftholme Junction has been provided on SH852. The distance from SH852 to Up Main Starting signal SH848 is 1,050 yards. The braking distance from SH852 to Applehurst Junction Up Branch Home signal No. AT4 is 1,358 yards.

The braking distance from SH852 to Bentley Colliery Up Main Home is 3,897 yards.

The Up Main semaphore Second Home and Up Main Starting signals have been abolished.

A new four-aspect colour light, Shaftholme Junction Up Main Starting signal, has been provided 113 yards north of the signal box numbered SH848. The distance from SH848 to Bentley Colliery Up Main semaphore Home signal is 2,847 yards. The braking distance from SH848 to Arksey Up Main semaphore Home is 3,827 yards. A telephone communicating with Shaftholme Junction signal box has been provided on SH848.

The Up Stainforth line Starting signal has been abolished.

Bentley Colliery

The Up Main semaphore distant signal has been abolished.

Shaftholme Junction

The Up Askern line distant signal has been replaced by three-aspect colour light signal, displaying a Yellow or Green aspect only. The braking distance from this signal to Up Askern line Home SH844 is 1,550 yards.

The Up Askern line semaphore Outer and Inner Home signals have been abolished.

A new three-aspect colour light signal, Shaftholme Junction Up Askern line Home, has been provided 530 yards on the Askern side of Shaftholme Junction signal box, numbered SH844. A telephone communicating with Shaftholme Junction is provided on SH844. The braking distance from SH844 to Bentley Colliery Up Main semaphore Home signal is 3,264 yards.

The route from the Up Askern Branch line is over a short stretch of single line from the Down Main and through the Mains crossover.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION—continued****Up Direction—continued****Shaftholme Junction—continued**

The following new ground position light signals have been provided:—

SH831 situated between the Up and Down Main lines 50 yards south of Mains crossover applying Up Main to Down Main or Askern Branch.

SH832 situated between the Up and Down Main lines on the signal box side of facing connection from Down Main to Askern Branch, applying Down Main to Up Main.

Applehurst Junction

The Up Stainforth line semaphore distant (mounted beneath Shaftholme Junction Up Stainforth line Starting signal) and Up Stainforth line semaphore Home signals have been abolished.

A new three aspect colour light signal, Applehurst Junction Up Branch Home has been provided, 389 yards north of the signal box, numbered AT4. A telephone communicating with Applehurst Junction has been provided on AT4. The distance from AT4 to the Up Stainforth semaphore starting signal is 766 yards.

Method of Working

The Track Circuit Block Regulations apply to the Down and Up Stainforth Branch lines between Shaftholme Junction and Applehurst Junction signal boxes. (21/22)

OAKENSHAW JUNCTION

The following points have been disconnected from the signal box.

Mains crossover
Up Main to Up Loop

All track circuits have been disconnected and diamond signs removed. (See Supplementary Notice of Signalling Alterations No.8) (23)

CROFTON WEST

All track circuits have been disconnected and diamond signs removed. (See Supplementary Notice of Signalling Alterations No.8). (23)

BETWEEN CALDER BRIDGE, CROFTON WEST AND HARE PARK

Revised signalling has been brought into use between Calder Bridge, Crofton West and Hare Park. Full details are published in Supplementary Notice No.8 and all staff concerned must ensure that they have received a copy of this notice. (23)

BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON

The Down Main line has been brought back into use and single line working over the Up Main line abolished.

The Down and Up Main lines are now worked in accordance with the Absolute Block Regulations.

The catch points in the Up Main line 856 yards before reaching Barnsley Exchange Junction Up Main First Home signal have been brought back into use. The catch points in the Up Main line 1 mile 1288 yards before reaching Barnsley Exchange Junction Up Main First Home signal will remain secured out of use, pending removal.

Barnsley Exchange Junction

The trailing connection from the Up Main line to Honeywell Siding will remain secured out of use, pending removal.

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 — continued**

The following signals, at present out of use, have been abolished:—

- Down Main Second Home
- Disc, Up Main to Honeywell Siding
- Disc, Honeywell Siding to Up Main

The Down Main Starting signal has been brought back into use.

The Disc signal which previously applied Up Main to Down Main or Set Back along Up Main has been brought back into use and applies Up Main to Down Main only.

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

The Down Main First Home signal now applies to the Down Main Starting signal, and is renamed Down Main Home. The Disc signal at the foot of this post, which applies towards the Down Main Starting signal has been abolished.

The Diamond sign has been replaced on the Up Main First Home signal and a Diamond sign fitted to the Up Main Second Home signal.

Darton

The trailing connection in the Up Main line leading to the Goods Yard already secured out of use, will subsequently be removed.

The following signals have been dispensed with:—

- Shunting, Goods Yard — Up Main
- Down Main Marker signal

The Down Main Home signal has been brought back into use.

(21/22)

LEEDS (HOLBECK MOTIVE POWER DEPOT)

Subsidiary signal No.880 applying Sidings to Back Siding or Nineveh Road Sidings has been re-positioned to the left of the Back Siding at the Ground Frame connection to the Oil Sidings. The associated signal telephone has been positioned on the M.P.D. side of Nineveh Road overbridge and identified accordingly.

(21/22)

MANNINGHAM STATION

Until further notice, the Down Goods line between 207 miles 40 chains and 207 miles 60 chains has been temporarily realigned on the site of the former Down Siding. Trap points, secured in the reverse position, have been provided at Manningham Station. The existing Down Goods line signals will continue to apply to movements over the realigned Goods line.

(U.F.N.)

**** SHAFTHOLME JUNCTION**

The existing double junction between the Down and Up Mains and the Down and Up Askern lines has been renewed as a single line junction between the Down Main and Down Askern line. A new connection Up Askern to Down Askern line has been provided.

The existing trailing crossover between the Down and Up Main has been renewed 60 yards south of the junction connection.

(20)

**** BETWEEN HEATON LODGE JUNCTION AND MIRFIELD**

Revised signalling has been brought into use between Heaton Lodge Junction and Mirfield. Full details are published in Supplementary Notice No.6 and all staff concerned must ensure that they have received a copy of this Notice.

(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.

★ **RULE 218A—PROTECTION OF ENGINEERING WORKS WHEN THE ENGINEER TAKES
"ABSOLUTE POSSESSION" OF THE LINE (Supplement No.4 to the Rule Book)**

Until such time as the red banner flags, referred to in clauses 2.1.1 and 2.1.3 of new Rule 218A have been supplied, a red flag must be placed in the 4 foot at each set of detonators protecting an Engineer's absolute possession.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of **40 m.p.h.** when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

SCARBOROUGH

No.1 platform has been temporarily shortened by 145 yards and buffer stops erected at the new termination.

LEEDS CITY STATION

Contractors are resurfacing platforms and **trains are being platformed as necessary.**

Drivers of all trains must be prepared to act on the instructions of Handsignalmen and must be prepared to stop at any marker boards that may be located on the approach side of the working areas and must exercise extreme care in bringing their trains to a stand in the vicinity of the working areas.

"Stop for Instructions" boards are positioned as necessary. (20)

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD WESTGATE SIDINGS

The Goods Shed sidings have been clipped, spiked and padlocked out of use pending removal. (20)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 MAY - SHIPLEY BRADFORD JUNCTION AND MANNINGHAM STATION ✓

Commencing 06 00 hours the Down and Up Goods lines between Shipley Bradford Junction and Manningham Station will be abandoned, except that the temporary realigned Down Goods line between Frizinghall and Manningham Station will be retained and re-designated as a siding line for servicing of the Goods Yard at Frizinghall. The siding will be buffer stopped at the Shipley end, access will be from Manningham Station where trap points will be brought into use and the existing signal box controlled points to Frizinghall Goods Yard will be converted to hand worked.

The portion of the existing Down and Up Passenger lines between 207½ m.p. and 207¾ m.p. will be slewed into the alignment of the former Down and Up Goods line and with the remainder of the existing Passenger lines will form the new Down and Up Main lines between Bradford Junction and Manningham Station. The present fixed signals at the latter signal box for movement to and from the former Goods lines will apply to and from the new Main lines.

Shipley Bradford Junction

The connections to and from the Down and Up Goods lines, together with associated signals will be abolished. The Up Main intermediate distant (also inner distant for Shipley Goods) will be abolished. The Up Main outer distant (also outer distant for Shipley Goods) will be repositioned six feet higher on the same post.

Shipley Goods

The connections to and from the Down and Up Goods lines, together with associated signals will be abolished.

The Up Main inner distant (also intermediate distant for Bradford Junction) will be abolished. The Up Main outer distant (also outer distant for Bradford Junction) will be re-positioned six feet higher on the same post and will become Up Main distant.

Frizinghall

The signal box together with points and signals will be dispensed with, except that the connections to the Goods Yard from the Down Goods line will be converted to hand worked points.

Manningham Station

The facing connection Up Main to Up Goods and the trailing connection in Down Main from Down Goods will be secured in the reverse position pending removal.

The former temporary Down Goods from Frizinghall will be re-designated as a siding line and the trap points giving access to the new Down Main will be brought into use.

The following signals will be abolished:-

- East Departure to Up Main
- West Departure to Up Main
- Up Main Starting
- Down Main First Home
- Down Main Distant

The following new signals will be brought into use :-

- Down Main First Home (site of former Down Main Distant)
- Down Main Distant, 1077 yards from new Down Main First Home (site of former Frizinghall Down Main Home)

Treble disc assembly from Frizinghall Siding line applying to Arrival line, Middle line and Down Main line

Altered Nomenclature

Old	New
Down Goods Home	Down Main Second Home
Down Main Second Home to East or West Arrival line	Down Main Third Home to East or West Arrival line
Up Goods Starting	Up Main Starting

The above mentioned three signals will be equipped with a diamond sign.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****TUESDAY 26 MAY – BRIDLINGTON SOUTH ✓**

The following signals will be dispensed with :-

Engine Siding to Shunting Neck.

Carriage Siding to Engine Siding.

(25)

TUESDAY 26 MAY – BRIDLINGTON QUAY ✓

The connection Down Main to Gas Works Siding, will be secured out of use pending removal.

The following signals will be abolished:-

Gas Works Siding to Down Main

Down Main to Gas Works Siding

(25)

WEDNESDAY 27 MAY – BETWEEN DONCASTER NORTH, BENTLEY CROSSING AND MOORHOUSE JUNCTION AND SKELLOW JUNCTION

A.W.S. equipment will be provided 200 yards on the approach to each signal as follows:-

Down Doncaster DN11 to M15 inclusive.

Up " " S100 to BC3 inclusive.

Skellow Junction Down Main S41 and S107.

" " Up Branch S108.

(25)

WEDNESDAY 27 MAY – GOLDSBOROUGH

The following connections will be secured permanently out of use in the normal position pending removal:-

Facing connections Up Main and Down Main

Trailing connection Up Main to Up Sidings

The following signals will be abolished:-

Down Main Starting

Down Main to Up Siding

Up Main Starting

Disc Up Sidings to Up Main

Disc Up Main to Up Siding

The Down Home signal will be provided with a banner repeater 120 yards on the approach side of the main signal. (25)

SUNDAY 31 MAY – BETWEEN ELLAND, HEATON LODGE JUNCTION AND BRADLEY JUNCTION

Revised signalling will be brought into use between Elland, Heaton Lodge Junction and Bradley Junction. Full details are published in Supplementary Notice **No.10** and all staff concerned must ensure that they receive a copy of this Notice. (25)

THURSDAY 4 JUNE – CUTSYKE

The level crossing gates will be dispensed with and replaced by boom gates.

(25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION

Down Direction

Bentley Colliery and Shaftholme Junction

Bentley Colliery Down Main Starting signal BY14, which formerly incorporated Shaftholme Junction Down Main Distant signal, is now capable of displaying an additional aspect – Double Yellow. The distance to Shaftholme Junction Down Main Home SH829 is 1,780 yards. The braking distance to Down Main signal SH853 is 3,593 yards.

Shaftholme Junction

The Down Main Home and Down Main Home to Askern Branch have been replaced by four-aspect colour light signal, numbered SH829. This signal is fitted with a left-hand junction indicator, position 1, applying to Askern Branch. A telephone communicating with Shaftholme Junction is provided on SH829.

The distances to Down Main signal SH853 is 1,813 yards and to Down Askern line Starting signal SH847 is 1,513 yards. The braking distance to Down Main signal SH855 is 3,603 yards.

The Down Askern Starting signal has been replaced by a three-aspect colour light signal, numbered SH847. This signal is capable of displaying a Red or Green aspect only. A telephone communicating with Shaftholme Junction is provided on SH847. This signal is situated 1,054 yards on the Askern side of Shaftholme Junction signal box.

The route to the Down Askern Branch is over a short stretch of single line from the facing connection on the Down Main.

The Down Stainforth Home has been replaced by three-aspect colour light signal, numbered SH851. A telephone communicating with Shaftholme Junction signal box has been provided on SH851. The distance from SH851 to Down Main signal SH853 is 1,241 yards.

Up Direction

Shaftholme Junction

SH30, the Up Main Home signal, now displays a Double Yellow for the Up Main line (in addition to the Up Stainforth Branch) and is renumbered SH852. A telephone communicating with Shaftholme Junction has been provided on SH852. The distance from SH852 to Up Main Starting signal SH848 is 1,050 yards. The braking distance from SH852 to Applehurst Junction Up Branch Home signal No. AT4 is 1,358 yards.

The braking distance from SH852 to Bentley Colliery Up Main Home is 3,897 yards.

The Up Main semaphore Second Home and Up Main Starting signals have been abolished.

A new four-aspect colour light, Shaftholme Junction Up Main Starting signal, has been provided 113 yards north of the signal box numbered SH848. The distance from SH848 to Bentley Colliery Up Main semaphore Home signal is 2,847 yards. The braking distance from SH848 to Arksey Up Main semaphore Home is 3,827 yards. A telephone communicating with Shaftholme Junction signal box has been provided on SH848.

The Up Stainforth line Starting signal has been abolished.

Bentley Colliery

The Up Main semaphore distant signal has been abolished.

Shaftholme Junction

The Up Askern line distant signal has been replaced by three-aspect colour light signal, displaying a Yellow or Green aspect only. The braking distance from this signal to Up Askern line Home SH844 is 1,550 yards.

The Up Askern line semaphore Outer and Inner Home signals have been abolished.

A new three-aspect colour light signal, Shaftholme Junction Up Askern line Home, has been provided 530 yards on the Askern side of Shaftholme Junction signal box, numbered SH844. A telephone communicating with Shaftholme Junction is provided on SH844. The braking distance from SH844 to Bentley Colliery Up Main semaphore Home signal is 3,264 yards.

The route from the Up Askern Branch line is over a short stretch of single line from the Down Main and through the Mains crossover.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION—continued

Up Direction—continued

Shaftholme Junction—continued

The following new ground position light signals have been provided:—

SH831 situated between the Up and Down Main lines 50 yards south of Mains crossover applying Up Main to Down Main or Askern Branch.

SH832 situated between the Up and Down Main lines on the signal box side of facing connection from Down Main to Askern Branch, applying Down Main to Up Main.

Applehurst Junction

The Up Stainforth line semaphore distant (mounted beneath Shaftholme Junction Up Stainforth line Starting signal) and Up Stainforth line semaphore Home signals have been abolished.

A new three aspect colour light signal, Applehurst Junction Up Branch Home has been provided, 389 yards north of the signal box, numbered AT4. A telephone communicating with Applehurst Junction has been provided on AT4. The distance from AT4 to the Up Stainforth semaphore starting signal is 766 yards.

Method of Working

The Track Circuit Block Regulations apply to the Down and Up Stainforth Branch lines between Shaftholme Junction and Applehurst Junction signal boxes. (21/22)

BETWEEN FALSGRAVE AND SEAMER EAST

Washbeck

The signalbox and all associated semaphore signals have been abolished.

The Down Main colour light distant signal is operated from Falsgrave signalbox (see under "Falsgrave new signals").

The trailing crossover Up Main to Down Main has been secured out of use pending removal.

The trailing connection on the Shed Line from Reception Line No. 2 has been secured in the reverse position pending removal.

The following connections are worked from Falsgrave signalbox:—

- Trailing connection Up Main to Up Falsgrave Sidings
- Facing connection Up Main to Gas Works Up Sidings

The following connections have become hand worked:—

- Trailing connection Reception Line No.2 to Back Road and Excursion Platform No.1
- Trailing connection Reception Line No.2 from Reception Line No.1
- Trailing connection Reception Line No.2 from Shed Line
- Facing connection Reception Line No.1 to Excursion platform No.1 and Middle Road

Falsgrave

The following signals on the Gantry, West of the signalbox, have been abolished:—

- Up Main Starting
- Backing Up Main
- Backing Up Main to Down Main
- Shunting Up Main to Goods Siding
- Down Main Home
- Down Main to Goods Siding
- Middle Road to Down Main
- Middle Road to Goods Siding
- Excursion Platform No.1 to Down Main

The following new signals have been provided:—

No.26 three aspect colour light signal applying Up Main to No.27 signal, with offset subsidiary signal Up Main to Gas Works Up Sidings.

No.26 signal is on a right hand bracket, situated 270 yards West of the signalbox. The distance from No.26 signal to No. 27 signal is 1000 yards.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS — continued

DETAILS OF WORK REFERRED TO IN SECTION 'B'—continued

BETWEEN FALSGRAVE AND SEAMER EAST — continued

Falsgrave — continued

No.27 three aspect colour light Up Main Starting signal, showing a Red or Green aspect only, situated 1270 yards from the signalbox.

Washbeck existing Down Main distant is now operated from Falsgrave signalbox. The distance to No.82 signal is 947 yards.

No.82 three aspect colour light signal applying Down Main to No.81 signal, situated 1536 yards from the signalbox. The distance from No.82 signal to No.81 signal is 1000 yards.

No.81 three aspect colour light signal displaying a Red or Yellow aspect only, applying Down Main to semaphore signal (situated on the approach to Falsgrave signalbox), with left hand offset subsidiary signal Down Main to Goods Yard. No.81 is situated 536 yards from the signalbox. The distance from No.81 signal to the aforementioned semaphore signal is 513 yards.

No.86 ground position light signal with stencil route indicator situated between Up and Down Main lines 18 yards beyond the trailing connection Up Main to Goods Yard:—

G—Up Main to Goods

D—Up Main to Down Main to semaphore signal (situated on the approach to Falsgrave signalbox)

X—Setting back along Up Main to semaphore signal (situated on the approach to Falsgrave signalbox)

No.R86 Banner signal repeating the above signal situated on left hand bracket 270 yards west of the signalbox.

No.92 Ground position light signal with stencil route indicator, situated on left of departure line 5 yards west of facing connection leading to Arrival line:—

G—Departure line to Goods

D—Departure line to Down Main

No.93 Elevated position light signal, situated at exit from Up Falsgrave Sidings Nos. 1, 2, 3, applying Up Falsgrave Sidings to Gas Works Up Siding or to Up Main Starting signal No.27.

No.95 Ground position light signal, situated between Up and Down Main 2 yards west of trailing connection Up Main to Falsgrave Sidings, applying Up Main to Up Falsgrave Sidings or set back on Up Main to No.86 Ground position light signal.

No.99 Elevated position light signal, situated on the right hand side of Gas Works Up Sidings 2 yards West of trap points, applying Gas Works Up Sidings to Up Main.

Notice boards worded "STOP. TELEPHONE" have been installed as follows:—

At Falsgrave end of Arrival line controlling movements towards the signalbox. A flashing light has been provided to enable the Signaller to call Drivers to the telephone.

Adjacent to exit from Washbeck Siding.

Adjacent to exit from Departure line, applicable to Departure line, protecting exit from Shed line.

Adjacent to exit from Shed line.

Adjacent to exit from Down Carriage Sidings.

Telephone communications to the signalbox have been provided at all the new colour light signals.

No.1A Platform line has been abolished.

Excursion Platform No.1 line/No.2 Reception line, has been renamed Departure line.

Middle Road line/No.1 Reception line, has been renamed Arrival line.

(24)

DRIFFIELD

The hand worked connection to the dock and crane sidings at the rear of the Down Platform has been secured out of use pending removal.

(24)

COTTINGHAM

The siding connection in the Down line at Cottingham North has been secured out of use pending removal. The associated signals have been abolished.

(Amended item) (24)

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

The hand worked connection to the dead ended sidings at the rear of the Up Platform has been secured out of use pending removal.

The siding serving "Thirsk's" Warehouse has also been taken out of use.

The connection, Up Sidings to Up Main, (Controlled by Beverley signal box), the "A" end of the points—nearest the signal box has been retained as trap points. (24)

OAKENSHAW JUNCTION

The following points have been disconnected from the signal box.

Mains crossover
Up Main to Up Loop

All track circuits have been disconnected and diamond signs removed. (See Supplementary Notice of Signalling Alterations **No.8**) (23)

CROFTON WEST

All track circuits have been disconnected and diamond signs removed. (See Supplementary Notice of Signalling Alterations No.8). (23)

BETWEEN CALDER BRIDGE, CROFTON WEST AND HARE PARK

Revised signalling has been brought into use between Calder Bridge, Crofton West and Hare Park. Full details are published in Supplementary Notice **No.8** and all staff concerned must ensure that they have received a copy of this notice. (23)

*** ** BETWEEN BARNSELY EXCHANGE JUNCTION AND DARTON**

The Down Main line has been brought back into use and single line working over the Up Main line abolished.

The Down and Up Main lines are now worked in accordance with the Absolute Block Regulations.

The catch points in the Up Main line 856 yards before reaching Barnsley Exchange Junction Up Main First Home signal have been brought back into use. The catch points in the Up Main line 1 mile 1288 yards before reaching Barnsley Exchange Junction Up Main First Home signal will remain secured out of use, pending removal.

Barnsley Exchange Junction

The trailing connection from the Up Main line to Honeywell Siding will remain secured out of use, pending removal.

The following signals, at present out of use, have been abolished:—

Down Main Second Home
Disc, Up Main to Honeywell Siding
Disc, Honeywell Siding to Up Main

The Down Main Starting signal has been brought back into use.

The Disc signal which previously applied Up Main to Down Main or Set Back along Up Main has been brought back into use and applies Up Main to Down Main only.

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

The Down Main First Home signal now applies to the Down Main Starting signal, and is renamed Down Main Home. The Disc signal at the foot of this post, which applies towards the Down Main Starting signal has been abolished.

The Diamond sign has been replaced on the Up Main First Home signal and a Diamond sign fitted to the Up Main Second Home 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 already secured out of use, will subsequently be removed.

The following signals have been dispensed with:—

Shunting, Goods Yard – Up Main

Down Main Marker signal

The Down Main Home signal has been brought back into use.

(21/22)

*** LEEDS (HOLBECK MOTIVE POWER DEPOT)**

Subsidiary signal No.880 applying Sidings to Back Siding or Nineveh Road Sidings has been re-positioned to the left of the Back Siding at the Ground Frame connection to the Oil Sidings. The associated signal telephone has been positioned on the M.P.D. side of Nineveh Road overbridge and identified accordingly.

(21/22)

MANNINGHAM STATION

Until further notice, the Down Goods line between 207 miles 40 chains and 207 miles 60 chains has been temporarily realigned on the site of the former Down Siding. Trap points, secured in the reverse position, have been provided at Manningham Station. The existing Down Goods line signals will continue to apply to movements over the realigned Goods line.

(U.F.N.)

NES-28

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 6 JUNE – FERRYBRIDGE 'C' POWER STATION

The internal signalling will be altered. Full details are published in Supplementary Notice No. 11 and all staff concerned must ensure that they receive a copy of this notice. (26)

WEDNESDAY 10 JUNE – HESLERTON ✓

The signal box will cease to be a block post and become a gate box.

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

The following signals will be abolished:—

Up Main Starting
Down Main Starting

(26)

DETAILS OF WORK ALREADY CARRIED OUT

** BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION

Down Direction

Bentley Colliery and Shaftholme Junction

Bentley Colliery Down Main Starting signal BY14, which formerly incorporated Shaftholme Junction Down Main Distant signal, is now capable of displaying an additional aspect – Double Yellow. The distance to Shaftholme Junction Down Main Home SH829 is 1,780 yards. The braking distance to Down Main signal SH853 is 3,593 yards.

Shaftholme Junction

The Down Main Home and Down Main Home to Askern Branch have been replaced by four-aspect colour light signal, numbered SH829. This signal is fitted with a left-hand junction indicator, position 1, applying to Askern Branch. A telephone communicating with Shaftholme Junction is provided on SH829.

The distances to Down Main signal SH853 is 1,813 yards and to Down Askern line Starting signal SH847 is 1,513 yards. The braking distance to Down Main signal SH855 is 3,603 yards.

The Down Askern Starting signal has been replaced by a three-aspect colour light signal, numbered SH847. This signal is capable of displaying a Red or Green aspect only. A telephone communicating with Shaftholme Junction is provided on SH847. This signal is situated 1,054 yards on the Askern side of Shaftholme Junction signal box.

The route to the Down Askern Branch is over a short stretch of single line from the facing connection on the Down Main.

The Down Stainforth Home has been replaced by three-aspect colour light signal, numbered SH851. A telephone communicating with Shaftholme Junction signal box has been provided on SH851. The distance from SH851 to Down Main signal SH853 is 1,241 yards.

Up Direction

Shaftholme Junction

SH30, the Up Main Home signal, now displays a Double Yellow for the Up Main line (in addition to the Up Stainforth Branch) and is renumbered SH852. A telephone communicating with Shaftholme Junction has been provided on SH852. The distance from SH852 to Up Main Starting signal SH848 is 1,050 yards. The braking distance from SH852 to Applehurst Junction Up Branch Home signal No. AT4 is 1,358 yards.

The braking distance from SH852 to Bentley Colliery Up Main Home is 3,897 yards.

The Up Main semaphore Second Home and Up Main Starting signals have been abolished.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN ARKSEY AND SHAFTHOLME JUNCTION AND BETWEEN SHAFTHOLME JUNCTION AND ASKERN AND APPLEHURST JUNCTION—continued****Up Direction—continued****Shaftholme Junction—continued**

A new four-aspect colour light, Shaftholme Junction Up Main Starting signal, has been provided 113 yards north of the signal box numbered SH848. The distance from SH848 to Bentley Colliery Up Main semaphore Home signal is 2,847 yards. The braking distance from SH848 to Arksey Up Main semaphore Home is 3,827 yards. A telephone communicating with Shaftholme Junction signal box has been provided on SH848.

The Up Stainforth line Starting signal has been abolished.

Bentley Colliery

The Up Main semaphore distant signal has been abolished.

Shaftholme Junction

The Up Askern line distant signal has been replaced by three-aspect colour light signal, displaying a Yellow or Green aspect only. The braking distance from this signal to Up Askern line Home SH844 is 1,550 yards.

The Up Askern line semaphore Outer and Inner Home signals have been abolished.

A new three-aspect colour light signal, Shaftholme Junction Up Askern line Home, has been provided 530 yards on the Askern side of Shaftholme Junction signal box, numbered SH844. A telephone communicating with Shaftholme Junction is provided on SH844. The braking distance from SH844 to Bentley Colliery Up Main semaphore Home signal is 3,264 yards.

The route from the Up Askern Branch line is over a short stretch of single line from the Down Main and through the Mains crossover.

The following new ground position light signals have been provided:—

SH831 situated between the Up and Down Main lines 50 yards south of Mains crossover applying Up Main to Down Main or Askern Branch.

SH832 situated between the Up and Down Main lines on the signal box side of facing connection from Down Main to Askern Branch, applying Down Main to Up Main.

Applehurst Junction

The Up Stainforth line semaphore distant (mounted beneath Shaftholme Junction Up Stainforth line Starting signal) and Up Stainforth line semaphore Home signals have been abolished.

A new three aspect colour light signal, Applehurst Junction Up Branch Home has been provided, 389 yards north of the signal box, numbered AT4. A telephone communicating with Applehurst Junction has been provided on AT4. The distance from AT4 to the Up Stainforth semaphore starting signal is 766 yards.

Method of Working

The Track Circuit Block Regulations apply to the Down and Up Stainforth Branch lines between Shaftholme Junction and Applehurst Junction signal boxes. (21/22)

BETWEEN DONCASTER NORTH, BENTLEY CROSSING AND MOORHOUSE JUNCTION AND SKELLOW JUNCTION

A.W.S. equipment has been provided 200 yards on the approach to each signal as follows:—

Down Doncaster DN11 to M15 inclusive.
Up " S100 to BC3 inclusive.
Skellow Junction Down Main S41 and S107.
" " Up Branch S108.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN FALSGRAVE AND SEAMER EAST****Washbeck**

The signalbox and all associated semaphore signals have been abolished.

The Down Main colour light distant signal is operated from Falsgrave signalbox (see under "Falsgrave new signals").

The trailing crossover Up Main to Down Main has been secured out of use pending removal.

The trailing connection on the Shed Line from Reception Line No. 2 has been secured in the reverse position pending removal.

The following connections are worked from Falsgrave signalbox:—

- Trailing connection Up Main to Up Falsgrave Sidings
- Facing connection Up Main to Gas Works Up Sidings

The following connections have become hand worked:—

- Trailing connection Reception Line No.2 to Back Road and Excursion Platform No.1
- Trailing connection Reception Line No.2 from Reception Line No.1
- Trailing connection Reception Line No.2 from Shed Line
- Facing connection Reception Line No.1 to Excursion platform No.1 and Middle Road

Falsgrave

The following signals on the Gantry, West of the signalbox, have been abolished:—

- Up Main Starting
- Backing Up Main
- Backing Up Main to Down Main
- Shunting Up Main to Goods Siding
- Down Main Home
- Down Main to Goods Siding
- Middle Road to Down Main
- Middle Road to Goods Siding
- Excursion Platform No.1 to Down Main

The following new signals have been provided:—

No.26 three aspect colour light signal applying Up Main to No.27 signal, with offset subsidiary signal Up Main to Gas Works Up Sidings.

No.26 signal is on a right hand bracket, situated 270 yards West of the signalbox. The distance from No.26 signal to No. 27 signal is 1000 yards.

No.27 three aspect colour light Up Main Starting signal, showing a Red or Green aspect only, situated 1270 yards from the signalbox.

Washbeck existing Down Main distant is now operated from Falsgrave signalbox. The distance to No.82 signal is 947 yards.

No.82 three aspect colour light signal applying Down Main to No.81 signal, situated 1536 yards from the signalbox. The distance from No.82 signal to No.81 signal is 1000 yards.

No.81 three aspect colour light signal displaying a Red or Yellow aspect only, applying Down Main to semaphore signal (situated on the approach to Falsgrave signalbox), with left hand offset subsidiary signal Down Main to Goods Yard. No.81 is situated 536 yards from the signalbox. The distance from No.81 signal to the aforementioned semaphore signal is 513 yards.

No.86 ground position light signal with stencil route indicator situated between Up and Down Main lines 18 yards beyond the trailing connection Up Main to Goods Yard:—

- G—Up Main to Goods
- D—Up Main to Down Main to semaphore signal (situated on the approach to Falsgrave signalbox)
- X—Setting back along Up Main to semaphore signal (situated on the approach to Falsgrave signalbox)

No.86 Banner signal repeating the above signal situated on left hand bracket 270 yards west of the signalbox.

No.92 Ground position light signal with stencil route indicator, situated on left of departure line 5 yards west of facing connection leading to Arrival line:—

- G—Departure line to Goods
- D—Departure line to Down Main

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN FALSGRAVE AND SEAMER EAST — continued****Falsgrave — continued**

No.93 Elevated position light signal, situated at exit from Up Falsgrave Sidings Nos. 1, 2, 3, applying Up Falsgrave Sidings to Gas Works Up Siding or to Up Main Starting signal No.27.

No.95 Ground position light signal, situated between Up and Down Main 2 yards west of trailing connection Up Main to Falsgrave Sidings, applying Up Main to Up Falsgrave Sidings or set back on Up Main to No.86 Ground position light signal.

No.99 Elevated position light signal, situated on the right hand side of Gas Works Up Sidings 2 yards West of trap points, applying Gas Works Up Sidings to Up Main.

Notice boards worded "STOP. TELEPHONE" have been installed as follows:—

At Falsgrave end of Arrival line controlling movements towards the signalbox. A flashing light has been provided to enable the Signalman to call Drivers to the telephone.

Adjacent to exit from Washbeck Siding.

Adjacent to exit from Departure line, applicable to Departure line, protecting exit from Shed line.

Adjacent to exit from Shed line.

Adjacent to exit from Down Carriage Sidings.

Telephone communications to the signalbox have been provided at all the new colour light signals.

No.1A Platform line has been abolished.

Excursion Platform No.1 line/No.2 Reception line, has been renamed Departure line.

Middle Road line/No.1 Reception line, has been renamed Arrival line.

(24)

GOLDSBOROUGH

The following connections have been secured permanently out of use in the normal position pending removal:—

Facing connections Up Main and Down Main

Trailing connection Up Main to Up Sidings

The following signals have been abolished:—

Down Main Starting

Down Main to Up Siding

Up Main Starting

Disc Up Sidings to Up Main

Disc Up Main to Up Siding

The Down Home signal has been provided with a banner repeater 120 yards on the approach side of the main signal.

(25)

DRIFFIELD

The hand worked connection to the dock and crane sidings at the rear of the Down Platform has been secured out of use pending removal.

(24)

COTTINGHAM

The siding connection in the Down line at Cottingham North has been secured out of use pending removal. The associated signals have been abolished.

(24)

BEVERLEY

The hand worked connection to the dead ended sidings at the rear of the Up Platform has been secured out of use pending removal.

The siding serving "Thirsk's" Warehouse has also been taken out of use.

The connection, Up Sidings to Up Main, (Controlled by Beverley signal box), the "A" end of the points—nearest the signal box has been retained as trap points.

(24)

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

The following signals have been dispensed with:—

Engine Siding to Shunting Neck.
Carriage Siding to Engine Siding.

(25)

BRIDLINGTON QUAY

The connection Down Main to Gas Works Siding, has been secured out of use pending removal.

The following signals have been abolished:—

Gas Works Siding to Down Main
Down Main to Gas Works Siding

(25)

**** OAKENSHAW JUNCTION**

The following points have been disconnected from the signal box.

Mains crossover
Up Main to Up Loop

All track circuits have been disconnected and diamond signs removed. (See Supplementary Notice of Signalling Alterations **No.8**)

(23)

**** CROFTON WEST**

All track circuits have been disconnected and diamond signs removed. (See Supplementary Notice of Signalling Alterations **No.8**).

(23)

CUTSYKE

The level crossing gates have been dispensed with and replaced by boom gates.

(25)

**** BETWEEN CALDER BRIDGE, CROFTON WEST AND HARE PARK**

Revised signalling has been brought into use between Calder Bridge, Crofton West and Hare Park. Full details are published in Supplementary Notice **No.8** and all staff concerned must ensure that they have received a copy of this notice.

(23)

BETWEEN ELLAND, HEATON LODGE JUNCTION AND BRADLEY JUNCTION

Revised signalling has been brought into use between Elland, Heaton Lodge Junction and Bradley Junction. Full details are published in Supplementary Notice **No.10** and all staff concerned must ensure that they have received a copy. The reference therein to Exchange ground frame should be amended to read Brighthouse Ground Frame.

(AMENDED ITEM) (25)

SHIPLEY BRADFORD JUNCTION AND MANNINGHAM STATION

The Down and Up Goods lines between Shipley Bradford Junction and Manningham Station have been abandoned, except that the temporary realigned Down Goods line between Frizinghall and Manningham Station has been retained and re-designated as a siding line for servicing of the Goods Yard at Frizinghall. The siding is buffer stopped at the Shipley end, access is from Manningham Station where trap points have been brought into use and the existing signal box controlled points to Frizinghall Goods Yard have been converted to hand worked.

The portion of the existing Down and Up Passenger lines between 207½ m.p. and 207¾ m.p. have been slewed into the alignment of the former Down and Up Goods line and with the remainder of the existing Passenger lines forms the new Down and Up Main lines between Bradford Junction and Manningham Station. The present fixed signals at the latter signal box for movement to and from the former Goods lines apply to and from the new Main lines.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****SHIPLEY BRADFORD JUNCTION AND MANNINGHAM STATION—continued****Shipley Bradford Junction**

The connections to and from the Down and Up Goods lines, together with associated signals have been abolished. The Up Main intermediate distant (also inner distant for Shipley Goods) has been abolished. The Up Main outer distant (also outer distant for Shipley Goods) has been repositioned six feet higher on the same post.

Shipley Goods

The connections to and from the Down and Up Goods lines, together with associated signals have been abolished.

The Up Main inner distant (also intermediate distant for Bradford Junction) has been abolished. The Up Main outer distant (also outer distant for Bradford Junction) has been re-positioned six feet higher on the same post and becomes Up Main distant.

Frizinghall

The signal box together with points and signals has been dispensed with, except that the connections to the Goods Yard from the Down Goods line have been converted to hand worked points.

Manningham Station

The facing connection Up Main to Up Goods and the trailing connection in Down Main from Down Goods have been secured in the reverse position pending removal.

The former temporary Down Goods from Frizinghall has been re-designated as a siding line and the trap points giving access to the new Down Main brought into use.

The following signals have been abolished:—

East Departure to Up Main
West Departure to Up Main
Up Main Starting
Down Main First Home
Down Main Distant

The following new signals have been brought into use:—

Down Main First Home (site of former Down Main Distant)
Down Main Distant, 1077 yards from new Down Main First Home (site of former Frizinghall Down Main Home)

Treble disc assembly from Frizinghall Siding line applying to Arrival line, Middle line and Down Main line

Altered Nomenclature

Old	New
Down Goods Home	Down Main Second Home
Down Main Second Home to East or West Arrival line	Down Main Third Home to East or West Arrival line
Up Goods Starting	Up Main Starting

The above mentioned three signals have been equipped with a diamond sign.

(25)

MANNINGHAM STATION

Until further notice, the Down Goods line between 207 miles 40 chains and 207 miles 60 chains has been temporarily realigned on the site of the former Down Siding. Trap points, secured in the reverse position, have been provided at Manningham Station. The existing Down Goods line signals will continue to apply to movements over the realigned Goods line.
(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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

LEEDS CITY STATION

Until 07 00 Thursday 11 June, contractors are resurfacing platforms and trains are being replatformed as necessary.

Drivers of all trains must be prepared to act on the instructions of Handsignalmen and must be prepared to stop at any marker boards that may be located on the approach side of the working areas and must exercise extreme care in bringing their trains to a stand in the vicinity of the working areas.

"Stop for Instructions" boards are positioned as necessary.

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD WESTGATE SIDINGS

The Goods Shed sidings have been clipped, spiked and padlocked out of use pending removal. (20)

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

HALIFAX NORTH BRIDGE

The Electricity Sidings have been secured out of use pending removal. (25)

SECTION C

NES-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.

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY and SUNDAY 13 and 14 JUNE—HALL LANE TO LAISTERDYKE

The Down Main line between Bowling Station and Hall Lane will be taken out of use.

The Down Main between Laisterdyke West and Bowling Station will be renamed Bowling Private Sidings and will lead direct into Bowling Yard from a connection to the Single Up/Down Freight line near Laisterdyke West. This connection will be controlled by a single lever ground frame which will be secured by Annetts lock; the key will be kept at Laisterdyke East.

The Up Main line between Hall Lane and Laisterdyke West together with a new line from Laisterdyke West to Laisterdyke East (which will be a continuation of the former Up Main), will become the Single Up/Down Freight line.

No. 1 Down line between Laisterdyke East and West will be taken out of use.

No. 2 Down line between Laisterdyke East and West will be renamed Down Main.

No. 1 Up Line between Laisterdyke West and East will become a Siding, access to this Siding will be at the Laisterdyke East end.

No. 2 Up Line will be renamed Up Main line.

Laisterdyke East

Two illuminated notice boards, will be provided, applicable to Single Up/Down Freight line, situated 130 and 230 yards from Laisterdyke Yard and will be worded "DO NOT PASS UNLESS PERMISSION HAS BEEN RECEIVED FROM THE SIGNALMAN AT LAISTERDYKE EAST SIGNAL BOX." A telephone will be provided at the notice board further from Laisterdyke Yard, communicating with Laisterdyke East signal box.

An illuminated notice board, will be provided at the outlet from Laisterdyke Yard, worded "STOP FOR ORDERS."

The connection from Up main (former No. 2 Up line) to Laisterdyke Yard will be secured out of use in the normal position and the connection from Laisterdyke Yard to Down main (former No. 2 Down line) will be secured out of use in the reverse position so as the line is secured for through running along the Down main. All associated signals to and from Laisterdyke Yard will be abolished.

The signals associated with No. 1 Down line and No. 1 Up line will be abolished except the outlet signal from No. 1 Up line (renamed Siding).

The Down Main Home signal No. LE45 will not show a Double Yellow aspect at this stage.

All signals to or from the Dudley Hill line will be abolished and replaced by a double sided notice board worded in Up direction "START OF ONE TRAIN WORKING" and Down direction "STOP FOR ORDERS."

Laisterdyke West

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

A disc signal, applying to setting back movements along Up line No. 1, will be retained as a red marker.

Bowling Station Signal Box

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

Hall Lane

The following signals will be abolished :-

- Down Main Inner Distant
- Down to Up Main
- Up to Down Main

The Down Main Home will be moved 27 yds, further from the signal box.

A miniature stop arm will be provided beneath the Up Main Home applying Up Main to Single Up/Down Freight line.

Hammerton Street

The Down goods will be severed 250 yards from the signal box in the direction of Laisterdyke, temporary buffer stops will be erected.

NES-29

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION 'B'—continued****MONDAY 15 JUNE—CHERRY TREE AND BEVERLEY STATION**

The two Up Sidings between Cherry Tree Level Crossing and Beverley Station (8m. 34chs. to 8m. 38chs.) will be shortened by approximately ninety yards and the crossover between them abolished. (27)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN DONCASTER NORTH, BENTLEY CROSSING AND MOORHOUSE JUNCTION AND SKELLOW JUNCTION**

A.W.S. equipment has been provided 200 yards on the approach to each signal as follows:—

Down Doncaster DN11 to M15 inclusive.
 Up " S100 to BC3 inclusive.
 Skellow Junction Down Main S41 and S107.
 " " Up Branch S108.

(25)

**** BETWEEN FALSGRAVE AND SEAMER EAST****Washbeck**

The signalbox and all associated semaphore signals have been abolished.

The Down Main colour light distant signal is operated from Falsgrave signalbox (see under "Falsgrave new signals").

The trailing crossover Up Main to Down Main has been secured out of use pending removal.

The trailing connection on the Shed Line from Reception Line No. 2 has been secured in the reverse position pending removal.

The following connections are worked from Falsgrave signalbox:—

Trailing connection Up Main to Up Falsgrave Sidings
 Facing connection Up Main to Gas Works Up Sidings

The following connections have become hand worked:—

Trailing connection Reception Line No.2 to Back Road and Excursion Platform No.1
 Trailing connection Reception Line No.2 from Reception Line No.1
 Trailing connection Reception Line No.2 from Shed Line
 Facing connection Reception Line No.1 to Excursion platform No.1 and Middle Road

Falsgrave

The following signals on the Gantry, West of the signalbox, have been abolished:—

Up Main Starting
 Backing Up Main
 Backing Up Main to Down Main
 Shunting Up Main to Goods Siding
 Down Main Home
 Down Main to Goods Siding
 Middle Road to Down Main
 Middle Road to Goods Siding
 Excursion Platform No.1 to Down Main

The following new signals have been provided:—

No.26 three aspect colour light signal applying Up Main to No.27 signal, with offset subsidiary signal Up Main to Gas Works Up Sidings.

No.26 signal is on a right hand bracket, situated 270 yards West of the signalbox. The distance from No.26 signal to No. 27 signal is 1000 yards.

No.27 three aspect colour light Up Main Starting signal, showing a Red or Green aspect only, situated 1270 yards from the signalbox.

Washbeck existing Down Main distant is now operated from Falsgrave signalbox. The distance to No.82 signal is 947 yards.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued***** BETWEEN FALSGRAVE AND SEAMER EAST — continued****Falsgrave — continued**

No.82 three aspect colour light signal applying Down Main to No.81 signal, situated 1536 yards from the signalbox. The distance from No.82 signal to No.81 signal is 1000 yards.

No.81 three aspect colour light signal displaying a Red or Yellow aspect only, applying Down Main to semaphore signal (situated on the approach to Falsgrave signalbox), with left hand offset subsidiary signal Down Main to Goods Yard. No.81 is situated 536 yards from the signalbox. The distance from No.81 signal to the aforementioned semaphore signal is 513 yards.

No.86 ground position light signal with stencil route indicator situated between Up and Down Main lines 18 yards beyond the trailing connection Up Main to Goods Yard:—

G—Up Main to Goods

D—Up Main to Down Main to semaphore signal (situated on the approach to Falsgrave signalbox)

X—Setting back along Up Main to semaphore signal (situated on the approach to Falsgrave signalbox)

No.R86 Banner signal repeating the above signal situated on left hand bracket 270 yards west of the signalbox.

No.92 Ground position light signal with stencil route indicator, situated on left of departure line 5 yards west of facing connection leading to Arrival line:—

G—Departure line to Goods

D—Departure line to Down Main

No.93 Elevated position light signal, situated at exit from Up Falsgrave Sidings Nos. 1, 2, 3, applying Up Falsgrave Sidings to Gas Works Up Siding or to Up Main Starting signal No.27.

No.95 Ground position light signal, situated between Up and Down Main 2 yards west of trailing connection Up Main to Falsgrave Sidings, applying Up Main to Up Falsgrave Sidings or set back on Up Main to No.86 Ground position light signal.

No.99 Elevated position light signal, situated on the right hand side of Gas Works Up Sidings 2 yards West of trap points, applying Gas Works Up Sidings to Up Main.

Notice boards worded "STOP. TELEPHONE" have been installed as follows:—

At Falsgrave end of Arrival line controlling movements towards the signalbox. A flashing light has been provided to enable the Signaller to call Drivers to the telephone.

Adjacent to exit from Washbeck Siding.

Adjacent to exit from Departure line, applicable to Departure line, protecting exit from Shed line.

Adjacent to exit from Shed line.

Adjacent to exit from Down Carriage Sidings.

Telephone communications to the signalbox have been provided at all the new colour light signals.

No.1A Platform line has been abolished.

Excursion Platform No.1 line/No.2 Reception line, has been renamed Departure line.

Middle Road line/No.1 Reception line, has been renamed Arrival line.

(24)

GOLDSBOROUGH

The following connections have been secured permanently out of use in the normal position pending removal:—

Facing connections Up Main and Down Main

Trailing connection Up Main to Up Sidings

The following signals have been abolished:—

Down Main Starting

Down Main to Up Siding

Up Main Starting

Disc Up Sidings to Up Main

Disc Up Main to Up Siding

The Down Home signal has been provided with a banner repeater 120 yards on the approach side of the main signal.

(25)

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

The hand worked connection to the dock and crane sidings at the rear of the Down Platform has been secured out of use pending removal. (24)

*** COTTINGHAM**

The siding connection in the Down line at Cottingham North has been secured out of use pending removal. The associated signals have been abolished. (24)

**** BEVERLEY**

The hand worked connection to the dead ended sidings at the rear of the Up Platform has been secured out of use pending removal.

The siding serving "Thirsk's" Warehouse has also been taken out of use.

The connection, Up Sidings to Up Main, (Controlled by Beverley signal box), the "A" end of the points—nearest the signal box has been retained as trap points. (24)

HESLERTON

The signal box is no longer a block post and is now a gate box.

The trailing crossover between the Up and Down Main lines has been secured permanently out of use in the normal position pending removal, and the following signals have been abolished.

Up Main Starting

Down Main Starting

(26)

BRIDLINGTON SOUTH

The following signals have been dispensed with:—

Engine Siding to Shunting Neck.

Carriage Siding to Engine Siding.

(25)

BRIDLINGTON QUAY

The connection Down Main to Gas Works Siding, has been secured out of use pending removal.

The following signals have been abolished:—

Gas Works Siding to Down Main

Down Main to Gas Works Siding

(25)

CUTSYKE

The level crossing gates have been dispensed with and replaced by boom gates. (25)

FERRYBRIDGE 'C' POWER STATION

The internal signalling has been altered. Full details are published in Supplementary Notice No.11 and all staff concerned must ensure that they have received a copy of this notice. (26)

BETWEEN ELLAND, HEATON LODGE JUNCTION AND BRADLEY JUNCTION

Revised signalling has been brought into use between Elland, Heaton Lodge Junction and Bradley Junction. Full details are published in Supplementary Notice No.10 and all staff concerned must ensure that they have received a copy. The reference therein to Exchange ground frame should be amended to read Brighthouse Ground Frame. (AMENDED ITEM) (25)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****SHIPLEY BRADFORD JUNCTION AND MANNINGHAM STATION**

The Down and Up Goods lines between Shipley Bradford Junction and Manningham Station have been abandoned, except that the temporary realigned Down Goods line between Frizinghall and Manningham Station has been retained and re-designated as a siding line for servicing of the Goods Yard at Frizinghall. The siding is buffer stopped at the Shipley end, access is from Manningham Station where trap points have been brought into use and the existing signal box controlled points to Frizinghall Goods Yard have been converted to hand worked.

The portion of the existing Down and Up Passenger lines between 207½ m.p. and 207¾ m.p. have been slewed into the alignment of the former Down and Up Goods line and with the remainder of the existing Passenger lines forms the new Down and Up Main lines between Bradford Junction and Manningham Station. The present fixed signals at the latter signal box for movement to and from the former Goods lines apply to and from the new Main lines.

Shipley Bradford Junction

The connections to and from the Down and Up Goods lines, together with associated signals have been abolished. The Up Main intermediate distant (also inner distant for Shipley Goods) has been abolished. The Up Main outer distant (also outer distant for Shipley Goods) has been repositioned six feet higher on the same post.

Shipley Goods

The connections to and from the Down and Up Goods lines, together with associated signals have been abolished.

The Up Main inner distant (also intermediate distant for Bradford Junction) has been abolished. The Up Main outer distant (also outer distant for Bradford Junction) has been re-positioned six feet higher on the same post and becomes Up Main distant.

Frizinghall

The signal box together with points and signals has been dispensed with, except that the connections to the Goods Yard from the Down Goods line have been converted to hand worked points.

Manningham Station

The facing connection Up Main to Up Goods and the trailing connection in Down Main from Down Goods have been secured in the reverse position pending removal.

The former temporary Down Goods from Frizinghall has been re-designated as a siding line and the trap points giving access to the new Down Main brought into use.

The following signals have been abolished:—

East Departure to Up Main
West Departure to Up Main
Up Main Starting
Down Main First Home
Down Main Distant

The following new signals have been brought into use:—

Down Main First Home (site of former Down Main Distant)
Down Main Distant, 1077 yards from new Down Main First Home (site of former Frizinghall Down Main Home)

Treble disc assembly from Frizinghall Siding line applying to Arrival line, Middle line and Down Main line

Altered Nomenclature

Old	New
Down Goods Home	Down Main Second Home
Down Main Second Home to East or West Arrival line	Down Main Third Home to East or West Arrival line
Up Goods Starting	Up Main Starting

The above mentioned three signals have been equipped with a diamond sign. (25)

MANNINGHAM STATION

Until further notice, the Down Goods line between 207 miles 40 chains and 207 miles 60 chains has been temporarily realigned on the site of the former Down Siding. Trap points, secured in the reverse position, have been provided at Manningham Station. The existing Down Goods line signals will continue to apply to movements over the realigned Goods line. (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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of **40 m.p.h.** when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

★ BOLTON ON DEARNE

Commencing Monday 15 June, between 07 30 to 18 30 daily. Contractors driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Because of reduced clearance drivers are warned not to put their heads out of the window.**

LEEDS CITY STATION

Until 07 00 Thursday 11 June, contractors are resurfacing platforms and **trains are being replatformed as necessary.**

Drivers of all trains must be prepared to act on the instructions of Handsignalmen and must be prepared to stop at any marker boards that may be located on the approach side of the working areas and must exercise extreme care in bringing their trains to a stand in the vicinity of the working areas.

"Stop for Instructions" boards are positioned as necessary.

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

HALIFAX NORTH BRIDGE

The Electricity Sidings have been secured out of use pending removal.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

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

York
5 June, 1970

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

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION 'B'—continued

MONDAY 15 JUNE—CHERRY TREE AND BEVERLEY STATION ✓

The two Up Sidings between Cherry Tree Level Crossing and Beverley Station (8m. 34chs. to 8m. 38chs.) will be shortened by approximately ninety yards and the crossover between them abolished. (27)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DONCASTER NORTH, BENTLEY CROSSING AND MOORHOUSE JUNCTION AND SKELLOW JUNCTION

A.W.S. equipment has been provided 200 yards on the approach to each signal as follows:—

Down Doncaster DN11 to M15 inclusive.
 Up " S100 to BC3 inclusive.
 Skellow Junction Down Main S41 and S107.
 " " Up Branch S108.

(25)

* **BETWEEN FALSGRAVE AND SEAMER EAST

Washbeck

The signalbox and all associated semaphore signals have been abolished.

The Down Main colour light distant signal is operated from Falsgrave signalbox (see under "Falsgrave new signals").

The trailing crossover Up Main to Down Main has been secured out of use pending removal.

The trailing connection on the Shed Line from Reception Line No. 2 has been secured in the reverse position pending removal.

The following connections are worked from Falsgrave signalbox:—

Trailing connection Up Main to Up Falsgrave Sidings
 Facing connection Up Main to Gas Works Up Sidings

The following connections have become hand worked:—

Trailing connection Reception Line No. 2 to Back Road and Excursion Platform No. 1
 Trailing connection Reception Line No. 2 from Reception Line No. 1
 Trailing connection Reception Line No. 2 from Shed Line
 Facing connection Reception Line No. 1 to Excursion platform No. 1 and Middle Road

Falsgrave

The following signals on the Gantry, West of the signalbox, have been abolished:—

Up Main Starting
 Backing Up Main
 Backing Up Main to Down Main
 Shunting Up Main to Goods Siding
 Down Main Home
 Down Main to Goods Siding
 Middle Road to Down Main
 Middle Road to Goods Siding
 Excursion Platform No. 1 to Down Main

The following new signals have been provided:—

No. 26 three aspect colour light signal applying Up Main to No. 27 signal, with offset subsidiary signal Up Main to Gas Works Up Sidings.

No. 26 signal is on a right hand bracket, situated 270 yards West of the signalbox. The distance from No. 26 signal to No. 27 signal is 1000 yards.

No. 27 three aspect colour light Up Main Starting signal, showing a Red or Green aspect only, situated 1270 yards from the signalbox.

Washbeck existing Down Main distant is now operated from Falsgrave signalbox. The distance to No. 82 signal is 947 yards.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

* BETWEEN FALSGRAVE AND SEAMER EAST — continued

Falsgrave — continued

No.82 three aspect colour light signal applying Down Main to No.81 signal, situated 1536 yards from the signalbox. The distance from No.82 signal to No.81 signal is 1000 yards.

No.81 three aspect colour light signal displaying a Red or Yellow aspect only, applying Down Main to semaphore signal (situated on the approach to Falsgrave signalbox), with left hand offset subsidiary signal Down Main to Goods Yard. No.81 is situated 536 yards from the signalbox. The distance from No.81 signal to the aforementioned semaphore signal is 513 yards.

No.86 ground position light signal with stencil route indicator situated between Up and Down Main lines 18 yards beyond the trailing connection Up Main to Goods Yard:—

G—Up Main to Goods

D—Up Main to Down Main to semaphore signal (situated on the approach to Falsgrave signalbox)

X—Setting back along Up Main to semaphore signal (situated on the approach to Falsgrave signalbox)

No.R86 Banner signal repeating the above signal situated on left hand bracket 270 yards west of the signalbox.

No.92 Ground position light signal with stencil route indicator, situated on left of departure line 5 yards west of facing connection leading to Arrival line:—

G—Departure line to Goods

D—Departure line to Down Main

No.93 Elevated position light signal, situated at exit from Up Falsgrave Sidings Nos. 1, 2, 3, applying Up Falsgrave Sidings to Gas Works Up Siding or to Up Main Starting signal No.27.

No.95 Ground position light signal, situated between Up and Down Main 2 yards west of trailing connection Up Main to Falsgrave Sidings, applying Up Main to Up Falsgrave Sidings or set back on Up Main to No.86 Ground position light signal.

No.99 Elevated position light signal, situated on the right hand side of Gas Works Up Sidings 2 yards West of trap points, applying Gas Works Up Sidings to Up Main.

Notice boards worded "STOP. TELEPHONE" have been installed as follows:—

At Falsgrave end of Arrival line controlling movements towards the signalbox. A flashing light has been provided to enable the Signalman to call Drivers to the telephone.

Adjacent to exit from Washbeck Siding.

Adjacent to exit from Departure line, applicable to Departure line, protecting exit from Shed line.

Adjacent to exit from Shed line.

Adjacent to exit from Down Carriage Sidings.

Telephone communications to the signalbox have been provided at all the new colour light signals.

No.1A Platform line has been abolished.

Excursion Platform No.1 line/No.2 Reception line, has been renamed Departure line.

Middle Road line/No.1 Reception line, has been renamed Arrival line.

(24)

GOLDSBOROUGH

The following connections have been secured permanently out of use in the normal position pending removal:—

Facing connections Up Main and Down Main

Trailing connection Up Main to Up Sidings

The following signals have been abolished:—

Down Main Starting

Down Main to Up Siding

Up Main Starting

Disc Up Sidings to Up Main

Disc Up Main to Up Siding

The Down Home signal has been provided with a banner repeater 120 yards on the approach side of the main signal.

(25)

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

The hand worked connection to the dock and crane sidings at the rear of the Down Platform has been secured out of use pending removal. (24)

**** COTTINGHAM**

The siding connection in the Down line at Cottingham North has been secured out of use pending removal. The associated signals have been abolished. (24)

**** BEVERLEY**

The hand worked connection to the dead ended sidings at the rear of the Up Platform has been secured out of use pending removal.

The siding serving "Thirsk's" Warehouse has also been taken out of use.

The connection, Up Sidings to Up Main, (Controlled by Beverley signal box), the "A" end of the points—nearest the signal box has been retained as trap points. (24)

HESLERTON

The signal box is no longer a block post and is now a gate box.

The trailing crossover between the Up and Down Main lines has been secured permanently out of use in the normal position pending removal, and the following signals have been abolished.

Up Main Starting

Down Main Starting

(26)

BRIDLINGTON SOUTH

The following signals have been dispensed with:—

Engine Siding to Shunting Neck.

Carriage Siding to Engine Siding.

(25)

BRIDLINGTON QUAY

The connection Down Main to Gas Works Siding, has been secured out of use pending removal.

The following signals have been abolished:—

Gas Works Siding to Down Main

Down Main to Gas Works Siding

(25)

CUTSYKE

The level crossing gates have been dispensed with and replaced by boom gates. (25)

FERRYBRIDGE 'C' POWER STATION

The internal signalling has been altered. Full details are published in Supplementary Notice No.11 and all staff concerned must ensure that they have received a copy of this notice. (26)

BETWEEN ELLAND, HEATON LODGE JUNCTION AND BRADLEY JUNCTION

Revised signalling has been brought into use between Elland, Heaton Lodge Junction and Bradley Junction. Full details are published in Supplementary Notice No.10 and all staff concerned must ensure that they have received a copy. The reference therein to Exchange ground frame should be amended to read Brighthouse Ground Frame.

(AMENDED ITEM) (25)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****SHIPLEY BRADFORD JUNCTION AND MANNINGHAM STATION**

The Down and Up Goods lines between Shipley Bradford Junction and Manningham Station have been abandoned, except that the temporary realigned Down Goods line between Frizinghall and Manningham Station has been retained and re-designated as a siding line for servicing of the Goods Yard at Frizinghall. The siding is buffer stopped at the Shipley end, access is from Manningham Station where trap points have been brought into use and the existing signal box controlled points to Frizinghall Goods Yard have been converted to hand worked.

The portion of the existing Down and Up Passenger lines between 207½ m.p. and 207¾ m.p. have been slewed into the alignment of the former Down and Up Goods line and with the remainder of the existing Passenger lines forms the new Down and Up Main lines between Bradford Junction and Manningham Station. The present fixed signals at the latter signal box for movement to and from the former Goods lines apply to and from the new Main lines.

Shipley Bradford Junction

The connections to and from the Down and Up Goods lines, together with associated signals have been abolished. The Up Main intermediate distant (also inner distant for Shipley Goods) has been abolished. The Up Main outer distant (also outer distant for Shipley Goods) has been repositioned six feet higher on the same post.

Shipley Goods

The connections to and from the Down and Up Goods lines, together with associated signals have been abolished.

The Up Main inner distant (also intermediate distant for Bradford Junction) has been abolished. The Up Main outer distant (also outer distant for Bradford Junction) has been re-positioned six feet higher on the same post and becomes Up Main distant.

Frizinghall

The signal box together with points and signals has been dispensed with, except that the connections to the Goods Yard from the Down Goods line have been converted to hand worked points.

Manningham Station

The facing connection Up Main to Up Goods and the trailing connection in Down Main from Down Goods have been secured in the reverse position pending removal.

The former temporary Down Goods from Frizinghall has been re-designated as a siding line and the trap points giving access to the new Down Main brought into use.

The following signals have been abolished:—

East Departure to Up Main
West Departure to Up Main
Up Main Starting
Down Main First Home
Down Main Distant

The following new signals have been brought into use:—

Down Main First Home (site of former Down Main Distant)
Down Main Distant, 1077 yards from new Down Main First Home (site of former Frizinghall Down Main Home)

Treble disc assembly from Frizinghall Siding line applying to Arrival line, Middle line and Down Main line

Altered Nomenclature

Old	New
Down Goods Home	Down Main Second Home
Down Main Second Home to East or West Arrival line	Down Main Third Home to East or West Arrival line
Up Goods Starting	Up Main Starting

The above mentioned three signals have been equipped with a diamond sign.

(25)

MANNINGHAM STATION

Until further notice, the Down Goods line between 207 miles 40 chains and 207 miles 60 chains has been temporarily realigned on the site of the former Down Siding. Trap points, secured in the reverse position, have been provided at Manningham Station. The existing Down Goods line signals will continue to apply to movements over the realigned Goods line. (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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of **40 m.p.h.** when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

★ BOLTON ON DEARNE

Commencing **Monday 15 June**, between 07 30 to 18 30 daily. Contractors driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Because of reduced clearance drivers are warned not to put their heads out of the window.**

LEEDS CITY STATION

Until **07 00 Thursday 11 June**, contractors are resurfacing platforms and **trains are being replatformed as necessary.**

Drivers of all trains must be prepared to act on the instructions of Handsignalmen and must be prepared to stop at any marker boards that may be located on the approach side of the working areas and must exercise extreme care in bringing their trains to a stand in the vicinity of the working areas.

"Stop for Instructions" boards are positioned as necessary.

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs, there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

HALIFAX NORTH BRIDGE

The Electricity Sidings have been secured out of use pending removal.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

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

York
5 June, 1970

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

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 JUNE—WAKEFIELD WESTGATE SOUTH**

The Up Platform to Up Main and the Up Main First Home signals will be renewed on the same sites as multi aspect colour light signals. (28)

SUNDAY 21 JUNE—LAISTERDYKE

The Up Main (former No.2 Up line) will be slewed into a new line at Laisterdyke East.

Laisterdyke East Up Main Home will be repositioned on the left-hand side of the Up Main line. (28)

SUNDAY 21 JUNE—ALTOFTS JUNCTION

Commencing 06 00 the main line connections to and from York direction will be dispensed with and traffic will be re-routed via the junction situated immediately on the Leeds side of the signal box (formerly applicable to movements between the York direction and the Down and Up Goods lines).

The existing signals will be retained and apply to the altered route. (28)

DETAILS OF WORK ALREADY CARRIED OUT**** BETWEEN DONCASTER NORTH, BENTLEY CROSSING AND MOORHOUSE JUNCTION AND SKELLOW JUNCTION**

A.W.S. equipment has been provided 200 yards on the approach to each signal as follows:—

Down Doncaster DN11 to M15 inclusive.

Up " S100 to BC3 inclusive.

Skellow Junction Down Main S41 and S107.

" " Up Branch S108. (25)

*** GOLDSBOROUGH**

The following connections have been secured permanently out of use in the normal position pending removal:—

Facing connections Up Main and Down Main

Trailing connection Up Main to Up Sidings

The following signals have been abolished:—

Down Main Starting

Down Main to Up Siding

Up Main Starting

Disc Up Sidings to Up Main

Disc Up Main to Up Siding

The Down Home signal has been provided with a banner repeater 120 yards on the approach side of the main signal. (25)

HESLERTON

The signal box is no longer a block post and is now a gate box.

The trailing crossover between the Up and Down Main lines has been secured permanently out of use in the normal position pending removal, and the following signals have been abolished.

Up Main Starting

Down Main Starting (26)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****CHERRY TREE AND BEVERLEY STATION**

The two Up Sidings between Cherry Tree Level Crossing and Beverley Station (8m. 34chs. to 8m. 38chs.) will be shortened by approximately ninety yards and the crossover between them abolished. (27)

*** * BRIDLINGTON SOUTH**

The following signals have been dispensed with:—

Engine Siding to Shunting Neck.

Carriage Siding to Engine Siding. (25)

*** * BRIDLINGTON QUAY**

The connection Down Main to Gas Works Siding, has been secured out of use pending removal.

The following signals have been abolished:—

Gas Works Siding to Down Main

Down Main to Gas Works Siding (25)

*** * CUTSYKE**

The level crossing gates have been dispensed with and replaced by boom gates. (25)

FERRYBRIDGE 'C' POWER STATION

The internal signalling has been altered. Full details are published in Supplementary Notice No. 11 and all staff concerned must ensure that they have received a copy of this notice. (26)

HALL LANE TO LAISTERDYKE

The Down Main line between Bowling Station and Hall Lane has been taken out of use.

The Down Main between Laisterdyke West and Bowling Station has been renamed Bowling Private Sidings and now leads direct into Bowling Yard from a connection to the Single Up/Down Freight line near Laisterdyke West. This connection is controlled by a single lever ground frame which is secured by Annetts lock; the Key is kept at Laisterdyke East.

The Up Main line between Hall Lane and Laisterdyke West together with a new line from Laisterdyke West to Laisterdyke East (which is now a continuation of the former Up Main), has become the Single Up/Down Freight line.

No. 1 Down line between Laisterdyke East and West has been taken out of use.

No. 2 Down line between Laisterdyke East and West has been renamed Down Main.

No. 1 Up Line between Laisterdyke West and East has become a Siding, access to this Siding is at the Laisterdyke East end.

No. 2 Up Line has been renamed Up Main line.

Laisterdyke East

Two illuminated notice boards, have been provided, applicable to Single Up/Down Freight line, situated 130 and 230 yards from Laisterdyke Yard and are worded "DO NOT PASS UNLESS PERMISSION HAS BEEN RECEIVED FROM THE SIGNALMAN AT LAISTERDYKE EAST SIGNAL BOX" A telephone has been provided at the notice board further from Laisterdyke Yard, communicating with Laisterdyke East signal box.

An illuminated notice board, has been provided at the outlet from Laisterdyke Yard, worded "STOP FOR ORDERS".

The connection from Up Main (former No. 2 Up line) to Laisterdyke Yard has been secured out of use in the normal position and the connection from Laisterdyke Yard to Down main (former No. 2 Down line) has been secured out of use in the reverse position so as the line is secured for through running along the Down main. All associated signals to and from Laisterdyke Yard have been abolished.

The signals associated with No. 1 Down line and No. 1 Up line have been abolished except the outlet signal from No. 1 Up line (renamed Siding).

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****HALL LANE TO LAISTERDYKE—continued****Laisterdyke East — continued**

The Down Main Home signal No. LE45 will not show a Double Yellow aspect at this stage.

All signals to or from the Dudley Hill line have been abolished and replaced by a double sided notice board worded in Up direction "START OF ONE TRAIN WORKING" and Down direction "STOP FOR ORDERS".

Laisterdyke West

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

A disc signal, applying to setting back movements along Up line No. 1, are being retained as a red marker.

Bowling Station Signal Box

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

Hall Lane

The following signals have been abolished:—

Down Main Inner Distant

Down to Up Main

Up to Down Main

The Down Main Home has been moved 27 yds. further from the signal box.

A miniature stop arm has been provided beneath the Up Main Home applying Up Main to Single Up/Down Freight line.

Hammerton Street

The Down goods has been severed 250 yards from the signal box in the direction of Laisterdyke and temporary buffer stops erected. (27)

*** * * BETWEEN ELLAND, HEATON LODGE JUNCTION AND BRADLEY JUNCTION**

Revised signalling has been brought into use between Elland, Heaton Lodge Junction and Bradley Junction. Full details are published in Supplementary Notice No. 10 and all staff concerned must ensure that they have received a copy. The reference therein to Exchange ground frame should be amended to read Brighouse Ground Frame. (25)

*** * * SHIPLEY BRADFORD JUNCTION AND MANNINGHAM STATION**

The Down and Up Goods lines between Shipley Bradford Junction and Manningham Station have been abandoned, except that the temporary realigned Down Goods line between Frizinghall and Manningham Station has been retained and re-designated as a siding line for servicing of the Goods Yard at Frizinghall. The siding is buffer stopped at the Shipley end, access is from Manningham Station where trap points have been brought into use and the existing signal box controlled points to Frizinghall Goods Yard have been converted to hand worked.

The portion of the existing Down and Up Passenger lines between 207½ m.p. and 207¾ m.p. have been slewed into the alignment of the former Down and Up Goods line and with the remainder of the existing Passenger lines forms the new Down and Up Main lines between Bradford Junction and Manningham Station. The present fixed signals at the latter signal box for movement to and from the former Goods lines apply to and from the new Main lines.

Shipley Bradford Junction

The connections to and from the Down and Up Goods lines, together with associated signals have been abolished. The Up Main intermediate distant (also inner distant for Shipley Goods) has been abolished. The Up Main outer distant (also outer distant for Shipley Goods) has been repositioned six feet higher on the same post.

Shipley Goods

The connections to and from the Down and Up Goods lines, together with associated signals have been abolished.

The Up Main inner distant (also intermediate distant for Bradford Junction) has been abolished. The Up Main outer distant (also outer distant for Bradford Junction) has been re-positioned six feet higher on the same post and becomes Up Main distant.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****SHIPLEY BRADFORD JUNCTION AND MANNINGHAM STATION— continued****Frizinghall**

The signal box together with points and signals has been dispensed with, except that the connections to the Goods Yard from the Down Goods line have been converted to hand worked points.

Manningham Station

The facing connection Up Main to Up Goods and the trailing connection in Down Main from Down Goods have been secured in the reverse position pending removal.

The former temporary Down Goods from Frizinghall has been re-designated as a siding line and the trap points giving access to the new Down Main brought into use.

The following signals have been abolished:—

East Departure to Up Main
West Departure to Up Main
Up Main Starting
Down Main First Home
Down Main Distant

The following new signals have been brought into use:—

Down Main First Home (site of former Down Main Distant)
Down Main Distant, 1077 yards from new Down Main First Home (site of former Frizinghall Down Main Home)

Treble disc assembly from Frizinghall Siding line applying to Arrival line, Middle line and Down Main line

Altered Nomenclature

Old	New
Down Goods Home	Down Main Second Home
Down Main Second Home to East or West Arrival line	Down Main Third Home to East or West Arrival line
Up Goods Starting	Up Main Starting

The above mentioned three signals have been equipped with a diamond sign.

(25)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

★ BATLEY EAST YARD

All sidings have been spiked out of use pending removal.

(28)

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. Reduced clearance. Drivers are warned not to put their heads out of the window.

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES**

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

*** * * HALIFAX NORTH BRIDGE**

The Electricity Sidings have been secured out of use pending removal. (25)

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

★ BRADFORD FORSTER SQUARE

The 2nd Road Fish Dock Sidings have been permanently shortened by 60 ft. (28)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

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

York
12 June, 1970

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

NES-28

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 JUNE - LAISTERDYKE EAST

The Down Main line will be slewed into new track on the Hammerton Street side of Laisterdyke East signal box.

A new main to main crossover will be provided and secured out of use until further notice. (29)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD WESTGATE SOUTH

Up Platform to Up Main and the Up Main First Home signals have been renewed on the same sites as multi aspect colour light signals. (28)

* * HESLERTON

The signal box is no longer a block post and is now a gate box.

The trailing crossover between the Up and Down Main lines has been secured permanently out of use in the normal position pending removal, and the following signals have been abolished.

Up Main Starting
Down Main Starting (26)

CHERRY TREE AND BEVERLEY STATION

The two Up Sidings between Cherry Tree Level Crossing and Beverley Station (8m. 34chs. to 8m. 38chs.) will be shortened by approximately ninety yards and the crossover between them abolished. (27)

ALTOFTS JUNCTION

The main line connections to and from York direction have been dispensed with and traffic re-routed the junction situated immediately on the Leeds side of the signal box (formerly applicable to movements between the York direction and the Down and Up Goods lines).

The existing signals are retained and apply to the altered route. (28)

* * FERRYBRIDGE 'C' POWER STATION

The internal signalling has been altered. Full details are published in Supplementary Notice No. 11 and all staff concerned must ensure that they have received a copy of this notice. (26)

HALL LANE TO LAISTERDYKE

The Down Main line between Bowling Station and Hall Lane has been taken out of use.

The Down Main between Laisterdyke West and Bowling Station has been renamed Bowling Private Sidings and now leads direct into Bowling Yard from a connection to the Single Up/Down Freight line near Laisterdyke West. This connection is controlled by a single lever ground frame which is secured by Annetts lock; the Key is kept at Laisterdyke East.

The Up Main line between Hall Lane and Laisterdyke West together with a new line from Laisterdyke West to Laisterdyke East (which is now a continuation of the former Up Main), has become the Single Up/Down Freight line.

No. 1 Down line between Laisterdyke East and West has been taken out of use.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****HALL LANE TO LAISTERDYKE—continued**

No. 2 Down line between Laisterdyke East and West has been renamed Down Main.

No. 1 Up Line between Laisterdyke West and East has become a Siding, access to this Siding is at the Laisterdyke East end.

No. 2 Up Line has been renamed Up Main line.

Laisterdyke East

Two illuminated notice boards, have been provided, applicable to Single Up/Down Freight line, situated 130 and 230 yards from Laisterdyke Yard and are worded "DO NOT PASS UNLESS PERMISSION HAS BEEN RECEIVED FROM THE SIGNALMAN AT LAISTERDYKE EAST SIGNAL BOX" A telephone has been provided at the notice board further from Laisterdyke Yard, communicating with Laisterdyke East signal box.

An illuminated notice board, has been provided at the outlet from Laisterdyke Yard, worded "STOP FOR ORDERS".

The connection from Up Main (former No. 2 Up line) to Laisterdyke Yard has been secured out of use in the normal position and the connection from Laisterdyke Yard to Down main (former No. 2 Down line) has been secured out of use in the reverse position so as the line is secured for through running along the Down main. All associated signals to and from Laisterdyke Yard have been abolished.

The signals associated with No. 1 Down line and No. 1 Up line have been abolished except the outlet signal from No. 1 Up line (renamed Siding).

The Down Main Home signal No. LE45 will not show a Double Yellow aspect at this stage.

All signals to or from the Dudley Hill line have been abolished and replaced by a double sided notice board worded in Up direction "START OF ONE TRAIN WORKING" and Down direction "STOP FOR ORDERS".

Laisterdyke West

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

A disc signal, applying to setting back movements along Up line No. 1, are being retained as a red marker.

Bowling Station Signal Box

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

Hall Lane

The following signals have been abolished:—

- Down Main Inner Distant
- Down to Up Main
- Up to Down Main

The Down Main Home has been moved 27 yds. further from the signal box.

A miniature stop arm has been provided beneath the Up Main Home applying Up Main to Single Up/Down Freight line.

Hammerton Street

The Down goods has been severed 250 yards from the signal box in the direction of Laisterdyke and temporary buffer stops erected. (27)

LAISTERDYKE

The Up Main (former No. 2 Up line) has been slewed into a new line at Laisterdyke East.

Laisterdyke East Up Main Home has been repositioned on the left hand side of the Up Main line. (28)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of **40 m.p.h.** when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

BATLEY EAST YARD

All sidings have been spiked out of use pending removal. (28)

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Reduced clearance. Drivers are warned not to put their heads out of the window.**

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADFORD FORSTER SQUARE

The 2nd Road Fish Dock Sidings have been permanently shortened by 60 ft. (28)

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 5 JULY - MANNINGHAM STATION

The Down Main First Home signal will be renewed as a straight post signal on the left hand side of the Down Main line, 792 yards from the signal box, with the signal arm at a height of 25 feet above rail level. (30)

MONDAY 6 JULY - BETWEEN FERRIBY STATION AND HESSLE STATION *

The Down and Up Slow lines between Ferriby Station and Hessle Station, and the Up Goods Loop line at Ferriby Station, will be abandoned. The associated signals will be abolished. (30)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD WESTGATE SOUTH

The Up Platform to Up Main and the Up Main First Home signals have been renewed on the same sites as multi aspect colour light signals. (28)

* * * CHERRY TREE AND BEVERLEY STATION

The two Up Sidings between Cherry Tree Level Crossing and Beverley Station (8m. 34chs. to 8m. 38chs.) will be shortened by approximately ninety yards and the crossover between them abolished. (27)

ALTOFTS JUNCTION

The main line connections to and from York direction have been dispensed with and traffic re-routed via the junction situated immediately on the Leeds side of the signal box (formerly applicable to movements between the York direction and the Down and Up Goods lines).

The existing signals are retained and apply to the altered route. (28)

LAISTERDYKE EAST

The Down Main line has been slewed into new track on the Hammerton Street side of Laisterdyke East signal box.

A new main to main crossover has been provided and secured out of use until further notice. (29)

* * * HALL LANE TO LAISTERDYKE

The Down Main line between Bowling Station and Hall Lane has been taken out of use.

The Down Main between Laisterdyke West and Bowling Station has been renamed Bowling Private Sidings and now leads direct into Bowling Yard from a connection to the Single Up/Down Freight line near Laisterdyke West. This connection is controlled by a single lever ground frame which is secured by Annetts lock; the Key is kept at Laisterdyke East.

The Up Main line between Hall Lane and Laisterdyke West together with a new line from Laisterdyke West to Laisterdyke East (which is now a continuation of the former Up Main), has become the Single Up/Down Freight line.

No. 1 Down line between Laisterdyke East and West has been taken out of use.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****HALL LANE TO LAISTERDYKE—continued**

No.2 Down line between Laisterdyke East and West has been renamed Down Main.

No.1 Up Line between Laisterdyke West and East has become a Siding, access to this Siding is at the Laisterdyke East end.

No.2 Up Line has been renamed Up Main line.

Laisterdyke East

Two illuminated notice boards, have been provided, applicable to Single Up/Down Freight line, situated 130 and 230 yards from Laisterdyke Yard and are worded "DO NOT PASS UNLESS PERMISSION HAS BEEN RECEIVED FROM THE SIGNALMAN AT LAISTERDYKE EAST SIGNAL BOX" A telephone has been provided at the notice board further from Laisterdyke Yard, communicating with Laisterdyke East signal box.

An illuminated notice board, has been provided at the outlet from Laisterdyke Yard, worded "STOP FOR ORDERS".

The connection from Up Main (former No.2 Up line) to Laisterdyke Yard has been secured out of use in the normal position and the connection from Laisterdyke Yard to Down main (former No.2 Down line) has been secured out of use in the reverse position so as the line is secured for through running along the Down main. All associated signals to and from Laisterdyke Yard have been abolished.

The signals associated with No.1 Down line and No.1 Up line have been abolished except the outlet signal from No.1 Up line (renamed Siding).

The Down Main Home signal No. LE45 will not show a Double Yellow aspect at this stage.

All signals to or from the Dudley Hill line have been abolished and replaced by a double sided notice board worded in Up direction "START OF ONE TRAIN WORKING" and Down direction "STOP FOR ORDERS".

Laisterdyke West

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

A disc signal, applying to setting back movements along Up line No. 1, are being retained as a red marker.

Bowling Station Signal Box

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

Hall Lane

The following signals have been abolished:—

- Down Main Inner Distant
- Down to Up Main
- Up to Down Main

The Down Main Home has been moved 27 yds. further from the signal box.

A miniature stop arm has been provided beneath the Up Main Home applying Up Main to Single Up/Down Freight line.

Hammerton Street

The Down goods has been severed 250 yards from the signal box in the direction of Laisterdyke and temporary buffer stops erected. (27)

LAISTERDYKE

The Up Main (former No.2 Up line) has been slewed into a new line at Laisterdyke East.

Laisterdyke East Up Main Home has been repositioned on the left hand side of the Up Main line.(28)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

BATLEY EAST YARD

All sidings have been spiked out of use pending removal. (28)

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Reduced clearance. Drivers are warned not to put their heads out of the window.**

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADFORD FORSTER SQUARE

The 2nd Road Fish Dock Sidings have been permanently shortened by 60 ft. (28)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

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

York
26 June, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

BRUTE WORKING



Wrong Method



Right Method

**Damage and Accidents we cannot afford
always use the BRIDGING BOARD**

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 11 and 12 JULY—SELBY SOUTH GROUND FRAME

A new 2 lever ground frame, released from Selby South signal box, will be brought into use controlling the connection between the Passenger Dock and Goods Sidings.

The following signals will be abolished :—

Disc, Goods Siding to Up Main, Up Branch or Up Branch Goods
Miniature Arm, Up Main to Goods Siding

A telephone will be provided at the ground frame, communicating with Selby South signal box. (31)

SUNDAY 12 JULY—LAISTERDYKE EAST AND HAMMERTON STREET

Revised signalling will be brought into use between Laisterdyke East and Hammerton Street. Full details are published in Supplementary Notice No. 12 and all staff concerned must ensure that they receive a copy of this notice. (31)

MONDAY 13 JULY—HESSLE QUARRY •

The signal box, together with all signalling worked therefrom will be abolished.

All connections will be secured out of use in the normal position pending removal. (31)

DETAILS OF WORK ALREADY CARRIED OUT

* WAKEFIELD WESTGATE SOUTH

The Up Platform to Up Main and the Up Main First Home signals have been renewed on the same sites as multi aspect colour light signals. (28)

BETWEEN FERRIBY STATION AND HESSELE STATION

The Down and Up Slow lines between Ferriby Station and Hessele Station, and the Up Goods Loop line at Ferriby Station, have been abandoned. The associated signals have been abolished. (30)

* ALTOFTS JUNCTION

The main line connections to and from York direction have been dispensed with and traffic re-routed via the junction situated immediately on the Leeds side of the signal box (formerly applicable to movements between the York direction and the Down and Up Goods lines).

The existing signals are retained and apply to the altered route. (28)

LAISTERDYKE EAST

The Down Main line has been slewed into new track on the Hammerton Street side of Laisterdyke East signal box.

A new main to main crossover has been provided and secured out of use until further notice. (29)

* LAISTERDYKE

The Up Main (former No. 2 Up line) has been slewed into a new line at Laisterdyke East.

Laisterdyke East Up Main Home has been repositioned on the left hand side of the Up Main line. (28)

MANNINGHAM STATION

The Down Main First Home signal has been renewed as a straight post signal on the left hand side of the Down Main line, 792 yards from the signal box, with the signal arm at a height of 25 feet above rail level. (30)

SECTION D

NES-27

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

** BATLEY EAST YARD

All sidings have been spiked out of use pending removal.

(28)

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Reduced clearance. Drivers are warned not to put their heads out of the window.**

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 23 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

** BRADFORD FORSTER SQUARE

The 2nd Road Fish Dock Sidings have been permanently shortened by 60 ft.

(28)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

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

York
1 July 1970

MO.45/NES

F.J. BURGE
Chief Operating 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 19 JULY – HEMINGBROUGH

Up Main Starting signal will be renewed as a straight post signal, in the same position, at a reduced height of 20 feet. (32)

SUNDAY 19 JULY – KEIGHLEY STATION JUNCTION

The Down Sidings ground frame will be abolished and the associated connection Down Sidings to Down Main will be secured in the normal position, pending removal. (32)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY SOUTH GROUND FRAME

A new 2 lever ground frame, released from Selby South signal box, has been brought into use controlling the connection between the Passenger Dock and Goods Sidings.

The following signals have been abolished:—

Disc, Goods Siding to Up Main, Up Branch or Up Branch Goods
Miniature Arm, Up Main to Goods Siding

A telephone has been provided at the ground frame, communicating with Selby South signal box. (31)

BETWEEN FERRIBY STATION AND HESSELE STATION

The Down and Up Slow lines between Ferriby Station and Hessele Station, and the Up Goods Loop line at Ferriby Station, have been abandoned. The associated signals have been abolished. (30)

HESSELE QUARRY

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

All connections have been secured out of use in the normal position pending removal. (31)

** LAISTERDYKE EAST**

The Down Main line has been slewed into new track on the Hammerton Street side of Laisterdyke East signal box.

A new main to main crossover has been provided and secured out of use until further notice. (29)

LAISTERDYKE EAST AND HAMMERTON STREET

Revised signalling has been brought into use between Laisterdyke East and Hammerton Street. Full details are published in Supplementary Notice No.12 and all staff concerned must ensure that they receive a copy of this notice. (31)

HAMMERTON STREET

Referring to Signalling Notice No.12, the facing connection Up Main to Arrival Spur at Hammerton Street will not be brought into use until later, date to be advised. (32)

MANNINGHAM STATION

The Down Main First Home signal has been renewed as a straight post signal on the left hand side of the Down Main line, 792 yards from the signal box, with the signal arm at a height of 25 feet above rail level. (30)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 26 JULY – FITZWILLIAM

The signal box and ground frame and all associated signals will be abolished.

All connections will be secured out of use in the normal position pending removal. (33)

SUNDAY 26 JULY – HAMMERTON STREET

Referring to Signalling Notice No. 12, the facing connection Up Main to Arrival Spur will be brought into use, together with the left hand subsidiary signal associated with signal HS62. (33)

SUNDAY 26 JULY – BETWEEN MILNER ROYD JUNCTION, GREETLAND AND HALIFAX

Revised signalling will be brought into use between Milner Royd Junction, Greetland and Halifax. Full details are published in Supplementary Notice No. 15 and all concerned must ensure that they receive a copy of this notice. (33)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY SOUTH GROUND FRAME

A new 2 lever ground frame, released from Selby South signal box, has been brought into use controlling the connection between the Passenger Dock and Goods Sidings.

The following signals have been abolished:—

Disc, Goods Siding to Up Main, Up Branch or Up Branch Goods
Miniature Arm, Up Main to Goods Siding

A telephone has been provided at the ground frame, communicating with Selby South signal box. (31)

HEMINGBROUGH

Up Main Starting signal has been renewed as a straight post signal, in the same position, at a reduced height of 20 feet. (32)

*** * BETWEEN FERRIBY STATION AND HESSELE STATION**

The Down and Up Slow lines between Ferriby Station and Hessele Station, and the Up Goods Loop line at Ferriby Station, have been abandoned. The associated signals have been abolished. (30)

HESSELE QUARRY

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

All connections have been secured out of use in the normal position pending removal. (31)

GRIMETHORPE NEW COALITE PLANT

The two lever Ground Frame 'A' and the associated colour light signal applicable to the Coalite Running Line, have been dispensed with.

The points leading from the Coalite Sidings, formerly controlled from Ground Frame 'A', have been converted to hand points.

A notice board worded 'Stop—Proceed if Line is Clear' has been provided, to control movements from the Coalite Running Line. (New item) (33)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

LAISTERDYKE EAST AND HAMMERTON STREET

Revised signalling has been brought into use between Laisterdyke East and Hammerton Street. Full details are published in Supplementary Notice **No.12** and all staff concerned must ensure that they receive a copy of this notice. (31)

HAMMERTON STREET

Referring to Signalling Notice No.12, the facing connection Up Main to Arrival Spur at Hammerton Street will not be brought into use until later, date to be advised. (32)

KEIGHLEY STATION JUNCTION

The Down Sidings ground frame has been abolished and the associated connection Down Sidings to Down Main secured in the normal position, pending removal. (32)

*** MANNINGHAM STATION**

The Down Main First Home signal has been renewed as a straight post signal on the left hand side of the Down Main line, 792 yards from the signal box, with the signal arm at a height of 25 feet above rail level. (30)

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.

★ EXPERIMENTAL ELECTRIC TAIL LAMPS

Prototype battery operated tail lamps are being put into service on selected trains. The prototype lamps measure approximately 10" x 8" x 6" and have two red lenses mounted vertically. A sealed beam unit is located behind each lens and only one lens is illuminated at a time, the other being a standby.

The lamp is switched on by a switch located on the front of the lamp casing. Should the lamp in one lens fail the standby can be brought into use by operating the switch to the other position.

A "charge in hand" test button is also provided on the lamp casing. If, when the test button is pressed, the indicator light shows this means that there is less than 12 hours life left in the battery.

Before commencing a journey Guards must press the test button and if the light shows arrangements must be made for the lamp to be returned to the charging point and another lamp, either electric or oil, provided for the train.

The lamps must be used in the same way as oil tail lamps and switched on only at those times when an oil tail lamp would have been lit.

The lamps must only be used on the services specified by the Divisional Manager Doncaster and the Guards must report any failure of the lamp on the completion of the journey. If the Guard is relieved before the train reaches its destination, he must advise his relief of the failure and also make a report when booking off duty.

These prototype lamps are not suitable for being lit within Oil Refineries or Depots and must therefore be treated as oil lamps in accordance with Instruction E.2/17 of Section 3 of the Working Manual for Rail Staff. (31D)

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Reduced clearance. Drivers are warned not to put their heads out of the window.**

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 22 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp lookout and sound whistle/horn on approach.** (UFN)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

A temporary lead has been installed in the Down Main at 210m. 50chs. for Engineer's use, to give access to a siding adjacent to the Down Main. This connection is clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a Movements Supervisor. (UFN)

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

York
15 July 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

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 2 AUGUST – MOORHOUSE JUNCTION

The trailing crossover between the Down and Up Doncaster lines will be renewed and the existing disc signals will be replaced by ground position light signals. A position light signal applying from Up Doncaster line will be fitted with a two-way route indicator with the following applications:—

"M" to Down Doncaster

"B" to Frickley Colliery Branch.

The ground position light signal Down Doncaster to Up Doncaster will be abolished on **9 August 1970.**
(34)

TUESDAY 4 AUGUST – HORNSEA SIDINGS

The ground frame which operates the points leading from Wilmington Branch to Hornsea Sidings will be dispensed with and replaced by hand lever. (34)

DETAILS OF WORK ALREADY CARRIED OUT

* * SELBY SOUTH GROUND FRAME

A new 2 lever ground frame, released from Selby South signal box, has been brought into use controlling the connection between the Passenger Dock and Goods Sidings.

The following signals have been abolished:—

Disc, Goods Siding to Up Main, Up Branch or Up Branch Goods

Miniature Arm, Up Main to Goods Siding

A telephone has been provided at the ground frame, communicating with Selby South signal box. (31)

FITZWILLIAM

The signal box and ground frame and all associated signals have been abolished and all connections secured out of use in the normal position pending removal. (33)

HEMINGBROUGH

Up Main Starting signal has been renewed as a straight post signal, in the same position, at a reduced height of 20 feet. (32)

* * HESSLE QUARRY

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

All connections have been secured out of use in the normal position pending removal. (31)

GRIMETHORPE NEW COALITE PLANT

The two lever Ground Frame 'A' and the associated colour light signal applicable to the Coalite Running Line, have been dispensed with.

The points leading from the Coalite Sidings, formerly controlled from Ground Frame 'A', have been converted to hand points.

A notice board worded 'Stop—Proceed if Line is Clear' has been provided, to control movements from the Coalite Running Line. (33)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

*** * LAISTERDYKE EAST AND HAMMERTON STREET**

Revised signalling has been brought into use between Laisterdyke East and Hammerton Street. Full details are published in Supplementary Notice No.12 and all staff concerned must ensure that they receive a copy of this notice. (31)

HAMMERTON STREET

Referring to Signalling Notice No.12, the facing connection Up Main to Arrival Spur has been brought into use, together with the left hand subsidiary signal associated with signal HS62. (33)

BETWEEN MILNER ROYD JUNCTION, GREETLAND AND HALIFAX

Revised signalling has been brought into use between Milner Royd Junction, Greetland and Halifax. Full details are published in Supplementary Notice No. 15 and all concerned must ensure that they have received a copy of this notice. (33)

KEIGHLEY STATION JUNCTION

The Down Sidings ground frame has been abolished and the associated connection Down Sidings to Down Main secured in the normal position, pending removal. (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.

★ CONVEYANCE OF MARSHALLING CATEGORY 'Y' MILITARY EXPLOSIVES

Conveyance of Military Explosives

APPENDIX B

Instructions E1/7, E1/8, E1/9, E1/10 and E1/11 contained in the Working Manual, Section E pink pages B.R. 30054/3 cease to operate from 1 August, 1970. These instructions therefore should be deleted and substituted by the following:—

E1/7 Wagons containing military explosives are labelled with marshalling Category letter J, W or Y or with the words "Safety Class". Such wagons should be marshalled as near the middle of the train as practicable.

E1/8 Wagons containing marshalling Category "Y" military explosives will be labelled with the Exceptional Load Wagon label B.R. 21349/2 and may only be conveyed when accompanied by Form of Advice B.R. 29973.

When there are more than five wagons containing military explosives of marshalling Category "Y", they must be marshalled into groups of five or less. Each group of vehicles must have two barrier wagons containing non-dangerous goods marshalled on either side, empty wagons must not be used as barriers. Block trains must not be re-marshalled.

E1/9 Up to 60 wagons containing military explosives, except explosives of marshalling Category "Y", may be conveyed on any freight train subject to the following conditions:—

Wagons Labelled	Wagons
Safety class alone	60
W alone	60
W + safety class	60
W + not more than five J	60
W + not more than five J + safety class	60
J alone	60
J + safety class	60

Such trains may be made up to full engine load with wagons containing general merchandise providing vehicles containing explosives are separated from other dangerous goods by at least two vehicles containing non-dangerous goods. Empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/2 Working Manual must be observed.

E1/10 There must in every case be two barrier wagons or one which is at least 38 feet in length over buffers between the locomotive and the first wagon containing explosives, and behind the last wagon containing explosives or between it and the guard's brake van if one is provided. The barrier wagons at the front of the train must not contain dangerous goods, empty vehicles may be used but instruction C2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

E1/11 Barrier Wagons must be labelled to the same destination as the explosives, except where it is convenient to use barrier wagons containing non-dangerous goods to a point beyond that to which the explosives are labelled.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Reduced clearance. Drivers are warned not to put their heads out of the window.**

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

FRYSTON TO BURTON SALMON

Due to falling stone in Fairburn Tunnel at 17m. 49chs. there is restricted clearance and engine drivers are warned not to put their heads out of the windows.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

WAKEFIELD KIRKGATE STATION

Contractors are constructing ramps to the existing subway on Platforms 1 and 2.

On Platform 1 the working area extends from a point 135 yds. from the East end to a point 57 yds. from the West end and occupies a space of 45 yds.

On Platform 2 the working area extends from a point 159 yds. from the East end to a point 27 yds. from the West end and occupies a space of 49 yds.

Drivers of all trains arriving at Wakefield Kirkgate must stop at the Marker Boards located at the approach side of the working area and must exercise extreme care in bringing their trains to a stand in the vicinity of the working area.

★ BETWEEN ELLAND AND HEATON LODGE JUNCTION

Commencing 07 30 Saturday 1 August contractors will be using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp look-out and sound whistle/horn on approach.** (UFN)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

A temporary lead has been installed in the Down Main at 210m. 50chs. for Engineer's use, to give access to a siding adjacent to the Down Main. This connection is clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a Movements Supervisor. (UFN)

★ ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA)

Miscellaneous Notices
Page 21

CHARLESWORTH'S TO METHLEY SOUTH

Delete:— heading and item. With affect from 14 00 Saturday 1 August.

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

York
24 July 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

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 AUGUST—MOORHOUSE JUNCTION

A new connection Down Doncaster to Frickley Colliery Branch will be provided. A new ground position light signal will be provided, adjacent to both this connection and the Shunt Spur No.1 line, together with an associated two-way route indicator applying:—

- M — To Up Doncaster.
- S — To Spur No. 1.

A left hand offset subsidiary signal will be provided on Moorhouse Junction No. 15 signal, applying Down Doncaster to Frickley Colliery Branch.

A two lever ground frame, named Moorhouse Sidings South End Ground Frame, will be provided on the Doncaster side of the signal box. This ground frame will control a new connection between Nos. 1 and 2 Spurs, which will be laid to face movements travelling along Spur No. 1 from the Doncaster direction towards Moorhouse Junction signal box. Moorhouse Junction will release the ground frame. A telephone will be provided, communicating with the signal box. The existing connection between Nos. 1 and 2 Spurs, controlled by the signal box, will be abolished.

A ground position light signal (situated on the Doncaster side of the connection Down Doncaster line to Frickley Colliery Branch) will be provided, applying to movements travelling towards Moorhouse Junction signal box, along No. 1 Spur.

A two lever ground frame, named Moorhouse Siding North End Ground Frame will be provided on the Frickley Colliery side of Moorhouse Junction signal box. This ground frame will control a new connection Frickley Colliery Branch to Moorhouse Siding No. 1 which is laid to face movements travelling from Frickley Colliery to Moorhouse Junction. A telephone will be provided, communicating with the signal box. Moorhouse Junction will release the ground frame.

The Up Doncaster line semaphore home signal will be renewed as a four aspect colour light signal, 85 yards on the Wakefield Westgate side of the signal box, numbered Moorhouse Junction No. 7. A telephone will be provided, communicating with the signal box. The distance from the Distant signal to the new Up home signal will be 1347 yards. The distance from the new home signal to the next stop signal in advance, signal No. S.100, will be 1400 yards. A.W.S. equipment will be provided on the approach side of No. 7 signal.

Up Doncaster signal No. S.102, will, in future, be capable of displaying a red aspect.

The following connections will be abolished:—

- Slip, from Mains Crossover, to Frickley Colliery Branch.
- No. 2 Spur to Down Doncaster.
- No. 1 Spur to Down Doncaster.
- Moorhouse Siding No. 1 to Frickley Colliery Branch.

All signals associated with the above mentioned connections will be abolished. In addition the following signals will be dispensed with:—

- Down Frickley Colliery Branch Home.
- Down Frickley Colliery Branch Distant.
- Ground position light signal, applying Down Doncaster to Up Doncaster (shown provided on 2 August 1970).
- Up Doncaster line semaphore Starting signal.

(35/36)

SUNDAY 9 AUGUST—LEDSTON AND ALLERTON MAIN

The Single Line between Ledston and Allerton Main, together with the running line from Allerton Main to Bowers Opencast, will become a Single Line throughout and worked in accordance with the regulations for 'ONE TRAIN WORKING'. The staff will be kept in Ledston signal box.

Notice boards worded 'STOP FOR ORDERS' will be provided at each side of the Leeds Road level crossing.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****SUNDAY 9 AUGUST—LEDSTON AND ALLERTON MAIN—continued****Ledston**

The Down Main Starting Signal will be dispensed with and a notice board reading 'ONE TRAIN WORKING AHEAD', applicable to the new Single Line, will be provided 450 yards on the Allerton Main side of Ledston signal box.

A notice board reading 'STOP TELEPHONE', applicable to trains returning to Ledston over the new Single Line, will be provided 1,150 yards before reaching the home signal for that box.

Allerton Main

The signal box, together with associated signals, will be dispensed with and the points (except as shown below) will be secured out of use pending removal. The facing connection to the former Colliery running line will be retained and together with new trap points in the former Single Line from the Garforth direction will be worked from a new two lever ground frame (released by train staff). These connections will provide access to a siding line approximately 350 yards in length and buffer stops will be provided at the Garforth end.

All other sidings lines will be abolished.

(35/36)

DETAILS OF WORK ALREADY CARRIED OUT**MOORHOUSE JUNCTION**

The trailing crossover between the Down and Up Doncaster lines will be renewed and the existing disc signals replaced by ground position light signals. A position light signal applying from Up Doncaster line has been fitted with a two-way route indicator with the following applications:—

"M" to Down Doncaster

"B" to Frickley Colliery Branch.

The ground position light signal Down Doncaster to Up Doncaster has been abolished.

(34)

FITZWILLIAM

The signal box and ground frame and all associated signals have been abolished and all connections secured out of use in the normal position pending removal.

(33)

**** HEMINGBROUGH**

Up Main Starting signal has been renewed as a straight post signal, in the same position, at a reduced height of 20 feet.

(32)

HORNSEA SIDINGS

The ground frame which operated the points leading from Wilmington Branch to Hornsea Sidings has been dispensed with and replaced by hand lever.

(34)

GRIMETHORPE NEW COALITE PLANT

The two lever Ground Frame 'A' and the associated colour light signal applicable to the Coalite Running Line, have been dispensed with.

The points leading from the Coalite Sidings, formerly controlled from Ground Frame 'A', have been converted to hand points.

A notice board worded 'Stop—Proceed if Line is Clear' has been provided, to control movements from the Coalite Running Line.

(33)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

HAMMERTON STREET

Referring to Signalling Notice No.12, the facing connection Up Main to Arrival Spur has been brought into use, together with the left hand subsidiary signal associated with signal HS62. (33)

BETWEEN MILNER ROYD JUNCTION, GREETLAND AND HALIFAX

Revised signalling has been brought into use between Milner Royd Junction, Greetland and Halifax. Full details are published in Supplementary Notice No. 15 and all concerned must ensure that they have received a copy of this notice. (33)

**** KEIGHLEY STATION JUNCTION**

The Down Sidings ground frame has been abolished and the associated connection Down Sidings to Down Main secured in the normal position, pending removal. (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.

CONVEYANCE OF MARSHALLING CATEGORY 'Y' MILITARY EXPLOSIVES

Conveyance of Military Explosives

APPENDIX B

Instructions E1/7, E1/8, E1/9, E1/10 and E1/11 contained in the Working Manual, Section E pink pages B.R. 30054/3 cease to operate from 1 August, 1970. These instructions therefore should be deleted and substituted by the following:—

E1/7 Wagons containing military explosives are labelled with marshalling Category letter J, W or Y or with the words "Safety Class". Such wagons should be marshalled as near the middle of the train as practicable.

E1/8 Wagons containing marshalling Category "Y" military explosives will be labelled with the Exceptional Load Wagon label B.R. 21349/2 and may only be conveyed when accompanied by Form of Advice B.R. 29973.

When there are more than five wagons containing military explosives of marshalling Category "Y", they must be marshalled into groups of five or less. Each group of vehicles must have two barrier wagons containing non-dangerous goods marshalled on either side, empty wagons must not be used as barriers. Block trains must not be re-marshalled.

E1/9 Up to 60 wagons containing military explosives, except explosives of marshalling Category "Y", may be conveyed on any freight train subject to the following conditions:—

Wagons Labelled	Wagons
Safety class alone	60
W alone	60
W + safety class	60
W + not more than five J	60
W + not more than five J + safety class	60
J alone	60
J + safety class	60

Such trains may be made up to full engine load with wagons containing general merchandise providing vehicles containing explosives are separated from other dangerous goods by at least two vehicles containing non-dangerous goods. Empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/2 Working Manual must be observed.

E1/10 There must in every case be two barrier wagons or one which is at least 38 feet in length over buffers between the locomotive and the first wagon containing explosives, and behind the last wagon containing explosives or between it and the guard's brake van if one is provided. The barrier wagons at the front of the train must not contain dangerous goods, empty vehicles may be used but instruction C2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

E1/11 Barrier Wagons must be labelled to the same destination as the explosives, except where it is convenient to use barrier wagons containing non-dangerous goods to a point beyond that to which the explosives are labelled.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

★ DEWSBURY WELLINGTON ROAD

Commencing Monday 3 August — The barrow crossing provided at the Leeds end of the Down and Up Platforms will be brought into use. Drivers to keep a sharp look-out and sound horns when approaching the crossing.

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 AUGUST—BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION

The Single Line between Methley South and Charlesworth will be re-aligned over the former Up Main line and connections will be provided at Charlesworth to maintain 'run round' facilities.

The Down and Up Main lines between Methley South and Lofthouse Junction will be retained and converge with the Single Line immediately on the Lofthouse Junction side of the level crossing, these points will be sprung loaded (hand worked) with normal lay for the Down Main towards Lofthouse Junction.

The temporary 'Staff and Ticket' working will be retained. The staff and tickets will be in charge of the Signalman at Lofthouse Junction and the Person in Charge at Charlesworth.

A notice board reading 'DO NOT PASS WITHOUT STAFF OR TICKET' will be provided to the left hand side of the Up Main 27 yards before reaching the level crossing.

Lofthouse Junction

The Down Branch distant signal (formerly below Methley South Down Home signal) will be repositioned as a straight post to left hand side of the Down Branch 390 yards before reaching the Down Home signal. New trap points 5 yards in advance of the Down Home signal will be provided and brought into use.

Methley South

The signal box together with all associated points, signals and level crossing gates will be abolished.

The level crossing will be retained as an 'OPEN CROSSING', identified as 'METHLEY SOUTH CROSSING' and the following signs will be provided before reaching the crossing.

	Down Direction	Up Direction
ADVANCED WARNING BOARD (BLACK ST. GEORGES CROSS ON WHITE SQUARE)	880 yards	550 yards
INTERMEDIATE BOARD (HORIZONTAL BLACK BAR ON WHITE CIRCLE)	250 yards	250 yards
ILLUMINATED NOTICE BOARD 'STOP. EXAMINE POINTS AND WHISTLE BEFORE PROCEEDING.'	2 yards	-
ILLUMINATED NOTICE BOARD 'STOP. WHISTLE BEFORE PROCEEDING.'	-	2 yards

The Intermediate Board, shown to be provided 250 yards on each side of the level crossing, and consisting of a horizontal black band on a circular white background, indicates to the Driver that he is approaching a level crossing at which trains must stop, and that a stop board is provided at the crossing. (37)

SUNDAY 16 AUGUST—HUDDERSFIELD

The following connections will be secured out of use in the normal position pending removal:-

- Crossover, Down Slow and Shunting Line
- Crossover, Up Loop and Down Loop
- Slip connection, Up Loop to Shunting Line. (37)

SUNDAY 16 AUGUST—DARFIELD STATION

The signal box and all associated equipment will be abolished. (37)

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

MOORHOUSE JUNCTION

The trailing crossover between the Down and Up Doncaster lines will be renewed and the existing disc signals replaced by ground position light signals. A position light signal applying from Up Doncaster line has been fitted with a two-way route indicator with the following applications:—

- “M” to Down Doncaster
- “B” to Frickley Colliery Branch.

The ground position light signal Down Doncaster to Up Doncaster has been abolished. (34)

MOORHOUSE JUNCTION

A new connection Down Doncaster to Frickley Colliery Branch has been provided. A new ground position light signal has been provided, adjacent to both this connection and the Shunt Spur No.1 line, together with an associated two-way route indicator applying:—

- M — To Up Doncaster.
- S — To Spur No. 1.

A left hand offset subsidiary signal has been provided on Moorhouse Junction No. 15 signal, applying Down Doncaster to Frickley Colliery Branch.

A two lever ground frame, named Moorhouse Sidings South End Ground Frame, has been provided on the Doncaster side of the signal box. This ground frame controls a new connection between Nos. 1 and 2 Spurs, which has been laid to face movements travelling along Spur No. 1 from Doncaster direction towards Moorhouse Junction signal box. Moorhouse Junction releases the ground frame. A telephone has been provided, communicating with the signal box. The connection between Nos. 1 and 2 Spurs, controlled by the signal box, has been abolished.

A ground position light signal (situated on the Doncaster side of the connection Down Doncaster line to Frickley Colliery Branch) has been provided, applying to movements travelling towards Moorhouse Junction signal box, along No. 1 Spur.

A two lever ground frame, named Moorhouse Siding North End Ground Frame has been provided on the Frickley Colliery side of Moorhouse Junction signal box. This ground frame controls a new connection Frickley Colliery Branch to Moorhouse Siding No. 1 which has been laid to face movements travelling from Frickley Colliery to Moorhouse Junction. A telephone has been provided, communicating with the signal box. Moorhouse Junction releases the ground frame.

The Up Doncaster line semaphore home signal has been renewed as a four aspect colour light signal, 85 yards on the Wakefield Westgate side of the signal box, numbered Moorhouse Junction No. 7. A telephone has been provided, communicating with the signal box. The distance from Distant signal to the new Up home signal is 1347 yards. The distance from the new home signal to the next stop signal in advance, signal No. S.100 is 1400 yards. A.W.S. equipment has been provided on the approach side of No.7 signal.

Up Doncaster signal No. S.102 is now capable of displaying a red aspect.

The following connections and associated signals have been abolished:—

- Slip, from Mains Crossover, to Frickley Colliery Branch.
- No. 2 Spur to Down Doncaster.
- No. 1 Spur to Down Doncaster.
- Moorhouse Siding No. 1 to Frickley Colliery Branch.

In addition the following signals have been dispensed with:—

- Down Frickley Colliery Branch Home.
- Down Frickley Colliery Branch Distant.
- Ground position light signal, applying Down Doncaster to Up Doncaster (shown provided on 2 August 1970).
- Up Doncaster line semaphore Starting signal. (35/36)

*** * FITZWILLIAM**

The signal box and ground frame and all associated signals have been abolished and all connections secured out of use in the normal position pending removal. (33)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****LEDSTON AND ALLERTON MAIN**

The Single Line between Ledston and Allerton Main, together with the running line from Allerton Main to Bowers Opencastr, has become a Single Line throughout and worked in accordance with the regulations for 'ONE TRAIN WORKING'. The staff is kept in Ledston signal box.

Notice boards worked 'STOP FOR ORDERS' have been provided at each side of the Leeds Road level crossing.

Ledston

The Down Main Starting Signal has been dispensed with and a notice board reading 'ONE TRAIN WORKING AHEAD', applicable to the new Single Line, has been provided 450 yards on the Allerton Main side of Ledston signal box,

A notice board reading 'STOP TELEPHONE', applicable to trains returning to Ledston over the new Single Line, has been provided 1,150 yards before reaching the home signal for that box,

Allerton Main

The signal box, together with associated signals, has been dispensed with and the points (except as shown below) have been secured out of use pending removal. The facing connection to the former Colliery running line has been retained and together with new trap points in the former Single Line from the Garforth direction are worked from a new two lever ground frame (released by train staff). These connections provide access to a siding line approximately 350 yards in length and buffer stops have been provided at the Garforth end.

All other sidings lines have been abolished.

(35/36).

HORNSEA SIDINGS

The ground frame which operated the points leading from Wilmington Branch to Hornsea Sidings has been dispensed with and replaced by hand lever. (34)

**** GRIMETHORPE NEW COALITE PLANT**

The two lever Ground Frame 'A' and the associated colour light signal applicable to the Coalite Running Line, have been dispensed with.

The points leading from the Coalite Sidings, formerly controlled from Ground Frame 'A', have been converted to hand points.

A notice board worded 'Stop—Proceed if Line is Clear' has been provided, to control movements from the Coalite Running Line. (33)

**** HAMMERTON STREET**

Referring to Signalling Notice No. 12, the facing connection Up Main to Arrival Spur has been brought into use, together with the left hand subsidiary signal associated with signal HS62. (33)

**** BETWEEN MILNER ROYD JUNCTION, GREETLAND AND HALIFAX**

Revised signalling has been brought into use between Milner Royd Junction, Greetland and Halifax. Full details are published in Supplementary Notice No. 15 and all concerned must ensure that they have received a copy of this notice. (33)

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.

CONVEYANCE OF MARSHALLING CATEGORY 'Y' MILITARY EXPLOSIVES

Conveyance of Military Explosives

Instructions E1/7, E1/8, E1/9, E1/10 and E1/11 contained in the Working Manual, Section E pink pages B.R. 30054/3 cease to operate from 1 August, 1970. These instructions therefore should be deleted and substituted by the following:—

E1/7 Wagons containing military explosives are labelled with marshalling Category letter J, W or Y or with the words "Safety Class". Such wagons should be marshalled as near the middle of the train as practicable.

E1/8 Wagons containing marshalling Category "Y" military explosives will be labelled with the Exceptional Load Wagon label B.R. 21349/2 and may only be conveyed when accompanied by Form of Advice B.R. 29973.

When there are more than five wagons containing military explosives of marshalling Category "Y", they must be marshalled into groups of five or less. Each group of vehicles must have two barrier wagons containing non-dangerous goods marshalled on either side, empty wagons must not be used as barriers. Block trains must not be re-marshalled.

E1/9 Up to 60 wagons containing military explosives, except explosives of marshalling Category "Y", may be conveyed on any freight train subject to the following conditions:—

Wagons Labelled	Wagons
Safety class alone	60
W alone	60
W + safety class	60
W + not more than five J	60
W + not more than five J + safety class	60
J alone	60
J + safety class	60

Such trains may be made up to full engine load with wagons containing general merchandise providing vehicles containing explosives are separated from other dangerous goods by at least two vehicles containing non-dangerous goods. Empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

E1/10 There must in every case be two barrier wagons or one which is at least 38 feet in length over buffers between the locomotive and the first wagon containing explosives, and behind the last wagon containing explosives or between it and the guard's brake van if one is provided. The barrier wagons at the front of the train must not contain dangerous goods, empty vehicles may be used but instruction C2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

E1/11 Barrier Wagons must be labelled to the same destination as the explosives, except where it is convenient to use barrier wagons containing non-dangerous goods to a point beyond that to which the explosives are labelled.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

DEWSBURY WELLINGTON ROAD

The barrow crossing provided at the Leeds end of the Down and Up Platforms will be brought into use. Drivers to keep a sharp look-out and sound horns when approaching the crossing. (35/36)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

GARFORTH

Black Pit Siding has been spiked out of use pending removal.

(35/36)

★ BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

(37)

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Reduced clearance. Drivers are warned not to put their heads out of the window.**

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

PARK HILL COLLIERY AND LOCKE'S SIDING

The Main to Main Crossover situated at 49m. 73chs. and 49m. 76chs. will be clipped out of use from 23 59 Sunday 9th until 23 59 Sunday 16th, August.

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp look-out and sound whistle/horn on approach.**

(UFN)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

A temporary lead has been installed in the Down Main at 210m. 50chs. for Engineer's use, to give access to a siding adjacent to the Down Main. This connection is clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a Movements Supervisor. (UFN)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA)

Miscellaneous Notices

Page 21

CHARLESWORTH'S TO METHLEY SOUTH

Delete:— heading and item.

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

York
5 August, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

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 AUGUST—NORMANTON STATION NORTH

No.2 Bay will be taken out of use, the connection will be secured reverse pending removal, and the associated signals will be abolished. (38)

DETAILS OF WORK ALREADY CARRIED OUT

* * MOORHOUSE JUNCTION

The trailing crossover between the Down and Up Doncaster lines will be renewed and the existing disc signals replaced by ground position light signals. A position light signal applying from Up Doncaster line has been fitted with a two-way route indicator with the following applications:—

- "M" to Down Doncaster
- "B" to Frickley Colliery Branch.

The ground position light signal Down Doncaster to Up Doncaster has been abolished. (34)

MOORHOUSE JUNCTION

A new connection Down Doncaster to Frickley Colliery Branch has been provided. A new ground position light signal has been provided, adjacent to both this connection and the Shunt Spur No.1 line, together with an associated two-way route indicator applying:—

- M — To Up Doncaster.
- S — To Spur No. 1.

A left hand offset subsidiary signal has been provided on Moorhouse Junction No. 15 signal, applying Down Doncaster to Frickley Colliery Branch.

A two lever ground frame, named Moorhouse Sidings South End Ground Frame, has been provided on the Doncaster side of the signal box. This ground frame controls a new connection between Nos. 1 and 2 Spurs, which has been laid to face movements travelling along Spur No. 1 from Doncaster direction towards Moorhouse Junction signal box. Moorhouse Junction releases the ground frame. A telephone has been provided, communicating with the signal box. The connection between Nos. 1 and 2 Spurs, controlled by the signal box, has been abolished.

A ground position light signal (situated on the Doncaster side of the connection Down Doncaster line to Frickley Colliery Branch) has been provided, applying to movements travelling towards Moorhouse Junction signal box, along No. 1 Spur.

A two lever ground frame, named Moorhouse Siding North End Ground Frame has been provided on the Frickley Colliery side of Moorhouse Junction signal box. This ground frame controls a new connection Frickley Colliery Branch to Moorhouse Siding No. 1 which has been laid to face movements travelling from Frickley Colliery to Moorhouse Junction. A telephone has been provided, communicating with the signal box. Moorhouse Junction releases the ground frame.

The Up Doncaster line semaphore home signal has been renewed as a four aspect colour light signal, 85 yards on the Wakefield Westgate side of the signal box, numbered Moorhouse Junction No. 7. A telephone has been provided, communicating with the signal box. The distance from Distant signal to the new

Up home signal is 1347 yards. The distance from the new home signal to the next stop signal in advance, signal No. S.100 is 1400 yards. A.W.S. equipment has been provided on the approach side of No.7 signal.

Up Doncaster signal No. S.102 is now capable of displaying a red aspect.

The following connections and associated signals have been abolished:—

- Slip, from Mains Crossover, to Frickley Colliery Branch.
- No. 2 Spur to Down Doncaster.
- No. 1 Spur to Down Doncaster.
- Moorhouse Siding No. 1 to Frickley Colliery Branch.

In addition the following signals have been dispensed with:—

- Down Frickley Colliery Branch Home.
- Down Frickley Colliery Branch Distant.
- Ground position light signal, applying Down Doncaster to Up Doncaster (shown provided on 2 August 1970).
- Up Doncaster line semaphore Starting signal. (35/36)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****LEDSTON AND ALLERTON MAIN**

The Single Line between Ledston and Allerton Main, together with the running line from Allerton Main to Bowers Opencast, has become a Single Line throughout and worked in accordance with the regulations for 'ONE TRAIN WORKING'. The staff is kept in Ledston signal box.

Notice boards worked 'STOP FOR ORDERS' have been provided at each side of the Leeds Road level crossing.

Ledston

The Down Main Starting Signal has been dispensed with and a notice board reading 'ONE TRAIN WORKING AHEAD', applicable to the new Single Line, has been provided 450 yards on the Allerton Main side of Ledston signal box.

A notice board reading 'STOP TELEPHONE', applicable to trains returning to Ledston over the new Single Line, has been provided 1,150 yards before reaching the home signal for that box.

Allerton Main

The signal box, together with associated signals, has been dispensed with and the points (except as shown below) have been secured out of use pending removal. The facing connection to the former Colliery running line has been retained and together with new trap points in the former Single Line from the Garforth direction are worked from a new two lever ground frame (released by train staff). These connections provide access to a siding line approximately 350 yards in length and buffer stops have been provided at the Garforth end.

All other sidings lines have been abolished.

(35/36).

**** HORNSEA SIDINGS**

The ground frame which operated the points leading from Wilmington Branch to Hornsea Sidings has been dispensed with and replaced by hand lever. (34)

BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION

The Single Line between Methley South and Charlesworth has been re-aligned over the former Up Main line and connections have been provided at Charlesworth to maintain 'run round' facilities.

The Down and Up Main lines between Methley South and Lofthouse Junction have been retained and converge with the Single Line immediately on the Lofthouse Junction side of the level crossing, these points are spring loaded (hand worked) with normal lay for the Down Main towards Lofthouse Junction.

The temporary 'Staff and Ticket' working has been retained. The staff and tickets are in charge of the Signalman at Lofthouse Junction and the Person in Charge at Charlesworth.

A notice board reading 'DO NOT PASS WITHOUT STAFF OR TICKET' is provided to the left hand side of the Up Main 27 yards before reaching the level crossing.

Lofthouse Junction

The Down Branch distant signal (formerly below Methley South Down Home signal) has been repositioned as a straight post to left hand side of the Down Branch 390 yards before reaching the Down Home signal.

New trap points 5 yards in advance of the Down Home signal are provided and brought into use.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION—continued****Methley South**

The signal box together with all associated points, signals and level crossing gates have been abolished.

The level crossing has been retained as an 'OPEN CROSSING', identified as 'METHLEY SOUTH CROSSING' and the following signs have been provided before reaching the crossing.

	Down Direction	Up Direction
ADVANCED WARNING BOARD (BLACK ST. GEORGES CROSS ON WHITE SQUARE)	880 yards	550 yards
INTERMEDIATE BOARD (HORIZONTAL BLACK BAR ON WHITE CIRCLE)	250 yards	250 yards
ILLUMINATED NOTICE BOARD 'STOP. EXAMINE POINTS AND WHISTLE BEFORE PROCEEDING.'	2 yards	—
ILLUMINATED NOTICE BOARD 'STOP. WHISTLE BEFORE PROCEEDING.'	—	2 yards

The Intermediate Board, shown to be provided 250 yards on each side of the level crossing, and consisting of a horizontal black band on a circular white background, indicates to the Driver that he is approaching a level crossing at which trains must stop, and that a stop board is provided at the crossing. (37)

HUDDERSFIELD

The following connections have been secured out of use in the normal position pending removal:—

Crossover, Down Slow and Shunting Line.

Slip connection, Up Loop to Shunting Line. (37)

DARFIELD STATION

The signal box and all associated equipment has been abolished. (37)

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.
**

CONVEYANCE OF MARSHALLING CATEGORY 'Y' MILITARY EXPLOSIVES

Conveyance of Military Explosives

Instructions E1/7, E1/8, E1/9, E1/10 and E1/11 contained in the Working Manual, Section E pink pages B.R. 30054/3 cease to operate from 1 August, 1970. These instructions therefore should be deleted and substituted by the following:—

E1/7 Wagons containing military explosives are labelled with marshalling Category letter J, W or Y or with the words "Safety Class". Such wagons should be marshalled as near the middle of the train as practicable.

E1/8 Wagons containing marshalling Category "Y" military explosives will be labelled with the Exceptional Load Wagon label B.R. 21349/2 and may only be conveyed when accompanied by Form of Advice B.R. 29973.

When there are more than five wagons containing military explosives of marshalling Category "Y", they must be marshalled into groups of five or less. Each group of vehicles must have two barrier wagons containing non-dangerous goods marshalled on either side, empty wagons must not be used as barriers. Block trains must not be re-marshalled.

E1/9 Up to 60 wagons containing military explosives, except explosives of marshalling Category "Y", may be conveyed on any freight train subject to the following conditions:—

Wagons Labelled	Wagons
Safety class alone	60
W alone	60
W + safety class	60
W + not more than five J	60
W + not more than five J + safety class	60
J alone	60
J - safety class	60

Such trains may be made up to full engine load with wagons containing general merchandise providing vehicles containing explosives are separated from other dangerous goods by at least two vehicles containing non-dangerous goods. Empty vehicles may be used but Instruction C.2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

E1/10 There must in every case be two barrier wagons or one which is at least 38 feet in length over buffers between the locomotive and the first wagon containing explosives, and behind the last wagon containing explosives or between it and the guard's brake van if one is provided. The barrier wagons at the front of the train must not contain dangerous goods, empty vehicles may be used but instruction C2/2 of the White Portion to B.R. 30054/6 Working Manual must be observed.

E1/11 Barrier Wagons must be labelled to the same destination as the explosives, except where it is convenient to use barrier wagons containing non-dangerous goods to a point beyond that to which the explosives are labelled.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

DEWSBURY WELLINGTON ROAD

The barrow crossing provided at the Leeds end of the Down and Up Platforms will be brought into use. Drivers to keep a sharp look-out and sound horns when approaching the crossing. (35/36)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

GARFORTH

Black Pit Siding has been spiked out of use pending removal.

(35/36)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

(37)

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Reduced clearance. Drivers are warned not to put their heads out of the window.**

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp look-out and sound whistle/horn on approach.**

(UFN)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

A temporary lead has been installed in the Down Main at 210m. 50chs. for Engineer's use, to give access to a siding adjacent to the Down Main. This connection is clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a Movements Supervisor. (UFN)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA)

Miscellaneous Notices
Page 21

CHARLESWORTH'S TO METHLEY SOUTH

Delete:— heading and item.

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

York
14 August, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

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 AUGUST—THORPE MARSH POWER STATION

The following points will be disconnected:—

- 2 Reception to Departure Line
- 3 Departure to Reception Line

The following signals will be disconnected and all movements will be hand signalled until the new connections are brought into use.

- 1 Reception Line Arrival
- 4 Reception Line Departure
- 5 Departure Line to Departure Line or Emergency Departure Loop. (39)

THURSDAY 3 SEPTEMBER—HARROGATE SOUTH

The Signal applying Up Main to Down Main and to Bay Platform will be fitted with an additional Route Indicator "X" applying Setting Back Up Main to No.4 Platform. (39)

SUNDAY 6 SEPTEMBER—PRINCE OF WALES

The trailing connection from the Down Main leading to the Colliery will be abolished and replaced by a new facing connection on the Up Main.

A left hand offset subsidiary signal will be provided on No.2 Signal (Up Main Home No.1) applying Up Methley Main to Colliery.

The two miniature arm signals reading from the Colliery will be replaced on same site by a ground position light signal together with an associated four way route indicator applying:—

- D—Down Sidings
- G—Down Goods
- M—Down Main
- S—Spur

The ground disc signal furthest from the signal box formerly applying Down Methley Main or to Up Methley Main will now apply to Up Methley Main or Colliery.

The ground disc signal at exit from Down Sidings will now apply to Up Main and Colliery.

The ground disc signal nearest to the signal box applying Down Methley Main to Colliery will be abolished. (39)

SUNDAY 6 SEPTEMBER—BETWEEN SNAITH WEST AND RAWCLIFFE STATION

West Cowick level crossing gates will be renewed and will, in future, swing away from the railway.

Miniature red/green lights will be provided on the road approaches either side of the crossing and a telephone will be provided communicating with Snaith West signal box. (39)

SUNDAY 6 SEPTEMBER—THORPE MARSH POWER STATION TO APPLEHURST JUNCTION

Access to and from Thorpe Marsh Power Station will be controlled by Applehurst Junction. For details of the revised layout refer to Special Signalling Notice No.16. All concerned must ensure they receive a copy of this notice. (39)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****SUNDAY 6 SEPTEMBER—SKELLOW JUNCTION**

The connection Goods line to Up Sidings will be secured in the reverse position pending removal.

The following signals will be dispensed with:—

- Goods to Empty Sidings
- Shunting Empty Sidings
- Goods to Up Branch
- Empty Sidings to Goods
- Distant from Bullcroft Junction.

The Junction Indicators associated with the Down Branch Signal No. S51 and Up Main Signal No. S52 will be abolished. (39)

MONDAY 7 SEPTEMBER—BETWEEN LEEDS (WORTLEY JUNCTION) AND KIRKSTALL JUNCTION

Automatic Signal L.51 applicable to the Down Main will be re-designated K.51. (39)

DETAILS OF WORK ALREADY CARRIED OUT**** MOORHOUSE JUNCTION**

A new connection Down Doncaster to Frickley Colliery Branch has been provided. A new ground position light signal has been provided, adjacent to both this connection and the Shunt Spur No.1 line, together with an associated two-way route indicator applying:—

- M — To Up Doncaster.
- S — To Spur No. 1.

A left hand offset subsidiary signal has been provided on Moorhouse Junction No. 15 signal, applying Down Doncaster to Frickley Colliery Branch.

A two lever ground frame, named Moorhouse Sidings South End Ground Frame, has been provided on the Doncaster side of the signal box. This ground frame controls a new connection between Nos. 1 and 2 Spurs, which has been laid to face movements travelling along Spur No. 1 from Doncaster direction towards Moorhouse Junction signal box. Moorhouse Junction releases the ground frame. A telephone has been provided, communicating with the signal box. The connection between Nos. 1 and 2 Spurs, controlled by the signal box, has been abolished.

A ground position light signal (situated on the Doncaster side of the connection Down Doncaster line to Frickley Colliery Branch) has been provided, applying to movements travelling towards Moorhouse Junction signal box, along No. 1 Spur.

A two lever ground frame, named Moorhouse Siding North End Ground Frame has been provided on the Frickley Colliery side of Moorhouse Junction signal box. This ground frame controls a new connection Frickley Colliery Branch to Moorhouse Siding No. 1 which has been laid to face movements travelling from Frickley Colliery to Moorhouse Junction. A telephone has been provided, communicating with the signal box. Moorhouse Junction releases the ground frame.

The Up Doncaster line semaphore home signal has been renewed as a four aspect colour light signal, 85 yards on the Wakefield Westgate side of the signal box, numbered Moorhouse Junction No. 7. A telephone has been provided, communicating with the signal box. The distance from Distant signal to the new

Up home signal is 1347 yards. The distance from the new home signal to the next stop signal in advance, signal No. S.100 is 1400 yards. A.W.S. equipment has been provided on the approach side of No.7 signal.

Up Doncaster signal No. S.102 is now capable of displaying a red aspect.

The following connections and associated signals have been abolished:—

- Slip, from Mains Crossover, to Frickley Colliery Branch.
- No. 2 Spur to Down Doncaster.
- No. 1 Spur to Down Doncaster.
- Moorhouse Siding No. 1 to Frickley Colliery Branch.

In addition the following signals have been dispensed with:—

- Down Frickley Colliery Branch Home.
- Down Frickley Colliery Branch Distant.
- Ground position light signal, applying Down Doncaster to Up Doncaster (shown provided on 2 August 1970).
- Up Doncaster line semaphore Starting signal.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

* * LEDSTON AND ALLERTON MAIN

The Single Line between Ledston and Allerton Main, together with the running line from Allerton Main to Bowers Opencast, has become a Single Line throughout and worked in accordance with the regulations for 'ONE TRAIN WORKING'. The staff is kept in Ledston signal box.

Notice boards worked 'STOP FOR ORDERS' have been provided at each side of the Leeds Road level crossing.

Ledston

The Down Main Starting Signal has been dispensed with and a notice board reading 'ONE TRAIN WORKING AHEAD', applicable to the new Single Line, has been provided 450 yards on the Allerton Main side of Ledston signal box.

A notice board reading 'STOP TELEPHONE', applicable to trains returning to Ledston over the new Single Line, has been provided 1,150 yards before reaching the home signal for that box.

Allerton Main

The signal box, together with associated signals, has been dispensed with and the points (except as shown below) have been secured out of use pending removal. The facing connection to the former Colliery running line has been retained and together with new trap points in the former Single Line from the Garforth direction are worked from a new two lever ground frame (released by train staff). These connections provide access to a siding line approximately 350 yards in length and buffer stops have been provided at the Garforth end.

All other sidings lines have been abolished.

(35/36).

BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION

The Single Line between Methley South and Charlesworth has been re-aligned over the former Up Main line and connections have been provided at Charlesworth to maintain 'run round' facilities.

The Down and Up Main lines between Methley South and Lofthouse Junction have been retained and converge with the Single Line immediately on the Lofthouse Junction side of the level crossing, these points are spring loaded (hand worked) with normal lay for the Down Main towards Lofthouse Junction.

The temporary 'Staff and Ticket' working has been retained. The staff and tickets are in charge of the Signalman at Lofthouse Junction and the Person in Charge at Charlesworth.

A notice board reading 'DO NOT PASS WITHOUT STAFF OR TICKET' is provided to the left hand side of the Up Main 27 yards before reaching the level crossing.

Lofthouse Junction

The Down Branch distant signal (formerly below Methley South Down Home signal) has been repositioned as a straight post to left hand side of the Down Branch 390 yards before reaching the Down Home signal.

New trap points 5 yards in advance of the Down Home signal are provided and brought into use.

Methley South

The signal box together with all associated points, signals and level crossing gates have been abolished.

The level crossing has been retained as an 'OPEN CROSSING', identified as 'METHLEY SOUTH CROSSING' and the following signs have been provided before reaching the crossing.

	Down Direction	Up Direction
ADVANCED WARNING BOARD (BLACK ST. GEORGES CROSS ON WHITE SQUARE)	880 yards	550 yards
INTERMEDIATE BOARD (HORIZONTAL BLACK BAR ON WHITE CIRCLE)	250 yards	250 yards
ILLUMINATED NOTICE BOARD 'STOP. EXAMINE POINTS AND WHISTLE BEFORE PROCEEDING.'	2 yards	—
ILLUMINATED NOTICE BOARD 'STOP. WHISTLE BEFORE PROCEEDING.'	—	2 yards

The Intermediate Board, shown to be provided 250 yards on each side of the level crossing, and consisting of a horizontal black band on a circular white background, indicates to the Driver that he is approaching a level crossing at which trains must stop, and that a stop board is provided at the crossing.

(37)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

HUDDERSFIELD

The following connections have been secured out of use in the normal position pending removal:—
 Crossover, Down Slow and Shunting Line.
 Slip connection, Up Loop to Shunting Line. (37)

DARFIELD STATION

The signal box and all associated equipment has been abolished. (37)

NORMANTON STATION NORTH

No. 2 Bay has been taken out of use, the connection secured reverse pending removal, and the associated signals abolished. (38)

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.

ALTERATIONS TO GENERAL APPENDIX

★ Page 76 (Page 47 Supp. No. 3)

COUPLING AND UNCOUPLING OF VEHICLES

Clause 2.5 – delete second paragraph.

★ Pages 98/99 (Pages 52/53 of Supp. No. 3)

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS

Delete entries and Substitute the following:—

1. CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS

- 1.1 Bogie coaching stock and all coaching brake vans must be marshalled next to the locomotive.
- 1.2 Coaching stock must be marshalled in the fitted portion of partially-fitted freight trains.
- 1.3 Four-wheeled vehicles with a wheelbase of less than 15 feet must not be placed between bogie coaching stock.
- 1.4 Exceptional care must be exercised during shunting operations and in all cases the screw couplings must be in use.
- 1.5 **Passenger-carrying vehicles, including sleeping cars and catering vehicles, must not be conveyed on any freight train unless authorised by the Regional Operating/Movements Manager.**

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

* * DEWSBURY WELLINGTON ROAD

The barrow crossing provided at the Leeds end of the Down and Up Platforms has been brought into use. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.** (35/36)

★ BRAMHOPE TUNNEL

Contractors are repairing Bramhope Tunnel between 5m. 65chs. and 6m. 72chs. Scaffolding and rail centres will cause **restricted clearance and trainmen are warned not to put their heads out of the window.** (U.F.N.)

Commencing Tuesday 1 September.

* * GARFORTH

Black Pit Siding has been spiked out of use pending removal. (35/36)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level. (37)

Drivers must be prepared to stop and draw forward on Handsignalman's instructions.

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Reduced clearance. Drivers are warned not to put their heads out of the window.**

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp look-out and sound whistle/horn on approach.** (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Hulbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

A temporary lead has been installed in the Down Main at 210m. 50chs. for Engineer's use, to give access to a siding adjacent to the Down Main. This connection is clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a Movements Supervisor. (UFN)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA)

Miscellaneous Notices
Page 21

CHARLESWORTH'S TO METHLEY SOUTH

Delete:— heading and item.

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

York
21 August, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

NE/S: 37/1970

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 SEPTEMBER : BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

The Down Main between 209m. 53chs. and 210m. 49chs will be re-aligned approximately 11 feet to the left of its present position (40)

MONDAY 14 SEPTEMBER - HALIFAX GOODS YARD

No. 8 Siding in Church Street Coal Yard and Cape Horn Siding will be secured out of use pending removal. (40)

DETAILS OF WORK ALREADY CARRIED OUT

HARROGATE SOUTH

The Signal applying Up Main to Down Main and to Bay Platform has been fitted with an additional Route Indicator "X" applying Setting Back Up Main to No. 4 Platform.

SANDHILL LEVEL CROSSING (BETWEEN THORPE GATES AND SELBY WEST)

Whistle boards have been erected 250 yards either side of the level crossing. (New Item) (39)

PRINCE OF WALES

The trailing connection from the Down Main leading to the Colliery has been abolished and replaced by a new facing connection on the Up Main.

A left hand offset subsidiary signal has been provided on No.2 Signal (Up Main Home No.1) applying Up Methley Main to Colliery.

The two miniature arm signals reading from the Colliery have been replaced on same site by a ground position light signal together with an associated four way route indicator applying:-

- D-Down Sidings
- G-Down Goods
- M-Down Main
- S-Spur

The ground disc signal furthest from the signal box formerly applied Down Methley Main or to Up Methley Main now applies to Up Methley Main or Colliery.

The ground disc signal at exit from Down Sidings now applies to Up Main and Colliery.

The ground disc signal nearest to the signal box applying Down Methley Main to Colliery has been abolished. (39)

BETWEEN SNAITH WEST AND RAWCLIFFE STATION

West Cowick level crossing gates have been renewed.

Miniature red/green lights have been provided on the road approaching either side of the crossing and a telephone has been provided communicating with Snaith West signal box.

Whistle boards have been provided on both sides of the level crossing. (39)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

* * BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION

The Single Line between Methley South and Charlesworth has been re-aligned over the former Up Main line and connections have been provided at Charlesworth to maintain 'run round' facilities.

The Down and Up Main lines between Methley South and Lofthouse Junction have been retained and converge with the Single Line immediately on the Lofthouse Junction side of the level crossing, these points are spring loaded (hand worked) with normal lay for the Down Main towards Lofthouse Junction.

The temporary 'Staff and Ticket' working has been retained. The staff and tickets are in charge of the Signalman at Lofthouse Junction and the Person in Charge at Charlesworth.

A notice board reading 'DO NOT PASS WITHOUT STAFF OR TICKET' is provided to the left hand side of the Up Main 27 yards before reaching the level crossing.

Lofthouse Junction

The Down Branch distant signal (formerly below Methley South Down Home signal) has been repositioned as a straight post to left hand side of the Down Branch 390 yards before reaching the Down Home signal.

New trap points 5 yards in advance of the Down Home signal are provided and brought into use.

Methley South

The signal box together with all associated points, signals and level crossing gates have been abolished.

The level crossing has been retained as an 'OPEN CROSSING', identified as 'METHLEY SOUTH CROSSING' and the following signs have been provided before reaching the crossing.

	Down Direction	Up Direction
ADVANCED WARNING BOARD (BLACK ST. GEORGES CROSS ON WHITE SQUARE)	880 yards	550 yards
INTERMEDIATE BOARD (HORIZONTAL BLACK BAR ON WHITE CIRCLE)	250 yards	250 yards
ILLUMINATED NOTICE BOARD 'STOP. EXAMINE POINTS AND WHISTLE BEFORE PROCEEDING.'	2 yards	—
ILLUMINATED NOTICE BOARD 'STOP. WHISTLE BEFORE PROCEEDING.'	—	2 yards

The Intermediate Board, shown to be provided 250 yards on each side of the level crossing, and consisting of a horizontal black band on a circular white background, indicates to the Driver that he is approaching a level crossing at which trains must stop, and that a stop board is provided at the crossing. (37)

SKELLOW JUNCTION

The connection Goods line to Up Sidings has been secured in the reverse position pending removal.

The following signals have been dispensed with:—

- Goods to Empty Sidings
- Shunting Empty Sidings
- Goods to Up Branch
- Empty Sidings to Goods
- Distant from Bullcroft Junction.

The Junction Indicators associated with the Down Branch Signal No.S51 and Up Main Signal No.S52 have been abolished. (39)

THORPE MARSH POWER STATION TO APPLEHURST JUNCTION

Access to and from Thorpe Marsh Power Station is now controlled by Applehurst Junction. For details of the revised layout refer to Special Signalling Notice No.16. All concerned must ensure they receive a copy of this notice. (39)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****THORPE MARSH POWER STATION**

The following points have been disconnected:—

- 2 Reception to Departure Line
- 3 Departure to Reception Line

The following signals have been disconnected and all movements are being hand signalled until the new connections are brought into use.

- 1 Reception Line Arrival
- 4 Reception Line Departure
- 5 Departure Line to Departure Line or Emergency Departure Loop. (39)

**** HUDDERSFIELD**

The following connections have been secured out of use in the normal position pending removal:—

- Crossover, Down Slow and Shunting Line.
- Slip connection, Up Loop to Shunting Line. (37)

**** DARFIELD STATION**

The signal box and all associated equipment has been abolished. (37)

NORMANTON STATION NORTH

No. 2 Bay has been taken out of use, the connection secured reverse pending removal, and the associated signals abolished. (38)

BETWEEN LEEDS (WORTLEY JUNCTION) AND KIRKSTALL JUNCTION

Automatic Signal L.51 applicable to the Down Main has been re-designated K.51. (39)

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.

ALTERATIONS TO GENERAL APPENDIX

Page 76 (Page 47 Supp. No. 3)

COUPLING AND UNCOUPLING OF VEHICLES

Clause 2.5 – ~~delete~~ second paragraph.

Pages 98/99 (Pages 52/53 of Supp. No. 3)

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS

Delete entries and Substitute the following:—

1. CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS

- 1.1 Bogie coaching stock and all coaching brake vans must be marshalled next to the locomotive.
- 1.2 Coaching stock must be marshalled in the fitted portion of partially-fitted freight trains.
- 1.3 Four-wheeled vehicles with a wheelbase of less than 15 feet must not be placed between bogie coaching stock.
- 1.4 Exceptional care must be exercised during shunting operations and in all cases the screw couplings must be in use.
- 1.5 Passenger-carrying vehicles, including sleeping cars and catering vehicles, must not be conveyed on any freight train unless authorised by the Regional Operating/Movements Manager.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**SPEED OF TRAINS OVER SWING BRIDGES**

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of **axles** on the vehicle) are subject to a maximum permissible speed of **40 m.p.h.** when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

BRAMHOPE TUNNEL

Contractors are repairing Bramhope Tunnel between 5m. 65chs. and 6m. 72chs. Scaffolding and rail centres will cause **restricted clearance and trainmen are warned not to put their heads out of the window.** (U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level. (37)

Drivers must be prepared to stop and draw forward on Handsignalman's instructions.

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. **Reduced clearance. Drivers are warned not to put their heads out of the window.**

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp look-out and sound whistle/horn on approach.** (UFN)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

A temporary lead has been installed in the Down Main at 210m. 50chs. for Engineer's use, to give access to a siding adjacent to the Down Main. This connection is clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a Movements Supervisor. (UFN)

★ CONVEYANCE OF BOGIE PALLET VANS FOR SHELLSTAR LTD.

Before this type of vehicle is accepted for conveyance, either loaded or empty, the Area Manager responsible for the Depot, or his nominated representative at the originating point, must ensure a certificate is obtained from Shellstar Ltd. stating that the bogie pallet van/vans is/are correctly loaded and secured safe for despatch, and the Guard of the train must be advised that the certificate has been received for such vehicles on his train.

The certificate must be retained by the Area Manager concerned for six months. (39)

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA)

Miscellaneous Notices
Page 21

CHARLESWORTH'S TO METHLEY SOUTH

Delete:- heading and item.

★ Page 365

LOCAL INSTRUCTIONS

Amend line heading to read :-

BRAMWITH (EXCLUSIVE) TO ADWICK JUNCTION) (INCLUDING CARCROFT STATION TO SKELLOW JUNCTION) AND APPLEHURST BRANCH

Add:-

THORPE MARSH POWER STATION

This Power Station is worked by the permanently-coupled "raft" discharge system using 26 ton Air Braked hopper wagons without canopies. B.R. locomotives haul trains over the Hopper Lines and discharging is controlled by ground position light signals.

The internal layout over which B.R. trains operate consists of a Reception Line leading to two Hopper Lines ('A' and 'B'), converging into a spur for the use of locomotives to run round trains. The two Hopper Lines are signalled for two-way working. There is also a Departure line leading to the Outlet signal (No.69) at Applehurst Junction. The discharge of trains composed of 26 ton Air Braked Hopper Wagons is only carried out on Hopper Line 'A'.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO EASTERN REGION APPENDIX—(NORTHERN AREA)—continued

Page 365—Add—Thorpe Marsh Power Station—continued

A connection controlled by a 3-lever ground frame and released from the C.E.G.B. Control Room is provided in the Departure line approximately 70 yards on the Appleshurst Junction side of No. 5 signal. This connection leads to 2 Cripples Sidings capable of holding 15 and 13 wagons respectively.

The Weighbridge is situated on a separate loop line, B.R. Locomotives being prohibited from passing over the Weighbridge. All signals and points within the Power Station are power worked from the C.E.G.B. Control Room or operated by ground frames which are electrically released, with the exception of the points from 'B' Hopper line extension leading to the four 'Emergency Storage' Sidings. These points are clipped and padlocked in the normal position, the keys for the padlocks being kept in the custody of the C.E.G.B. Controller.

The wagon door safety catches are released and restored automatically, the hopper doors being opened manually and closed automatically.

Trains for discharge will arrive via the Reception line from Appleshurst Junction, proceed to No. 1 colour light signal, thence via the right hand line to Signal No. 7 or via the left hand line to signal No. 8 pending entrance to the Hopper. At signal No. 7 or No. 8 the Driver must bring his train to a stand and engage the Automatic Slow Speed Control, set for ½ m.p.h. whether or not the signal concerned is showing a proceed aspect. When the signal is cleared, the train must be drawn forward to Signal A.1 at that speed. Only one train at a time is allowed over the Hopper.

The series of ground signals beyond the Hopper are for controlling movements of trains during discharge. Drivers must stop with the front of the locomotive opposite signal A.1. The C.E.G.B. staff will then discharge the wagons standing over the Hopper. The Signals on the line are operated by a Master Switch so that they will all display either an 'ON' or 'OFF' aspect.

When the signal display an 'ON' aspect all movements must **STOP IMMEDIATELY**. When an 'OFF' aspect is displayed and unloading operations are taking place, the train must proceed only as far as the next ground signal and STOP. The C.E.G.B. Controller will then replace the signals to the 'ON' position until he is ready to allow the train to proceed to the next signal. When unloading is completed the ground signals will then be cleared to authorise the Driver to proceed to colour light signal No. 17. The Driver will then be authorised by subsidiary signal to work the locomotive into the Spur and run round via the empty Hopper line and the crossover points on the approach side of the Hopper House.

The Guard must remain on the locomotive until discharge is completed and uncouple the locomotive prior to running round, also, on completion of the running round operation, he must re-couple the locomotive to the empty train and carry out the 'simple' brake test as laid down in the General Appendix.

The Carriage and Wagon Examiner must inform the Guard and the C.E.G.B. Controller whether the train is in order to depart or if there are any defective wagons to be detached giving full details of the number and position of such defective wagons. If there are no defective vehicles to be detached the Carriage and Wagon Examiner will be responsible for carrying out the provisions of Rule 131 (i). In the event of there being no Examiner on duty, the Guard will be responsible for carrying out the provisions of Rule 131 (i) after the train has been discharged.

When, however, there are any defective vehicles to be detached into the Cripples Sidings, which will include vehicles on which the hopper doors cannot be closed after discharge, the Guard must then instruct the Driver and also make the necessary arrangements with the C.E.G.B. Controller, by telephone.

After the detaching movement into the Cripples Sidings has been completed and the Ground Frame levers have been restored to the normal position, the Guard will be responsible for re-forming the train, carrying out the 'simple' brake test and also for carrying out the provisions of Rule 131 (i) When this has been done and the train is ready to proceed, the Guard must advise the C.E.G.B. Controller. Departing trains must travel to Appleshurst Junction over the Departure line.

Wagons detached into the Cripples Sidings because the bottom doors could not be closed after discharge will be moved by means of Local Trip Working Engines to either Doncaster or Knottingley for C. & W. attention as necessary. Rule 115 (a) is modified accordingly in respect of such working.

If it becomes necessary for snow ploughs, either independent or fitted to locomotives, to operate on C.E.G.B. lines they must in no circumstances work over the Weighbridge or the Track Hoppers unless directly supervised by the C.E.G.B. Shift Foreman.

In the event of an emergency when coal cannot be discharged into the Hopper, it may be necessary for loaded trains to be put off into the Emergency Storage Sidings. If this occurs, Drivers will be instructed accordingly by the C.E.G.B. Controller.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
ALTERATIONS TO EASTERN REGION APPENDIX—(NORTHERN AREA)—continued.

Page 365—Add—Thorpe Marsh Power Station—continued

Speed Limits

B.R. trains must not exceed the following speed limits:—

Over Track Hoppers	½ M.P.H. (when discharging)
Over Track Hoppers	5 M.P.H. (light locomotive or empty train)
Remainder of Power Station lines	15 M.P.H.

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

York
2 SEPTEMBER, 1970.

MO.45/NES

F.J. BURGE
Chief Operating 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**SATURDAY and SUNDAY 19 and 20 SEPTEMBER—BETWEEN HUDDERSFIELD AND HEATON LODGE JUNCTION**

Revised signalling will be brought into use. Full details are published in Signalling Notice No. 18 and all staff concerned must ensure that they receive a copy of this notice. (41)

SUNDAY 20 SEPTEMBER – BETWEEN SNAITH WEST AND RAWCLIFFE STATION

East Cowick level crossing gates will be renewed. Miniature Red/Green lights will be provided on the road approaches either side of the crossing and a telephone will be provided communicating with Snaith West signal box.

Whistle boards will be provided on either side of the crossing. (41)

MONDAY 21 SEPTEMBER – GASCOIGNE WOOD DOWN YARD

The crossover between No. 1 Reception and the Hump will be secured out of use pending removal. (41)

DETAILS OF WORK ALREADY CARRIED OUT**BARLBY NORTH**

The connection Down Slow to Down Main has been secured out of use pending removal. (New Item) (41)

HARROGATE SOUTH

The Signal applying Up Main to Down Main and to Bay Platform has been fitted with an additional Route Indicator "X" applying Setting Back Up Main to No. 4 Platform. (39)

ANDHILL LEVEL CROSSING (BETWEEN THORPE GATES AND SELBY WEST)

Whistle boards have been erected 250 yards either side of the level crossing. (39)

PRINCE OF WALES

The trailing connection from the Down Main leading to the Colliery has been abolished and replaced by a new facing connection on the Up Main.

A left hand offset subsidiary signal has been provided on No.2 Signal (Up Main Home No.1) applying Up Methley Main to Colliery.

The two miniature arm signals reading from the Colliery have been replaced on same site by a ground position light signal together with an associated four way route indicator applying:—

D—Down Sidings

G—Down Goods

M—Down Main

S—Spur

The ground disc signal furthest from the signal box formerly applied Down Methley Main or to Up Methley Main now applies to Up Methley Main or Colliery.

The ground disc signal at exit from Down Sidings now applies to Up Main and Colliery.

The ground disc signal nearest to the signal box applying Down Methley Main to Colliery has been abolished. (39)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN SNAITH WEST AND RAWCLIFFE STATION**

West Cowick level crossing gates have been renewed.

Miniature red/green lights have been provided on the road approaching either side of the crossing and a telephone has been provided communicating with Snaith West signal box.

Whistle boards have been provided on both sides of the level crossing. (39)

SKELLOW JUNCTION

The connection Goods line to Up Sidings has been secured in the reverse position pending removal.

The following signals have been dispensed with:—

- Goods to Empty Sidings
- Shunting Empty Sidings
- Goods to Up Branch
- Empty Sidings to Goods
- Distant from Bullcroft Junction.

The Junction Indicators associated with the Down Branch Signal No.S51 and Up Main Signal No.S52 have been abolished. (39)

THORPE MARSH POWER STATION TO APPLEHURST JUNCTION

Access to and from Thorpe Marsh Power Station is now controlled by Applehurst Junction. For details of the revised layout refer to Special Signalling Notice No.16. All concerned must ensure they receive a copy of this notice. (39)

THORPE MARSH POWER STATION

The following points have been disconnected:—

- 2 Reception to Departure Line
- 3 Departure to Reception Line

The following signals have been disconnected and all movements are being hand signalled until the new connections are brought into use.

- 1 Reception Line Arrival
- 4 Reception Line Departure
- 5 Departure Line to Departure Line or Emergency Departure Loop. (39)

**** NORMANTON STATION NORTH**

No. 2 Bay has been taken out of use, the connection secured reverse pending removal, and the associated signals abolished. (38)

HALIFAX GOODS YARD

No.8 Siding in Church Street Coal Yard and Cape Horn Siding have been secured out of use pending removal. (40)

BETWEEN LEEDS (WORTLEY JUNCTION) AND KIRKSTALL JUNCTION

Automatic Signal L.51 applicable to the Down Main has been re-designated K.51. (39)

BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

The Down Main between 209m. 53chs. and 210m. 49chs. has been re-aligned approximately 11 feet to the left of its former position. (40)

SECTION D

NES-30

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.

ALTERATIONS TO GENERAL APPENDIX

Page 76 (Page 47 Supp. No. 3)

COUPLING AND UNCOUPLING OF VEHICLES

Clause 2.5 – delete second paragraph.

Pages 98/99 (Pages 52/53 of Supp. No. 3)

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS

Delete entries and Substitute the following:—

1. CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS

- 1.1 Bogie coaching stock and all coaching brake vans must be marshalled next to the locomotive.
- 1.2 Coaching stock must be marshalled in the fitted portion of partially-fitted freight trains.
- 1.3 Four-wheeled vehicles with a wheelbase of less than 15 feet must not be placed between bogie coaching stock.
- 1.4 Exceptional care must be exercised during shunting operations and in all cases the screw couplings must be in use.
- 1.5 Passenger-carrying vehicles, including sleeping cars and catering vehicles, must not be conveyed on any freight train unless authorised by the Regional Operating/Movements Manager.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

BRAMHOPE TUNNEL

Contractors are repairing Bramhope Tunnel between 5m. 65chs. and 6m. 72chs. Scaffolding and rail centres will cause restricted clearance and trainmen are warned not to put their heads out of the window. (U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level. (U.F.N.)

Drivers must be prepared to stop and draw forward on Handsignalman's instructions.

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. Reduced clearance. Drivers are warned not to put their heads out of the window.

BETWEEN HULL WEST PARADE AND WALTON STREET SIGNAL BOXES

Contractors vehicles are using a temporary level crossing at 0 miles 60 chains over Up and Down lines between 08 00 hours and 17 00 hours daily.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**BETWEEN ELLAND AND HEATON LODGE JUNCTION**

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. Drivers to keep a sharp look-out and sound horns when approaching the crossing.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. Drivers to keep a sharp lookout and sound horns when approaching the crossing.

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. Drivers must keep a sharp look-out and sound whistle/horn on approach. (UFN)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. Drivers to keep a sharp lookout.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

A temporary lead has been installed in the Down Main at 210m. 50chs. for Engineer's use, to give access to a siding adjacent to the Down Main. This connection is clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a Movements Supervisor. (UFN)

CONVEYANCE OF BOGIE PALLET VANS FOR SHELLSTAR LTD.

Before this type of vehicle is accepted for conveyance, either loaded or empty, the Area Manager responsible for the Depot, or his nominated representative at the originating point, must ensure a certificate is obtained from Shellstar Ltd. stating that the bogie pallet van/vans is/are correctly loaded and secured safe for despatch, and the Guard of the train must be advised that the certificate has been received for such vehicles on his train.

The certificate must be retained by the Area Manager concerned for six months

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA)

Miscellaneous Notices

Page 21

CHARLESWORTH'S TO METHLEY SOUTH

Delete:— heading and item.

Page 365

LOCAL INSTRUCTIONS

Amend line heading to read :—**BRAMWITH (EXCLUSIVE) TO ADWICK JUNCTION) (INCLUDING CARCROFT STATION TO SKELLOW JUNCTION) AND APPLEHURST BRANCH****Add:**—**THORPE MARSH POWER STATION**

This Power Station is worked by the permanently-coupled "raft" discharge system using 26 ton Air Braked hopper wagons without canopies. B.R. locomotives haul trains over the Hopper Lines and discharging is controlled by ground position light signals.

The internal layout over which B.R. trains operate consists of a Reception Line leading to two Hopper Lines ('A' and 'B'), converging into a spur for the use of locomotives to run round trains. The two Hopper Lines are signalled for two-way working. There is also a Departure line leading to the Outlet signal (No.69) at Applehurst Junction. The discharge of trains composed of 26 ton Air Braked Hopper Wagons is only carried out on Hopper Line 'A'.

A connection controlled by a 3-lever ground frame and released from the C.E.G.B. Control Room is provided in the Departure line approximately 70 yards on the Applehurst Junction side of No.5 signal. This connection leads to 2 Cripples Sidings capable of holding 15 and 13 wagons respectively.

The Weighbridge is situated on a separate loop line, B.R. locomotives being prohibited from passing over the Weighbridge. All signals and points within the Power Station are power worked from the C.E.G.B. Control Room or operated by ground frames which are electrically released, with the exception of the points from 'B' Hopper line extension leading to the four 'Emergency Storage' Sidings. These points are clipped and padlocked in the normal position, the keys for the padlocks being kept in the custody of the C.E.G.B. Controller.

The wagon door safety catches are released and restored automatically, the hopper doors being opened manually and closed automatically.

Trains for discharge will arrive via the Reception line from Applehurst Junction, proceed to No.1 colour light signal, thence via the right hand line to Signal No.7 or via the left hand line to signal No.8 pending entrance to the Hopper. At signal No.7 or No.8 the Driver must bring his train to a stand and engage the Automatic Slow Speed Control, set for ½ m.p.h. whether or not the signal concerned is showing a proceed aspect. When the signal is cleared, the train must be drawn forward to Signal A.1 at that speed. Only one train at a time is allowed over the Hopper.

The series of ground signals beyond the Hopper are for controlling movements of trains during discharge. Drivers must stop with the front of the locomotive opposite signal A.1. The C.E.G.B. staff will then discharge the wagons standing over the Hopper. The Signals on the line are operated by a Master Switch so that they will all display either an 'ON' or 'OFF' aspect.

When the signal display an 'ON' aspect all movements must **STOP IMMEDIATELY**. When an 'OFF' aspect is displayed and unloading operations are taking place, the train must proceed only as far as the next ground signal and STOP. The C.E.G.B. Controller will then replace the signals to the 'ON' position until he is ready to allow the train to proceed to the next signal. When unloading is completed the ground signals will then be cleared to authorise the Driver to proceed to colour light signal No.17. The Driver will then be authorised by subsidiary signal to work the locomotive into the Spur and run round via the empty Hopper line and the crossover points on the approach side of the Hopper House.

The Guard must remain on the locomotive until discharge is completed and uncouple the locomotive prior to running round, also, on completion of the running round operation, he must re-couple the locomotive to the empty train and carry out the 'simple' brake test as laid down in the General Appendix.

The Carriage and Wagon Examiner must inform the Guard and the C.E.G.B. Controller whether the train is in order to depart or if there are any defective wagons to be detached giving full details of the number and position of such defective wagons. If there are no defective vehicles to be detached the Carriage and Wagon Examiner will be responsible for carrying out the provisions of Rule 131 (i). In the event of there being no Examiner on duty, the Guard will be responsible for carrying out the provisions of Rule 131 (i) after the train has been discharged.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET (NORTHERN AREA)—continued

Page 365—Add—Thorpe Marsh Power Station—continued

When, however, there are any defective vehicles to be detached into the Cripples Sidings, which will include vehicles on which the hopper doors cannot be closed after discharge, the Guard must then instruct the Driver and also make the necessary arrangements with the C.E.G.B. Controller, by telephone.

After the detaching movement into the Cripples Sidings has been completed and the Ground Frame levers have been restored to the normal position, the Guard will be responsible for re-forming the train, carrying out the 'simple' brake test and also for carrying out the provisions of Rule 131 (i) When this has been done and the train is ready to proceed, the Guard must advise the C.E.G.B. Controller. Departing trains must travel to Applehurst Junction over the Departure line.

Wagons detached into the Cripples Sidings because the bottom doors could not be closed after discharge will be moved by means of Local Trip Working Engines to either Doncaster or Knottingley for C. & W. attention as necessary. Rule 115 (a) is modified accordingly in respect of such working.

If it becomes necessary for snow ploughs, either independent or fitted to locomotives, to operate on C.E.G.B. lines they must in no circumstances work over the Weighbridge or the Track Hoppers unless directly supervised by the C.E.G.B. Shift Foreman.

In the event of an emergency when coal cannot be discharged into the Hopper, it may be necessary loaded trains to be put off into the Emergency Storage Sidings. If this occurs, Drivers will be instructed accordingly by the C.E.G.B. Controller.

Speed Limits

B.R. trains must not exceed the following speed limits:—

Over Track Hoppers	½ M.P.H. (when discharging)
Over Track Hoppers	5 M.P.H. (light locomotive or empty train)
Remainder of Power Station lines	15 M.P.H.

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

York
9 SEPTEMBER, 1970.

MO.45/NES

F.J. BURGE
Chief Operating 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 27 SEPTEMBER - THORNHILL JUNCTION

The following signals will be dispensed with:-

No. 51 Down Siding to Down Branch Siding

No. 48 Up Sidings Shunting Neck

(42)

SUNDAY 27 SEPTEMBER - GARFORTH

The points to Black Pit Up Siding will be secured in the normal position pending removal and the associated signals will be abolished.

(42)

DETAILS OF WORK ALREADY CARRIED OUT

BARLBY NORTH

The connection Down Slow to Down Main has been secured out of use pending removal.

(41)

*
** HARROGATE SOUTH

The Signal applying Up Main to Down Main and to Bay Platform has been fitted with an additional Route Indicator "X" applying Setting Back Up Main to No. 4 Platform.

(39)

GASCOIGNE WOOD DOWN YARD

The crossover between No. 1 Reception and the Hump have been secured out of use pending removal.

(41)

*
** SANDHILL LEVEL CROSSING (BETWEEN THORPE GATES AND SELBY WEST)

Whistle boards have been erected 250 yards either side of the level crossing.

(39)

*
** PRINCE OF WALES

The trailing connection from the Down Main leading to the Colliery has been abolished and replaced by a new facing connection on the Up Main.

A left hand offset subsidiary signal has been provided on No.2 Signal (Up Main Home No.1) applying Up Methley Main to Colliery.

The two miniature arm signals reading from the Colliery have been replaced on same site by a ground position light signal together with an associated four way route indicator applying:-

D-Down Sidings

G-Down Goods

M-Down Main

S-Spur

The ground disc signal furthest from the signal box formerly applied Down Methley Main or to Up Methley Main now applies to Up Methley Main or Colliery.

The ground disc signal at exit from Down Sidings now applies to Up Main and Colliery.

The ground disc signal nearest to the signal box applying Down Methley Main to Colliery has been abolished.

(39)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

** BETWEEN SNAITH WEST AND RAWCLIFFE STATION

West Cowick level crossing gates have been renewed.

Miniature red/green lights have been provided on the road approaching either side of the crossing and a telephone has been provided communicating with Snaith West signal box.

Whistle boards have been provided on both sides of the level crossing. (39)

BETWEEN SNAITH WEST AND RAWCLIFFE STATION

East Cowick level crossing gates have been renewed. Miniature Red/Green lights have been provided on the road approaches either side of the crossing and a telephone provided communicating with Snaith West signal box.

Whistle boards have been provided on either side of the crossing. (41)

* SKELLOW JUNCTION

The connection Goods line to Up Sidings has been secured in the reverse position pending removal.

The following signals have been dispensed with:—

- Goods to Empty Sidings
- Shunting Empty Sidings
- Goods to Up Branch
- Empty Sidings to Goods
- Distant from Bullcroft Junction.

The Junction Indicators associated with the Down Branch Signal No. S51 and Up Main Signal No. S52 have been abolished. (39)

* THORPE MARSH POWER STATION TO APPLEHURST JUNCTION

Access to and from Thorpe Marsh Power Station is now controlled by Applehurst Junction. For details of the revised layout refer to Special Signalling Notice No. 16. All concerned must ensure they have received a copy of this notice. (39)

METHLEY SOUTH LEVEL CROSSING (BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION)

The illuminated notice board on the Lofthouse Junction side of the crossing worded 'STOP. WHISTLE BEFORE PROCEEDING' has been repositioned 30 yards from the level crossing. (New item) (42)

HALIFAX GOODS YARD

No.8 Siding in Church Street Coal Yard and Cape Horn Siding have been secured out of use pending removal. (40)

BETWEEN HUDDERSFIELD AND HEATON LODGE JUNCTION

Revised signalling has been brought into use. Full details are published in Signalling Notice No. 18 and all staff concerned must ensure that they have received a copy of this notice. (41)

* BETWEEN LEEDS (WORTLEY JUNCTION) AND KIRKSTALL JUNCTION

Automatic Signal L.51 applicable to the Down Main has been re-designated K.51. (39)

BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

The Down Main between 209m. 53chs. and 210m. 49chs. has been re-aligned approximately 11 feet to the left of its former position. (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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

★ YORK YARD NORTH

On Sunday 27 September N.39 points will be temporarily secured out of use, allowing access to Nos.1,2 3 and 4 Up Receptions only. Access to No.5 Up Reception will only be possible from the Skelton end of York Yard and a buffer stop erected, limiting standage to 90 yards.

BRAMHOPE TUNNEL

Contractors are repairing Bramhope Tunnel between 5m. 65chs. and 6m. 72chs. Scaffolding and rail centres will cause restricted clearance and trainmen are warned not to put their heads out of the window. (U.F.N.)

★ BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles will be making extensive use of the Accommodation level Crossing at 35m.35chs. Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level. (U.F.N.)

Drivers must be prepared to stop and draw forward on Handsignalman's instructions.

BOLTON ON DEARNE

Between 07 30 to 18 30 daily. Contractors are driving trench sheeting in cess at bridge No.73 at 16m. 56chs. Reduced clearance. Drivers are warned not to put their heads out of the window.

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. Drivers to keep a sharp look-out and sound horns when approaching the crossing.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. Drivers to keep a sharp lookout and sound horns when approaching the crossing.

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. Drivers must keep a sharp look-out and sound whistle/horn on approach. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Wakefield M.P.D. (all lines)	Contractors demolishing former structures including coaling plant. Mechanical plant in use.	08 00 to 18 00 daily	
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

★ BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

Commencing 08 00 Monday 28 September a temporary level crossing will be installed and brought into use by contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).
Drivers to keep a sharp look-out and sound horns or engine whistles when approaching the crossing.

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

York
18 SEPTEMBER, 1970.

MO.45/NES

F.J. BURGE
Chief Operating 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

MONDAY 5 OCTOBER—SELBY WEST

The connection from the Down Main into Bell and Berry's siding at 0 miles 39 chains will be spiked out of use pending removal.

DETAILS OF WORK ALREADY CARRIED OUT

BARLBY NORTH

The connection Down Slow to Down Main has been secured out of use pending removal.

(41)

THORNHILL JUNCTION

The following signals have been dispensed with:—

- No. 51 Down Siding to Down Branch Siding
- No. 48 Up Sidings Shunting Neck

(42)

GARFORTH

The points to Black Pit Up Siding have been in the normal position pending removal and the associated signals have been abolished.

(42)

GASCOIGNE WOOD DOWN YARD

The crossover between No. 1 Reception and the Hump have been secured out of use pending removal.

(41)

BETWEEN SNAITH WEST AND RAWCLIFFE STATION

East Cowick level crossing gates have been renewed. Miniature Red/Green lights have been provided on the road approaches either side of the crossing and a telephone provided communicating with Snaith West signal box.

Whistle boards have been provided on either side of the crossing.

(41)

METHLEY SOUTH LEVEL CROSSING (BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION)

The illuminated notice board on the Lofthouse Junction side of the crossing worded 'STOP. WHISTLE BEFORE PROCEEDING' has been repositioned 30 yards from the level crossing. (Until further notice)

* * HALIFAX GOODS YARD

No. 8 Siding in Church Street Coal Yard and Cape Horn Siding have been secured out of use pending removal.

(40)

BETWEEN HUDDERSFIELD AND HEATON LODGE JUNCTION

Revised signalling has been brought into use. Full details are published in Signalling Notice No. 18 and all staff concerned must ensure that they have received a copy of this notice.

(41)

* * BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

The Down Main between 209m. 53chs. and 210m. 49chs. has been re-aligned approximately 11 feet to the left of its former position.

(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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N.39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to No. 5 Up Reception is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 90 yards.

BRAMHOPE TUNNEL

Contractors are repairing Bramhope Tunnel between 5m. 65chs. and 6m. 72chs. Scaffolding and rail centres will cause **restricted clearance and trainmen are warned not to put their heads out of the window.** (U.F.N.)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accommodation level Crossing at 35m. 35chs. **Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.**

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions. (U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp look-out and sound whistle/horn on approach.** (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

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

SELBY WEST

The connection from the Down Main into Bell and Berry's siding at 0 miles 39 chains has been spiked out of use pending removal. (43)

* ** BARLBY NORTH

The connection Down Slow to Down Main has been secured out of use pending removal. (41)

THORNHILL JUNCTION

The following signals have been dispensed with:-
No. 51 Down Siding to Down Branch Siding
No. 48 Up Sidings Shunting Neck (42)

GARFORTH

The points to Black Pit Up Siding have been in the normal position pending removal and the associated signals have been abolished. (42)

* ** GASCOIGNE WOOD DOWN YARD

The crossover between No. 1 Reception and the Hump have been secured out of use pending removal. (41)

METHLEY SOUTH

The signal box together with all associated points, signals and level crossing gates have been abolished. The level crossing has been retained as an 'OPEN CROSSING', identified as 'METHLEY SOUTH CROSSING' and the following signs have been provided before reaching the crossing.

	Down Direction	Up Direction
ADVANCED WARNING BOARD (BLACK ST. GEORGES CROSS ON WHITE SQUARE)	880 yards	550 yards
INTERMEDIATE BOARD (HORIZONTAL BLACK BAR ON WHITE CIRCLE)	250 yards	250 yards
ILLUMINATED NOTICE BOARD 'STOP. EXAMINE POINTS AND WHISTLE BEFORE PROCEEDING'.	2 yards	-
ILLUMINATED NOTICE BOARD 'STOP. WHISTLE BEFORE PROCEEDING.'	-	2 yards

The Intermediate Board, shown to be provided 250 yards on each side of the level crossing, and consisting of a horizontal black band on a circular white background, indicates to the Driver that he is approaching a level crossing at which trains must stop, and that a stop board is provided at the crossing. (New item) (44)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued***** BETWEEN SNAITH WEST AND RAWCLIFFE STATION**

East Cowick level crossing gates have been renewed. Miniature Red/Green lights have been provided on the road approaches either side of the crossing and a telephone provided communicating with Snaith West signal box.

Whistle boards have been provided on either side of the crossing. (41)

METHLEY SOUTH LEVEL CROSSING (BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION)

The illuminated notice board on the Lofthouse Junction side of the crossing worded 'STOP. WHISTLE BEFORE PROCEEDING' has been repositioned 30 yards from the level crossing. (Until further notice)

*** BETWEEN HUDDERSFIELD AND HEATON LODGE JUNCTION**

Revised signalling has been brought into use. Full details are published in Signalling Notice No. 18 and all staff concerned must ensure that they have received a copy of this notice. (41)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N.39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to Down and Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 90 yards.

BRAMHOPE TUNNEL

Contractors are repairing Bramhope Tunnel between 5m. 65chs. and 6m. 72chs. Scaffolding and rail centres will cause restricted clearance and trainmen are warned not to put their heads out of the window. (U.F.N.)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accommodation level Crossing at 35m. 35chs. Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. Drivers to keep a sharp look-out and sound horns when approaching the crossing.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. Drivers to keep a sharp lookout and sound horns when approaching the crossing.

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. Drivers must keep a sharp look-out and sound whistle/horn on approach. (UFN)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. Drivers to keep a sharp lookout.

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use by contractors vehicles at 196m. 70 chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN—LOCOMOTIVES STABLED IN SORTING SIDINGS—INWARD YARD HULL

Until further notice:— Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

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

York
2 OCTOBER 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 OCTOBER—WAKEFIELD WESTGATE SOUTH

The Down Main Home colour light route indication 'M' will be abolished. The rear indication 'M' in the Down Main Home and Up Main Home colour light signals will remain unaltered. (45)

SUNDAY 18 OCTOBER—LOFTHOUSE NORTH

A new 4 lever ground frame will be installed on the Up Side, electrically released from Lofthouse North signalbox controlling a new trailing crossover between the Down and Up Doncaster lines and the trailing connection Up Doncaster to East and West Sidings

The following points will be secured permanently out of use in the normal position pending removal:—

- Main to Main Crossover (Leeds side of signalbox)
- Slip connection in Main to Main Crossover to Up/Down Through Sidings
- Facing connection Down Main to Up/Down Through Siding

All associated signalling will be abolished. (45)

SUNDAY 18 OCTOBER—KNARESBOROUGH

The Up Main starting signal will be replaced by a 2 aspect colour light signal positioned 283 yards further from the signal box. (45)

SUNDAY 18 OCTOBER—HEATON LODGE JUNCTION AND MIRFIELD

The signal boxes at Mirfield and Heaton Lodge Junction will be abolished and signalling will be controlled from Healey Mills signal box. Signal plate letters HL and M will be altered to read HM followed by the numbers. Track circuit block regulations will continue to apply between Healey Mills signal box and the signal boxes at Elland and Huddersfield. (45)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY WEST

The connection from the Down Main into Bell and Berry's siding at 0 miles 39 chains has been spiked out of use pending removal. (43)

* * THORNHILL JUNCTION

The following signals have been dispensed with:—
No. 51 Down Siding to Down Branch Siding
No. 48 Up Sidings Shunting Neck

(42)

* * GARFORTH

The points to Black Pit Up Siding have been in the normal position pending removal and the associated signals have been abolished. (42)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

METHLEY SOUTH

The signal box together with all associated points, signals and level crossing gates have been abolished. The level crossing has been retained as an 'OPEN CROSSING', identified as 'METHLEY SOUTH CROSSING' and the following signs have been provided before reaching the crossing.

	Down Direction	Up Direction
ADVANCED WARNING BOARD (BLACK ST. GEORGES CROSS ON WHITE SQUARE)	880 yards	550 yards
INTERMEDIATE BOARD (HORIZONTAL BLACK BAR ON WHITE CIRCLE)	250 yards	250 yards
ILLUMINATED NOTICE BOARD 'STOP. EXAMINE POINTS AND WHISTLE BEFORE PROCEEDING'.	2 yards	—
ILLUMINATED NOTICE BOARD 'STOP. WHISTLE BEFORE PROCEEDING.'	—	30 yards

The Intermediate Board, shown to be provided 250 yards on each side of the level crossing, and consisting of a horizontal black band on a circular white background, indicates to the Driver that he is approaching a level crossing at which trains must stop, and that a stop board is provided at the crossing.

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N.39 points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 90 yards.

BRAMHOPE TUNNEL

Contractors are repairing Bramhope Tunnel between 5m. 65chs. and 6m. 72chs. Scaffolding and rail centres will cause **restricted clearance and trainmen are warned not to put their heads out of the window.** (U.F.N.)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accommodation level Crossing at 35m. 35chs. **Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.**

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions. (U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.**

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. **Drivers to keep a sharp lookout and sound horns when approaching the crossing.**

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp look-out and sound whistle/horn on approach.** (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use by contractors vehicles at 196m. 70 chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN—LOCOMOTIVES STABLED IN SORTING SIDINGS—INWARD YARD HULL

Until further notice:— Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

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

York
9 OCTOBER 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

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 24/25 OCTOBER – CASTLEFORD OLD STATION**

The connections from the Single line to Wheldale Colliery previously worked from Castleford Old Station signal box will be renewed 60 yards further from the signal box and controlled by a new 3 lever ground frame, to be known as Wheldale Colliery ground frame, released from Castleford Old Station signal box.

The Disc Signal Single line to Wheldale Colliery Sidings previously operated from Castleford Old Station signal box will be controlled by the new ground frame.

The Disc Signal, shunting from Wheldale Colliery Sidings to Single line will be abolished. (46)

SUNDAY 25 OCTOBER – MARSDEN

The Gong in Standedge Tunnel situated on the Down Line 50 yards on the Diggle side of the Down Distant Signal, and 656 yards from the Marsden end of the Tunnel will be abolished, (46)

SUNDAY 25 OCTOBER – SLAITHWAITE

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 except the worked catchpoints in the Up Goods and Up Main lines approximately 11 yards on the approach side of the signal box which will be converted to spring operated catch points. (46)

SUNDAY 25 OCTOBER – HUDDERSFIELD

The Gongs situated 100 yards Springwood side of the Down Home signal in the Fast and Slow tunnels will be abolished. (46)

DETAILS OF WORK ALREADY CARRIED OUT**WAKEFIELD WESTGATE SOUTH**

The Down Main Home colour light route indication 'M' has been abolished. The rear indication 'M' in the Down Main Home and Up Main Home colour light signals remains unaltered. (45)

LOFTHOUSE NORTH

A new 4 lever ground frame has been installed on the Up Side, electrically released from Lofthouse North signal box controlling a new trailing crossover between the Down and Up Doncaster lines and the trailing connection Up Doncaster to East and West Sidings.

The following points have been secured permanently out of use in the normal position pending removal:-

- Main to Main Crossover (Leeds side of signalbox)
- Slip connection in Main to Main Crossover to Up/Down Through Sidings
- Facing connection Down Main to Up/Down Through Siding

All associated signalling has been abolished. (45)

KNARESBOROUGH

The Up Main starting signal has been replaced by a 2 aspect colour light signal positioned 283 yards further from the signal box. (45)

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

The connection from the Down Main into Bell and Berry's siding at 0 miles 39 chains has been spiked out of use pending removal. (43)

METHLEY SOUTH

The signal box together with all associated points, signals and level crossing gates have been abolished.

The level crossing has been retained as an 'OPEN CROSSING', identified as 'METHLEY SOUTH CROSSING' and the following signs have been provided before reaching the crossing.

	Down Direction	Up Direction
ADVANCED WARNING BOARD (BLACK ST. GEORGES CROSS ON WHITE SQUARE)	880 yards	550 yards
INTERMEDIATE BOARD (HORIZONTAL BLACK BAR ON WHITE CIRCLE)	250 yards	250 yards
ILLUMINATED NOTICE BOARD 'STOP, EXAMINE POINTS AND WHISTLE BEFORE PROCEEDING'.	2 yards	—
ILLUMINATED NOTICE BOARD 'STOP, WHISTLE BEFORE PROCEEDING.'	—	30 yards

The Intermediate Board, shown to be provided 250 yards on each side of the level crossing, and consisting of a horizontal black band on a circular white background, indicates to the Driver that he is approaching a level crossing at which trains must stop, and that a stop board is provided at the crossing. (Amended item) (44)

**BETWEEN THORNHILL L.N.W. JUNCTION AND ELLAND/HUDDERSFIELD (INCLUDING BRADLEY BRANCH)
BETWEEN BATLEY AND THORNHILL L.N.W. JUNCTION**

The signal boxes at Mirfield and Heaton Lodge Junction have been abolished, and the control of the signalling transferred to Healey Mills signal box.

The signal plate letters HL, M, D and U have been altered to HM and certain signals have been renumbered as follows:—

Old No.	New No.	Old No.	New No.
M.115	HM.567	M.101	HM.580
M.114	HM.571	D.39	HM.569
M.113	HM.573	U.40	HM.572
M.104	HM.682	U.40S	HM.570
M.103	HM.684	D.32	HM.685
M.102	HM.578	U.33	HM.686

The signal telephones now communicate with Healey Mills signal box.

The ground position light signals at Thornhill L.N.W. Junction have also been renumbered.

The Track Circuit Block Regulations apply between Healey Mills signal box and the signal boxes at Batley, Elland and Huddersfield. (New item) (45)

WAKEFIELD TURNERS LANE

No. 46 ground disc signal applying Carriage Sidings to Up Fork line has been replaced by a red target disc. (New item) (45)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (that is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N.39 points have been temporarily secured out of use, allowing access to Nos. 1, 2, 3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 90 yards.

BRAMHOPE TUNNEL

Contractors are repairing Bramhope Tunnel between 5m. 65chs. and 6m. 72chs. Scaffolding and rail centres will cause restricted clearance and trainmen are warned not to put their heads out of the window. (U.F.N.)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accomodation level Crossing at 35m. 35chs. Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions. (U.F.N.)

★ BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. Drivers must keep a sharp lookout and sound horns on approach.

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. Drivers to keep a sharp look-out and sound horns when approaching the crossing.

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. Drivers to keep a sharp lookout and sound horns when approaching crossing.

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. Drivers must keep a sharp lookout and sound whistle/horn on approach. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. Drivers to keep a sharp lookout.

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use by contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN—LOCOMOTIVES STABLED IN SORTING SIDINGS—INWARD YARD HULL

Until further notice:— Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

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

York
16 OCTOBER 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

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 2 NOVEMBER—HEMSWORTH SOUTH

The trailing crossover Down Main to Up Main will be secured permanently out of use in the normal position pending removal. All associated signalling will be abolished. (47)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD WESTGATE SOUTH

The Down Main Home colour light route indicator 'M' has been abolished. The rear indication 'M' in the Down Main Home and Up Main Home colour light signals remains unaltered. (45)

LOFTHOUSE NORTH

A new 4 lever ground frame has been installed on the Up Side, electrically released from Lofthouse North signal box controlling a new trailing crossover between the Down and Up Doncaster lines and the trailing connection Up Doncaster to East and West Sidings.

The following points have been secured permanently out of use in the normal position pending removal:—
 Main to Main Crossover (Leeds side of signalbox)
 Slip connection in Main to Main Crossover to Up/Down Through Sidings
 Facing connection Down Main to Up/Down Through Siding

All associated signalling has been abolished. (45)

KNARESBOROUGH

The Up Main starting signal has been replaced by a 2 aspect colour light signal positioned 283 yards further from the signal box. (45)

* * METHLEY SOUTH

The signal box together with all associated points, signals and level crossing gates have been abolished.

The level crossing has been retained as an 'OPEN CROSSING', identified as 'METHLEY SOUTH CROSSING' and the following signs have been provided before reaching the crossing.

	Down Direction	Up Direction
ADVANCED WARNING BOARD (BLACK ST. GEORGES CROSS ON WHITE SQUARE)	880 yards	550 yards
INTERMEDIATE BOARD (HORIZONTAL BLACK BAR ON WHITE CIRCLE)	250 yards	250 yards
ILLUMINATED NOTICE BOARD 'STOP. EXAMINE POINTS AND WHISTLE BEFORE PROCEEDING'.	2 yards	—
ILLUMINATED NOTICE BOARD 'STOP. WHISTLE BEFORE PROCEEDING.'	—	30 yards

The Intermediate Board, shown to be provided 250 yards on each side of the level crossing, and consisting of a horizontal black band on a circular white background, indicates to the Driver that he is approaching a level crossing at which trains must stop, and that a stop board is provided at the crossing. (Amended item) (44)

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

The connections from the Single line to Wheldale Colliery previously worked from Castleford Old Station signal box have been renewed 60 yards further from the signal box and controlled by a new 3 lever ground frame, known as Wheldale Colliery ground frame, released from Castleford Old Station signal box.

The Disc Signal Single line to Wheldale Colliery Sidings previously operated from Castleford Old Station signal box is now controlled by the new ground frame.

The Disc Signal, shunting from Wheldale Colliery Sidings to Single line has been abolished. (46)

MARSDEN

The Gong in Standedge Tunnel situated on the Down Line 50 yards on the Diggle side of the Down Distant Signal, and 656 yards from the Marsden end of the Tunnel has been abolished. (46)

SLAITHWAITE

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 except the worked catchpoints in the Up Goods and Up Main lines approximately 11 yards on the approach side of the signal box which have been converted to spring operated catch points. (46)

HUDDERSFIELD

The Gongs situated 100 yards Springwood side of the Down Home signal in the Fast and Slow tunnels have been abolished. (46)

BETWEEN THORNHILL L.N.W. JUNCTION AND ELLAND/HUDDERSFIELD (INCLUDING BRADLEY BRANCH) BETWEEN BATLEY AND THORNHILL L.N.W. JUNCTION

The signal boxes at Mirfield and Heaton Lodge Junction have been abolished, and the control of the signalling transferred to Healey Mills signal box.

The signal plate letters HL, M, D and U have been altered to HM and certain signals have been renumbered as follows:—

Old No.	New No.	Old No.	New No.
M.115	HM.567	M.101	HM.580
M.114	HM.571	D.39	HM.569
M.113	HM.573	U.40	HM.572
M.104	HM.682	U.40S	HM.570
M.103	HM.684	D.32	HM.685
M.102	HM.578	U.33	HM.686

The signal telephones now communicate with Healey Mills signal box.

The ground position light signals at Thornhill L.N.W. Junction have also been renumbered.

The Track Circuit Block Regulations apply between Healey Mills signal box and the signal boxes at Batley, Elland and Huddersfield. (45)

WAKEFIELD TURNERS LANE

No. 46 ground disc signal applying Carriage Sidings to Up Fork line has been replaced by a red target disc. (45)

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.
 **

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

★ YORK YARD NORTH

No. N. 39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 570 yards.

BRAMHOPE TUNNEL

Contractors are repairing Bramhope Tunnel between 5m. 65chs. and 6m.72chs. Scaffolding and rail centres will cause restricted clearance and trainmen are warned not to put their heads out of the window. (U.F.N.)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accommodation level Crossing at 35m. 35chs. Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out. (U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions. (U.F.N.)

BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. Drivers must keep a sharp lookout and sound horns on approach. (U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34 chs. for conveyance of plant and machinery. Drivers to keep a sharp look-out and sound horns when approaching the crossing. (U.F.N.)

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. Drivers to keep a sharp lookout and sound horns when approaching crossing.

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. Drivers must keep a sharp lookout and sound whistle/horn on approach. (U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. Drivers to keep a sharp lookout.

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use by contractors vehicles at 196m, 70chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Washing Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN-LOCOMOTIVES STABLED IN SORTING SIDINGS-INWARD YARD HULL

Until further notice:- Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

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

York
23 OCTOBER, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

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 NOVEMBER – SNAITH

The Down Main Starting signal will be renewed as a straight post signal, 238 yards nearer to the signal box, with the arm at 20 ft. above rail level. (48)

SUNDAY 8 NOVEMBER – ALTOFTS JUNCTION

The Branch Crossover Road will be clamped and padlocked in the normal position. All associated signalling will be abolished. (48)

SUNDAY 8 NOVEMBER – METHLEY SIDINGS

The mains Crossover and slip connection leading to the Up Sidings will be secured permanently out of use pending removal. All associated signalling will be abolished.

A hand-worked connection between the front and middle Up Sidings adjacent to the ground frame points will be brought into use. (48)

DETAILS OF WORK ALREADY CARRIED OUT

HEMSWORTH SOUTH

The trailing crossover Down Main to Up Main has been secured permanently out of use in the normal position pending removal. All associated signalling has been abolished. (47)

* * * WAKEFIELD WESTGATE SOUTH

The Down Main Home colour light route indicator 'M' has been abolished. The rear indication 'M' in the Down Main Home and Up Main Home colour light signals remains unaltered. (45)

* * * LOFTHOUSE NORTH

A new 4 lever ground frame has been installed on the Up Side, electrically released from Lofthouse North signal box controlling a new trailing crossover between the Down and Up Doncaster lines and the trailing connection Up Doncaster to East and West Sidings.

The following points have been secured permanently out of use in the normal position pending removal:—

Main to Main Crossover (Leeds side of signalbox)

Slip connection in Main to Main Crossover to Up/Down Through Sidings

Facing connection Down Main to Up/Down Through Siding

All associated signalling has been abolished. (45)

* * * KNARESBOROUGH

The Up Main starting signal has been replaced by a 2 aspect colour light signal positioned 283 yards further from the signal box. (45)

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

The connections from the Single line to Wheldale Colliery previously worked from Castleford Old Station signal box have been renewed 60 yards further from the signal box and controlled by a new 3 lever ground frame, known as Wheldale Colliery ground frame, released from Castleford Old Station signal box.

The Disc Signal Single line to Wheldale Colliery Sidings previously operated from Castleford Old Station signal box is now controlled by the new ground frame.

The Disc Signal, shunting from Wheldale Colliery Sidings to Single line has been abolished. (46)

MARSDEN

The Gong in Standedge Tunnel situated on the Down Line 50 yards on the Diggle side of the Down Distant Signal, and 656 yards from the Marsden end of the Tunnel has been abolished. (46)

SLAITHWAITE

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 except the worked catchpoints in the Up Goods and Up Main lines approximately 11 yards on the approach side of the signal box which have been converted to spring operated catch points. (46)

HUDDERSFIELD

The Gongs situated 100 yards Springwood side of the Down Home signal in the Fast and Slow tunnels have been abolished. (46)

*** ** BETWEEN THORNHILL L.N.W. JUNCTION AND ELLAND/HUDDERSFIELD (INCLUDING BRADLEY BRANCH)
BETWEEN BATLEY AND THORNHILL L.N.W. JUNCTION**

The signal boxes at Mirfield and Heaton Lodge Junction have been abolished, and the control of the signalling transferred to Healey Mills signal box.

The signal plate letters HL, M, D and U have been altered to HM or B and certain signals have been renumbered as follows:—

Old No.	New No.	Old No.	New No.
M.115	HM.567	M.101	HM.580
M.114	HM.571	D.39	HM.569
M.113	HM.573	U.40	HM.572
M.104	HM.682	U.40S	HM.570
M.103	HM.684	D.32	B.685
M.102	HM.578	U.33	HM.686

The signal telephones now communicate with Healey Mills signal box.

The ground position light signals at Thornhill L.N.W. Junction have also been renumbered.

The Track Circuit Block Regulations apply between Healey Mills signal box (except the one on B685 signal, which will communicate with Batley signal box) and the signal boxes at Batley, Elland and Huddersfield. (Amended) (45)

*** ** WAKEFIELD TURNERS LANE**

No. 46 ground disc signal applying Carriage Sidings to Up Fork line has been replaced by a red target disc. (45)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N. 39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 570 yards.

★ BRAMHOPE TUNNEL

Scaffolding and rail centres have been erected in the tunnel, causing restricted clearance.

Trainmen must not put their heads out of windows.

(U.F.N.)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accomodation level Crossing at 35m. 35chs. Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.

(U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions.

(U.F.N.)

BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. Drivers must keep a sharp lookout and sound horns on approach.

(U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35 m. 34 chs. for conveyance of plant and machinery. Drivers to keep a sharp look-out and sound horns when approaching the crossing.

(U.F.N.)

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. Drivers to keep a sharp lookout and sound horns when approaching crossing.

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. Drivers must keep a sharp lookout and sound whistle/horn on approach.

(U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use by contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN-LOCOMOTIVES STABLED IN SORTING SIDINGS-INWARD YARD HULL

Until further notice:- Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

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

York
30 OCTOBER, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

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 15 NOVEMBER – BETWEEN LEEDS GELDERD ROAD JUNCTION AND LOFTHOUSE NORTH

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

New colour light signals will be brought into use, and certain existing colour light signals retained, to provide continuous colour light signalling with full track circuiting between Leeds and Lofthouse North signal boxes. The Track Circuit Block Regulations will apply between these signal boxes.

Alterations to Existing Signalling

The existing Up Doncaster automatic signal U.182, a 2 aspect colour light displaying Red and Green aspects, will become a 3 aspect automatic signal displaying Red, Yellow and Green aspects, and will be lettered and numbered LN. 202.

Ardsley Station Up Doncaster Home signal AS.44, a 2 aspect colour light displaying Red and Green aspects, will become a 4 aspect automatic signal capable of displaying Red, Yellow, Double Yellow and Green aspects, and will be lettered and numbered LN. 208. This signal will act as Outer Distant for Lofthouse North Up Doncaster Home semaphore signal LN. 2.

Lofthouse North Up Doncaster Distant semaphore signal will be dispensed with, and will be replaced by new colour signal LN.214 displaying Yellow and Green aspects, acting as Inner Distant for Lofthouse North Up Doncaster Home semaphore signal LN. 2

Certain existing colour light signals will retain their present form, with new letters and numbers as follows:—

Old	New	Old	New
D.180	LN.207	D.183	L.199
D.181	LN.205	U.183	L.198
D.182B	L.203	U.183B	L.200
D.182	L.201		

The telephones at signals with the prefix letter 'L' will communicate with Leeds signal box.

The telephones at signals with the prefix letters 'LN' will communicate with Lofthouse North signal box.

A full description of the revised signalling is given below.

Catch Points

The following existing catch points will be secured out of use pending removal :—

Location	Gradient Rising
950 yards before reaching U.182 signal	1 in 99
435 yards before reaching U.181B signal	1 in 99
1428 yards before reaching Ardsley Up Home signal AS.44	1 in 99
1043 yards before reaching Ardsley Down Home signal AS.27	1 in 117

Description of Signals

LN = Lofthouse North L = Leeds AS = Ardsley Station

The numbers of semaphore signals are quoted for reference purposes only.

Down Direction Running Signals

No.	Description or Location	Aspect M = Main	Application to or towards	Distance in yards
LN 81 (existing signal)	Down Doncaster Starting	Semaphore	LN 211	2359
LN 219	Down Doncaster Distant for LN 211	M	LN 211	1112
LN 211	Down Doncaster Auto	M	LN 207	1110

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****SUNDAY 15 NOVEMBER — BETWEEN LEEDS GELDERD ROAD JUNCTION AND LOFTHOUSE NORTH
— continued****Down Direction Running Signals — continued**

No.	Description or Location	Aspect M = Main	Application to or towards	Distance in yards
LN 207 (formerly D 180)	Down Doncaster Auto	M	LN 205	1312
LN 205 (formerly D 181)	Down Doncaster Auto	M	L 203	1310
L 203 (formerly D 182B)	Down Doncaster Auto	M	L 201	1085
L 201 (formerly D 182)	Down Doncaster Auto	M	L 199 (formerly D 183)	1200

Up Direction Running Signals

L 198 (formerly U 183)	Up Doncaster Auto	M	L 200	1165
L 200 (formerly U 183B)	Up Doncaster Auto	M	LN 202	1158
LN 202 (formerly U 182)	Up Doncaster Auto	M	LN 204	1180
LN 204	Up Doncaster Auto	M	LN 206	1200
LN 206	Up Doncaster Auto	M	LN 208	1234
LN 208 (formerly AS 44)	Up Doncaster Auto Outer Distant for LN 2	M	LN 2 Up Doncaster Home	3387
LN 214	Up Doncaster Inner Distant for LN 2	M	LN 2 Up Doncaster Home	1900

MONDAY 16 NOVEMBER—WAKEFIELD EAST

The Down Goods Home and Down Goods to Warehouse Sidings Bracket Signal will be renewed as a Ground Disc Signal between the Up Passenger Loop and the Goods Loop 4 yards nearer the Signal box. (49)

THURSDAY 19 NOVEMBER—HEMSWORTH SOUTH

All Diamond signs will be removed. (49)

FRIDAY 20 NOVEMBER—HEMSWORTH STATION

The Signal box and all associated signalling will be abolished. (49)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

HEMSWORTH SOUTH

The trailing crossover Down Main to Up Main has been secured permanently out of use in the normal position pending removal. All associated signalling has been abolished. (47)

ALTOFTS JUNCTION

The Branch Crossover Road has been clamped and padlocked in the normal position. All associated signalling has been abolished. (48)

*** * CASTLEFORD OLD STATION**

The connections from the Single line to Wheldale Colliery previously worked from Castleford Old Station signal box have been renewed 60 yards further from the signal box and controlled by a new 3 lever ground frame, known as Wheldale Colliery ground frame, released from Castleford Old Station signal box.

The Disc Signal Single line to Wheldale Colliery Sidings previously operated from Castleford Old Station signal box is now controlled by the new ground frame.

The Disc Signal, shunting from Wheldale Colliery Sidings to Single line has been abolished. (46)

SNAITH

The Down Main Starting signal has been renewed as a straight post signal, 238 yards nearer to the signal box, with the arm at 20 ft. above rail level. (48)

*** * MARSDEN**

The Gong in Standedge Tunnel situated on the Down Line 50 yards on the Diggle side of the Down Distant Signal, and 656 yards from the Marsden end of the Tunnel has been abolished. (46)

*** * SLAITHWAITE**

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 except the worked catchpoints in the Up Goods and Up Main lines approximately 11 yards on the approach side of the signal box which have been converted to spring operated catch points. (46)

*** * HUDDERSFIELD**

The Gongs situated 100 yards Springwood side of the Down Home signal in the Fast and Slow tunnels have been abolished. (46)

METHLEY SIDINGS

The mains Crossover and slip connection leading to the Up Sidings has been secured permanently out of use pending removal. All associated signalling has been abolished.

A hand-worked connection between the front and middle Up Sidings adjacent to the ground frame points has been brought into use. (48)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N. 39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 570 yards.

BRAMHOPE TUNNEL

Scaffolding and rail centres have been erected in the tunnel, causing restricted clearance.

Trainmen must not put their heads out of windows.

(U.F.N.)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accomodation level Crossing at 35m. 35chs. Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.

(U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions.

(U.F.N.)

★ ULLESKELF STATION

The Down and Up Platforms have been permanently shortened to 110 yards. The Leeds end of the platforms has been fenced off pending removal. Commencing 07 00 Sunday 15 November.

(49)

BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. Drivers must keep a sharp lookout and sound horns on approach.

(U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35 m. 34 chs. for conveyance of plant and machinery. Drivers to keep a sharp look-out and sound horns when approaching the crossing.

(U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BETWEEN GREETLAND AND DRYCLOUGH JUNCTION

A temporary level crossing has been brought into use for contractors vehicles and plant crossing the line at 1m. 5chs. Drivers to keep a sharp lookout and sound horns when approaching crossing.

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. Drivers must keep a sharp lookout and sound whistle/horn on approach. (U.F.N.)

★ FARNLEY BRANCH

Dunlop & Ranken's Sidings have been blocked, the single line shortened to 100 yards in length (to provide head room for shunting movements) and temporary buffer stops erected. All signalling has been retained. Commencing 07 30 Monday 16 November. (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting track. Drivers to keep a sharp lookout.

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use by contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE-SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN-LOCOMOTIVES STABLED IN SORTING SIDINGS-INWARD YARD HULL

Until further notice:- Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

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

York
6 NOVEMBER, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

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 21 AND 22 NOVEMBER—BETWEEN MOORHOUSE JUNCTION AND NOSTELL, MOORTHORPE STATION AND SOUTH KIRKBY JUNCTION

Revised signalling will be brought into use. Full details are published in Signalling Notice No.19 and all staff concerned must ensure that they receive a copy of this notice. (50)

WEDNESDAY 25 NOVEMBER—LEEDS CITY

A new ground shunt signal No.889, situated between the Down and Up Shipley lines (repeating No.89 Down Shipley line ground shunt signal) will be installed and brought into use two hundred yards in advance of signal No.89. (50)

DETAILS OF WORK ALREADY CARRIED OUT

* HEMSWORTH SOUTH

** The trailing crossover Down Main to Up Main has been secured permanently out of use in the normal position pending removal. All associated signalling has been abolished. (47)

HEMSWORTH SOUTH

All Diamond signs have been removed. (49)

HEMSWORTH STATION

The signal box and all associated signalling have been abolished. (49)

WAKEFIELD EAST

The Down Goods Home and Down Goods to Warehouse Sidings Bracket Signal has been renewed as a Ground Disc Signal between the Up Passenger Loop and the Goods Loop 4 yards nearer the Signal box. (49)

HULL PARAGON

Signals 138/140 have been temporarily replaced at ground level with no route indication.

Signals 148/150, and 158/168, and 180/186 have been temporarily repositioned at ground level with route indication.

Subsidiary Signals 141/143 have been temporarily repositioned at ground level with no route indication.

Signals 151/155, 169/170, 187/192 have been temporarily repositioned at ground level with route indication. (New item) (UFN)

ALTOFTS JUNCTION

The Branch Crossover Road has been clamped and padlocked in the normal position. All associated signalling has been abolished. (48)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

SNAITH

The Down Main Starting signal has been renewed as a straight post signal, 238 yards nearer to the signal box, with the arm at 20 ft. above rail level. (48)

METHLEY SIDINGS

The mains Crossover and slip connection leading to the Up Sidings has been secured permanently out of use pending removal. All associated signalling has been abolished.

A hand-worked connection between the front and middle Up Sidings adjacent to the ground frame points has been brought into use. (48)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0 m. 66chs. Drivers must keep a sharp lookout and sound whistle/horn on approach. (U.F.N.)

FARNLEY BRANCH

Dunlop & Ranken's Sidings have been blocked, the single line shortened to 100 yards in length (to provide head room for shunting movements) and temporary buffer stops erected. All signalling has been retained. (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. Drivers to keep a sharp lookout.

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use for contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN-LOCOMOTIVES STABLED IN SORTING SIDINGS-INWARD YARD HULL

Until further notice:- Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

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

York
13 November, 1970.

MO.45/NES

F.J. BURGE
Chief Operating 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

NES-29

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 28 and 29 NOVEMBER – BROUGH EAST – FERRIBY *

Brough East

Buffer stops will be provided in the Down Slow line facing the signal box, 440 yards in advance of the facing connection Down Platform line to Down Main.

The following signals will be taken out of use pending removal:—

- Down Slow Starting
- Down Slow Second Home
- Down Slow First Home
- Disc-Shunting Down Slow
- Disc-Shunting Down Siding to Down Slow or Down Fast.

The following points will be disconnected and secured permanently out of use pending removal:—

- Down Slow to Down Siding

Welton Crossing Gate Box

The following signals will be taken out of use pending removal:—

- Down Slow Distant
- Down Slow Home

Melton Lane

The Down Slow Platform will be removed and rebuilt between 8m. 39chs. and 8m. 40chs. and will be served from the Down Fast.

The following signals will be taken out of use pending removal:—

- Down Slow Home
- Down Slow Distant

Ferriby

The Down Main to Down Platform connection will be padlocked and clamped reverse at the trailing end pending removal of the Down Slow.

The following signals will be taken out of use pending removal:—

- Down Slow Distant
- Down Slow Outer Home
- Down Slow Inner Home
- Down Slow Home.

(51/52)

SUNDAY 29 NOVEMBER – LOFTHOUSE NORTH OCCUPATION PEDESTRIAN CROSSING

Whistle boards will be provided at a distance of 250 yards on each side of the above crossing at 178miles 44 chains.

(51/52)

SUNDAY 29 NOVEMBER—BETWEEN LEEDS (GELDERD ROAD JUNCTION)—WAKEFIELD WESTGATE—NOSTELL

Revised signalling will be brought into use. Full details are published in Signalling Notice No.20 and all Staff concerned must ensure that they receive a copy of this Notice.

(51/52)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MOORHOUSE JUNCTION AND NOSTELL, MOORTHORPE STATION AND SOUTH KIRKBY JUNCTION

Revised signalling has been brought into use. Full details are published in Signalling Notice No.19 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

HEMSWORTH SOUTH

All Diamond signs have been removed.

(49)

HEMSWORTH STATION

The signal box and all associated signalling have been abolished.

(49)

BETWEEN LEEDS GELDERD ROAD JUNCTION AND LOFTHOUSE NORTH

The signal box at Ardsley Station, together with all semaphore signals and points worked therefrom, has been abolished.

New colour light signals have been brought into use, and certain colour light signals retained to provide continuous colour light signalling with full track circuiting between Leeds and Lofthouse North signal boxes. The Track Circuit Block Regulations apply between these signal boxes.

Alterations to Existing Signalling

The Up Doncaster automatic signal U.182, a 2 aspect colour light displaying Red and Green aspects has become a 3 aspect automatic signal displaying Red, Yellow and Green aspects, and has been lettered and numbered LN. 202.

Ardsley Station Up Doncaster Home signal AS.44, a 2 aspect colour light displaying Red and Green aspects, has become a 4 aspect automatic signal capable of displaying Red, Yellow, Double Yellow and Green aspects, and has been lettered and numbered LN. 208. This signal acts as Outer Distant for Lofthouse North Up Doncaster Home semaphore signal LN. 2.

Lofthouse North Up Doncaster Distant semaphore signal has been dispensed with, and replaced by new colour signal LN.214 displaying Yellow and Green aspects, acting as Inner Distant for Lofthouse North Up Doncaster Home semaphore signal LN. 2.

Certain colour light signals retain their previous form, with new letters and numbers as follows:—

Old	New	Old	New
D.180	LN.207	D.183	L.199
D.181	LN.205	U.183	L.198
D.182B	L.203	U.183B	L.200
D.182	L.201		

The telephones at signals with the prefix letter 'L' will communicate with Leeds signal box.

The telephones at signals with the prefix letters 'LN' will communicate with Lofthouse North signal box.

A full description of the revised signalling is given below.

Catch Points

The following catch points have been secured out of use pending removal:—

Location	Gradient Rising
950 yards before reaching U.182 signal	1 in 99
435 yards before reaching U.181B signal	1 in 99
1428 yards before reaching Ardsley Up Home signal AS.44	1 in 99
1043 yards before reaching Ardsley Down Home signal AS.27	1 in 117

Description of Signals

LN = Lofthouse North L = Leeds AS = Ardsley Station

The numbers of semaphore signals are quoted for reference purposes only.

NES-31

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

BETWEEN LEEDS GELDERD ROAD JUNCTION AND LOFTHOUSE NORTH-continued

Down Direction Running Signals

No.	Description or Location	Aspect M = Main	Application to or towards	Distance in yards
LN 81	Down Doncaster Starting	Semaphore	LN 211	2359
LN 219	Down Doncaster Distant for LN 211	M	LN 211	1112
LN 211	Down Doncaster Auto	M	LN 207	1110
LN 207 (formerly D 180)	Down Doncaster Auto	M	LN 205	1312
LN 205 (formerly D 181)	Down Doncaster Auto	M	L 203	1310
L 203 (formerly D 182B)	Down Doncaster Auto	M	L 201	1085
L 201 (formerly D 182)	Down Doncaster Auto	M	L 199 (formerly D 183)	1200

Up Direction Running Signals

L 198 (formerly U 183)	Up Doncaster Auto	M	L 200	1165
L 200 (formerly U 183B)	Up Doncaster Auto	M	LN 202	1158
LN 202 (formerly U 182)	Up Doncaster Auto	M	LN 204	1180
LN 204	Up Doncaster Auto	M	LN 206	1200
LN 206	Up Doncaster Auto	M	LN 208	1234
LN 208 (formerly AS 44)	Up Doncaster Auto Outer Distant for LN 2	M	LN 2 Up Doncaster Home	3387
LN 214	Up Doncaster Inner Distant for LN 2	M	LN 2 Up Doncaster Home	1900

This item will apply until the commencement of the working shown in Supplementary Notice No.20.

WAKEFIELD EAST

The Down Goods Home and Down Goods to Warehouse Sidings Bracket Signal has been renewed as a Ground Disc Signal between the Up Passenger Loop and the Goods Loop 4 yards nearer the Signal box.
(49)

HULL PARAGON

Signals 138/140 have been temporarily replaced at ground level with route indication.

Signals 148/150, and 158/168, and 180/186 have been temporarily repositioned at ground level with route indication.

Subsidiary Signals 141/143 have been temporarily repositioned at ground level with no route indication.

Signals 151/155, 169/170, 187/192 have been temporarily repositioned at ground level with route indication.
(Amended item) (UFN)

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

The Branch Crossover Road has been clamped and padlocked in the normal position. All associated signalling has been abolished. (48)

**** SNAITH**

The Down Main Starting signal has been renewed as a straight post signal, 238 yards nearer to the signal box, with the arm at 20 ft. above rail level. (48)

**** METHLEY SIDINGS**

The mains Crossover and slip connection leading to the Up Sidings has been secured permanently out of use pending removal. All associated signalling has been abolished.

A hand-worked connection between the front and middle Up Sidings adjacent to the ground frame points has been brought into use. (48)

LEEDS CITY

A new ground shunt signal No.89, situated between the Down and Up Shipley lines (repeating No.89 Down Shipley line ground shunt signal) has been installed and brought into use two hundred yards in advance of signal No.89. (50)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N. 39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 570 yards.

BRAMHOPE TUNNEL

Scaffolding and rail centres have been erected in the tunnel, causing restricted clearance.

Trainmen must not put their heads out of windows.

(U.F.N.)

HOLBECK MOTIVE POWER DEPOT DIESEL LOCOMOTIVE WASHING PLANT

The Diesel Locomotive Washing Plant located at No. 2 side has been brought into use.

Drivers must close all windows before entering the Washing Plant.

All locomotives entering the Depot must travel via the Washing Plant line at a speed not exceeding 2 m.p.h. whilst passing through the Washing Plant.

A suitable Notice Board is provided at the entrance to the Washing Plant line.

(51D)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accomodation level Crossing at 35m. 35chs. Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.

(U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions.

(U.F.N.)

ULLESKELF STATION

The Down and Up Platforms have been permanently shortened to 110 yards. The Leeds end of the platforms has been fenced off pending removal.

(49)

BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. Drivers must keep a sharp lookout and sound horns on approach.

(U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34 chs. for conveyance of plant and machinery. Drivers to keep a sharp look-out and sound horns when approaching the crossing.

(U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0 m. 66 chs. Drivers must keep a sharp lookout and sound whistle/horn on approach. (U.F.N.)

FARNLEY BRANCH

Dunlop & Ranken's Sidings have been blocked, the single line shortened to 100 yards in length (to provide head room for shunting movements) and temporary buffer stops erected. All signalling has been retained. (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. Drivers to keep a sharp lookout.

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use for contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN-LOCOMOTIVES STABLED IN SORTING SIDINGS-INWARD YARD HULL

Until further notice:- Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

★ INSTRUCTION IN REGARD TO THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES

Referring to Clause 2 of the above Instructions, shown on page 44 of the General Appendix; the maximum speed of 25mph will not apply to the following machines, the speed of which must be restricted to 20 mph.

- Plasser 06-32
- " 06-16, 05 and 05E.
- " 04
- " WE275 (P.&C. Machine).

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

York
20 November, 1970.

MO.45/NES

F.J. BURGE
Chief Operating 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

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 7 DECEMBER—CARLTON SOUTH SIDINGS

The points, from the Up siding to the shunting line or shunt neck, will be secured out of use, in the normal position, pending removal. (1)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MOORHOUSE JUNCTION AND NOSTELL, MOORTHORPE STATION AND SOUTH KIRKBY JUNCTION

Revised signalling has been brought into use. Full details are published in Signalling Notice No. 19 and all staff concerned must ensure that they receive a copy of this notice. (50)

BETWEEN LEEDS (GELDERD ROAD JUNCTION)—WAKEFIELD WESTGATE—NOSTELL

Revised signalling has been brought into use. Full details are published in Signalling Notice No. 20 and all Staff concerned must ensure that they receive a copy of this Notice. (51/52)

LOFTHOUSE NORTH OCCUPATION PEDESTRIAN CROSSING

Whistle boards have been provided at a distance of 250 yards on each side of the above crossing at 178 miles 44 chains. (51/52)

* * * WAKEFIELD EAST

The Down Goods Home and Down Goods to Warehouse Sidings Bracket Signal has been renewed as a Ground Disc Signal between the Up Passenger Loop and the Goods Loop 4 yards nearer the Signal box. (49)

BROUGH EAST—FERRIBY

Brough East

Buffer stops have been provided in the Down Slow line facing the signal box, 440 yards in advance of the facing connection Down Platform line to Down Main.

The following signals have been taken out of use pending removal:—

- Down Slow Starting
- Down Slow Second Home
- Down Slow First Home
- Disc-Shunting Down Slow
- Disc-Shunting Down Siding to Down Slow or Down Fast.

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

- Down Slow to Down Siding

Welton Crossing Gate Box

The following signals have been taken out of use pending removal:—

- Down Slow Distant
- Down Slow Home

Melton Lane

The Down Slow Platform has been removed and rebuilt between 8m. 39chs. and 8m. 40chs. and is served from the Down Fast.

The following signals have been taken out of use pending removal:—

- Down Slow Home
- Down Slow Distant

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued.

BROUGH EAST—FERRIBY — continued

Ferriby

The Down Main to Down Platform connection has been padlocked and clamped reverse at the trailing end pending removal of the Down Slow.

The following signals have been taken out of use pending removal:—

- Down Slow Distant
- Down Slow Outer Home
- Down Slow Inner Home
- Down Slow Home.

(51/52)

HULL PARAGON

Signals 138/140 have been temporarily replaced at ground level with route indication.

Signals 148/150, and 158/168, and 180/186 have been temporarily repositioned at ground level with route indication.

Subsidiary Signals 141/143 have been temporarily repositioned at ground level with no route indication.

Signals 151/155, 169/170, 187/192 have been temporarily repositioned at ground level with route indication. (Amended item) (UFN)

LEEDS CITY

A new ground shunt signal No.89, situated between the Down and Up Shipley lines (repeating No.89 Down Shipley line ground shunt signal) has been installed and brought into use two hundred yards in advance of signal No.89.

(50)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N. 39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 570 yards.

BRAMHOPE TUNNEL

Scaffolding and rail centres have been erected in the tunnel, causing restricted clearance.

Trainmen must not put their heads out of windows.

(U.F.N.)

HOLBECK MOTIVE POWER DEPOT DIESEL LOCOMOTIVE WASHING PLANT

The Diesel Locomotive Washing Plant located at No. 2 side has been brought into use.

Drivers must close all windows before entering the Washing Plant.

All locomotives entering the Depot must travel via the Washing Plant line at a speed not exceeding 2 m.p.h. whilst passing through the Washing Plant.

A suitable Notice Board is provided at the entrance to the Washing Plant line.

(51D)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accommodation level Crossing at 35m. 35chs. Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.

(U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions.

(U.F.N.)

* ULLESKELF STATION

The Down and Up Platforms have been permanently shortened to 110 yards. The Leeds end of the platforms has been fenced off pending removal.

(49)

BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. Drivers must keep a sharp lookout and sound horns on approach.

(U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34 chs. for conveyance of plant and machinery. Drivers to keep a sharp look-out and sound horns when approaching the crossing.

(U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0 m. 66 chs. **Drivers must keep a sharp lookout and sound whistle/horn on approach.** (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use for contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN-LOCOMOTIVES STABLED IN SORTING SIDINGS-INWARD YARD HULL

Until further notice:- Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

INSTRUCTION IN REGARD TO THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES

Referring to Clause 2 of the above Instructions, shown on page 44 of the General Appendix; the maximum speed of 25mph will not apply to the following machines, the speed of which must be restricted to 20 mph.

- Plasser 06-32
- " 06-16, 05 and 05E.
- " 04
- " WE275 (P.&C. Machine).

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

York
27 November, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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

SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 13 DECEMBER – SELBY WEST**

The access to Nos. 10, 11, 12 and 13 sidings will be severed at the Selby West end of the yard and access to Nos. 11, 12 and 13 will be from the Selby Canal end only. No.10 siding will be secured permanently out of use. (2)

WEDNESDAY 16 DECEMBER – YORK YARD NORTH

The shunting signal Up Warehouse to Up Main Goods or Up Shunting line or Up Arrival Lines will be renewed on the same site with the arm at a reduced height of 16 feet 6 inches above rail level. (2)

DETAILS OF WORK ALREADY CARRIED OUT**CARLTON SOUTH SIDINGS**

The points, from the Up siding to the shunting line or shunt neck, have been secured out of use, in the normal position, pending removal. (1)

*** * BETWEEN MOORHOUSE JUNCTION AND NOSTELL, MOORTHORPE STATION AND SOUTH KIRKBY JUNCTION**

Revised signalling has been brought into use. Full details are published in Signalling Notice No.19 and all staff concerned must ensure that they receive a copy of this notice. (50)

BETWEEN LEEDS (GELDERD ROAD JUNCTION)–WAKEFIELD WESTGATE–NOSTELL

Revised signalling has been brought into use. Full details are published in Signalling Notice No.20 and all Staff concerned must ensure that they receive a copy of this Notice. (51/52)

LOFTHOUSE NORTH OCCUPATION PEDESTRIAN CROSSING

Whistle boards have been provided at a distance of 250 yards on each side of the above crossing at 178 miles 44 chains. (51/52)

BROUGH EAST–FERRIBY**Brough East**

Buffer stops have been provided in the Down Slow line facing the signal box, 440 yards in advance of the facing connection Down Platform line to Down Main.

The following signals have been taken out of use pending removal:–

- Down Slow Starting
- Down Slow Second Home
- Down Slow First Home
- Disc-Shunting Down Slow
- Disc-Shunting Down Siding to Down Slow or Down Fast.

The following points have been disconnected and secured permanently out of use pending removal:–

- Down Slow to Down Siding

Welton Crossing Gate Box

The following signals have been taken out of use pending removal:–

- Down Slow Distant
- Down Slow Home

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued.****BROUGH EAST—FERRIBY — continued****Melton Lane**

The Down Slow Platform has been removed and rebuilt between 8m. 39chs. and 8m. 40chs. and is served from the Down Fast.

The following signals have been taken out of use pending removal:—

Down Slow Home
Down Slow Distant

Ferriby

The Down Main to Down Platform connection has been padlocked and clamped reverse at the trailing end pending removal of the Down Slow.

The following signals have been taken out of use pending removal:—

Down Slow Distant
Down Slow Outer Home
Down Slow Inner Home
Down Slow Home.

(51/52)

HULL PARAGON

Signals 138/140 have been temporarily replaced at ground level with route indication.

Signals 148/150, and 158/168, and 180/186 have been temporarily repositioned at ground level with route indication.

Subsidiary Signals 141/143 have been temporarily repositioned at ground level with no route indication.

Signals 151/155, 169/170, 187/192 have been temporarily repositioned at ground level with route indication. (Amended item) (UFN)

*** LEEDS CITY**

A new ground shunt signal No.89, situated between the Down and Up Shipley lines (repeating No.89 Down Shipley line ground shunt signal) has been installed and brought into use two hundred yards in advance of signal No.89. (50)

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:

★ **BRITISH OXYGEN CO. LTD. MOVEMENT OF 100-TON G.L.W.
BOGIE TANKS LOADED WITH CRYOGENIC GASES**

When the above tanks are conveyed, in addition to the instructions contained in Section F3 (Pink Pages) of B.R. 30054/3 "Working Manual for Rail Staff", the following **MUST** apply :-

1. These vehicles are subject to a speed restriction of 60 m.p.h.
2. These vehicles must not be loose shunted, or allowed to pass over marshalling yard humps.
3. The following notice is displayed on each vehicle :-

Important—If this vehicle is involved in any accident, immediately :-

- (a) Eliminate all naked lights.
- (b) Telephone Fire Service.
- (c) Telephone B.O.C. at Widnes : 051-424-7341/2505/4128, also Amersham 7081 (reverse charge) and say "Railcar Emergency".

Do not touch any valves or equipment until expert advice is available.

4. With reference to 3 (c) above, this should be done through H.Q. Control, York—telephone 0904-53022, extension 2433.

5. **LEAKAGE**

The pressure relief valve is set at 45 p.s.i., and under normal circumstances of travel should prevent escape of vapour. If, however, there is any evidence of leakage, which would appear as a cloud of vapour, from the valve chest, situated at mid-span underneath the tank barrel,—or from elsewhere from the tank, then the wagon should be taken out of service immediately, and B.O.C. advised through the Control as in 3 (c) and 4 above.

6. **WAGON DERAILMENT**

(a) **Wagon remaining upright with no leakage.**

In this event, advice to B.O.C. must be made through H.Q. Control. Thereby the laid down accident procedure would follow. In this event, there would be no need to wait arrival of B.O.C. representatives before simply jacking the vehicle up in order to re-rail the wagon.

Inform the local authority Fire Service to be in attendance during this operation.

(b) **Wagon Derailed on its side with no leakage of product.**

Advise B.O.C. through H.Q. Control and follow accident procedure as painted on the tank wagon. In this event, it is considered unwise to commence lifting and re-railment operations until the B.O.C. representatives have arrived on the scene and inspected the vehicle. Inform the local authority Fire Service to be in attendance.

(c) **Wagon Derailed on its side with contents leaking.**

This is a major accident. Take all possible action to prevent injury to persons ;

- (a) Keep **everyone** on the windward side.
- (b) Prohibit smoking and the use of naked lights.
- (c) Inform the local authority Fire Service to be in attendance.
B.O.C. to be advised through H.Q. Control. Await arrival of B.O.C. representatives before any further action is taken.

7. All movements must be accompanied by Form B.R. 29973/3 (advice to Train Crews).

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of 40 m.p.h. when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

YORK YARD NORTH

No. N. 39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 570 yards.

BRAMHOPE TUNNEL

Scaffolding and rail centres have been erected in the tunnel, causing **restricted clearance**.

Trainmen must not put their heads out of windows. (U.F.N.)

HOLBECK MOTIVE POWER DEPOT DIESEL LOCOMOTIVE WASHING PLANT

The Diesel Locomotive Washing Plant located at No. 2 side has been brought into use.

Drivers must close all windows before entering the Washing Plant.

All locomotives entering the Depot must travel via the Washing Plant line **at a speed not exceeding 2 m.p.h.** whilst passing through the Washing Plant.

A suitable Notice Board is provided at the entrance to the Washing Plant line. (51D)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accomodation level Crossing at 35m. 35chs. **Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.** (U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions. (U.F.N.)

BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. **Drivers must keep a sharp lookout and sound horns on approach.** (U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34 chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.** (U.F.N.)

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp lookout and sound whistle/horn on approach.** (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use for contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

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

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	

INSTRUCTIONS TO TRAINMEN-LOCOMOTIVES STABLED IN SORTING SIDINGS-INWARD YARD HULL

Until further notice:- Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

INSTRUCTION IN REGARD TO THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES

Referring to Clause 2 of the above Instructions, shown on page 44 of the General Appendix; the maximum speed of 25mph will not apply to the following machines, the speed of which must be restricted to 20 mph.

- Plasser 06-32
- " 06-16, 05 and 05E.
- " 04
- " WE275 (P.&C. Machine).

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

York
3 December, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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



NE/S

EASTERN REGION
NORTHERN AREA
(SOUTHERN SECTION)

**No.
51/52**

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

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 19 DECEMBER 1970

TO

FRIDAY 1 JANUARY 1971

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

SECTION A

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise stated)

Warning Boards and Indicators provided unless otherwise shown.

In the case of items marked * the Warning Boards and Indicators will be moved as the work progresses and the restrictions will not operate over more than $\frac{3}{4}$ mile at one time.

In the case of items marked † the Warning Board(s) will be lit by propane gas.

In the case of items marked ‡ time has been allowed in the Working Time Table for these restrictions.

Temporary Speed restrictions may be eased or withdrawn earlier than shown. Trainmen must, therefore be prepared to find a higher speed (which may be the permanent speed restriction) indicated at the Warning Boards and indicators and they must work to such speed.

Location of Work at or between	Lines affected	Mileage at or between		Speed Restriction m.p.h.	Remarks
		M. Chs.	M. Chs.		
SHAFTHOLME JUNCTION TO SKELTON BRIDGE					
Barlby North	Down Main	175 19	175 21	30	Abandoning connection and relaying. Commencing 08 00 Thursday 31 December.
† Barlby North and Chaloners Whin	Down Main	175 50	178 75	90	Modifications to auto-half barriers.
† Chaloners Whin and Barlby North	Up Main	179 70	177 23	90	Modifications to auto-half barriers.
CARCROFT TO LEEDS CITY (WEST JUNCTION)					
Nostell and Hare Park	Down Main	170 60	171 10	20	Subsidence.
Hare Park and Nostell	Up Main	171 10	170 60	20	Subsidence.
LEEDS CITY (WORTLEY JN.) TO HARROGATE (DRAGON)					
* Harrogate South and Rigton	Up Main	13 29	12 26	20	Reballasting and relaying. Until 17 15 Sunday 20 December.
* Harrogate South and Rigton	Up Main	13 29	12 26	15	Reballasting and relaying. Commencing 17 15 Sunday 20 December.
LEEDS CITY TO HULL (PARAGON)					
Neville Hill East Junction and Garforth	Down Main	13 48	13 02	20	Relaying. Commencing 08 00 Tuesday 29 December.
MICKLEFIELD TO CHURCH FENTON					
Church Fenton	Up Leeds	10 44	10 76	20	Reballasting

SECTION A—TEMPORARY SPEED RESTRICTIONS—continued

Location of Work at or between	Lines affected	Mileage at or between		Speed Restriction m.p.h.	Remarks
		M. Chs.	M. Chs.		
NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN)					
Altofts Junction	All	23 40	23 50	20	Taking out redundant assets and construction of underbridge.
Fryston and Burton Salmon	Down and Up Main	17 54	17 30	30	Subsidence.
Church Fenton and Bolton Percy	Down Leeds	8 71	8 15	20	Ballast cleaning.
SWINTON (DEARNE JUNCTION) TO BURTON SALMON					
Dearne Junction	Up	168 51	—	20	Condition of bridge No.3.
Hickleton Main Colliery Sidings and Frickley Colliery	Down and Up Main	12 55	12 50	30	Condition of embankment.
Moorthorpe Station and Pontefract Baghill South	Down and Up Main	10 70	10 50	30	Subsidence.
Moorthorpe Station and Pontefract South	Down and Up Main	8 57	8 20	30	Condition of embankment
Ferrybridge 'C' Power Station	Merry-go-Round Loop	0 40	1 40	10	Condition of track.
SHAFTHOLME TO FERRYBRIDGE					
*Womersley and Norton	Up Main	64 12	65 20	15	Relaying and reballasting. Until 15 00 Thursday, 31 December.
WAKEFIELD (K) EAST TO GOOLE (GOODS JUNCTION)					
Knottingley East Junction	Down Main	58 65	58 75	20	Lifting track. Commencing 17 00 Sunday 20 December until 15 00 Wednesday, 23 December.
Whitley Bridge Eggborough Power Station	Nos. 1 and 2 Lines	1 0	2 60	10	Condition of track.
Snaith West and Rawcliffe	Down and Up Main	70 17	70 20	30	Condition of track.
CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY					
Dearne Valley South Junction and Goldthorpe Colliery	Down Main	58 60	62 00	20	Condition of track.

(For details of Signalling or Permanent Way Alterations see Section C)

Where any work involves fixing, removing or repairing signals, or the protection of the running line during renewals, repairs and obstructions, Handsignalmen will be provided by the Engineer to act in accordance with the Rules and Regulations.

Material may be lying about and disconnections may be made as required.

Unless otherwise shown, work will be carried out as traffic permits.

At or between	Lines affected	Remarks
SHAFTHOLME JUNCTION TO SKELTON BRIDGE		
DAILY UNTIL FURTHER NOTICE		
Shaftholme and Selby Canal	All	07 30 to 17 00. Work in connection with alterations to signalling. (38/29)
Shaftholme and Chaloners Whin	All	07 30 to 16 30. Cleaning and painting bridges between 160m. 15chs. and 186m. 14chs. Ladders and trestles in use.
Balne and Brayton	Down Main	07 00 to 17 00. Contractors erecting cables adjacent to track at 167¼ m.p.
Brayton and Selby Canal	Down and Up Main	07 00 to 18 00. Contractors working adjacent to track between 173m. 35chs. and 173½ m.p.
Selby South	All	08 00 to 16 30. Work in connection with alterations to signalling and interlocking. (26/69)
Selby South and Barlby North	All	08 00 to 16 30. Work in connection with signalling alterations. (35/36/70)
Barlby North and Chaloners Whin	Down and Up Main	07 30 to 16 30. Work in connection with alterations to Riccall South, York Road and Turnhead Auto Half Barriers.
Barlby North and Chaloners Whin	Down and Up Main	08 00 to 17 00. Contractors thrust boring under track at 185m. 27chs.
Chaloners Whin and Holgate Junction	All	07 30 to 16 30. Cleaning and painting bridges between 186m. 14chs. and 187¼ m.p. Ladders and trestles in use.
York Station	All	08 00 to 16 30. Testing cables and controls.
York and Skelton	All	07 00 to 17 00. Contractors building new bridge at 1m. 5chs.
York and Skelton Bridge	All	07 30 to 16 30. Overhauling point connections, etc. (38/68)
Skelton and Skelton Bridge	All	07 00 to 17 00. Work in connection with signalling alterations.
YORK YARDS		
DAILY UNTIL FURTHER NOTICE		
York Yard North	Down and Up Main Goods and Nos.1 to 4 Up Receptions and Down/Up Shunting Neck	07 00 to 17 00. Contractors building new bridge at 1 m.p.
York Yard South and North	No.2 Down Yard (BLOCKED by local arrangement)	08 00 to 17 00. Contractors removing redundant track. Mechanical plant in use. (3/70)
York Yards North	All	08 00 to 16 30. Work in connection with alterations to signal box. (30/70)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
HESLE ROAD TO ALEXANDRA DOCK		
DAILY UNTIL FURTHER NOTICE		
Hessle Road and Alexandra Dock	Down and Up Main	08 00 to 16 00. Repairing bridge No. 15 at 1m. 43chs. (28/70)
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Hull Freightliner Depot	All	07 00 to 17 00. Contractors carrying out alter- ations to Freightliner Depot. Mechanical plant in use.
Botanic Gardens MPD	All (BLOCKED by local arrangements).	07 30 to 16 00. Remodelling in sidings. Mech- anical plant in use.
CUDWORTH SOUTH JN. TO CUDWORTH H AND B YARD		
DAILY UNTIL FURTHER NOTICE		
Cudworth South Junction and Cudworth H and B Yard	All	08 00 to 16 00. Recovering abandoned materials.
STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Thorne Colliery and Dutch River	Down and Up Main	08 00 to 17 00. Contractors demolishing redun- dant signal box at 9m.p.
Potters Grange and Boothferry Road	Down and Up Main	06 00 to 18 00. Contractors installing main at 6m. 66chs.
SUNDAY 20 DECEMBER		
Dutch River	Down and Up Main	08 00 to 17 30. Cleaning and painting bridge No. 13 at 7m. 65chs. at intersection with Wakefield (Kirkgate) East line. Ladders in use.
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield Kirkgate East	All	07 30 to 17 00. Constructing new relay room. (41/70)
Kirkgate East and Calder Bridge	All	08 00 to 16 00. Reconstructing bridge No. 2 at 48m. 10chs. Plant in use.
Calder Bridge and Crofton West Junction	All	07 30 to 16 00. Work in connection with alterations.
Calder Bridge and Prince of Wales West Junction	All	08 00 to 18 00. Contractors demolishing railway cottages alongside track at 54m. 29chs. Plant in use. (37/70)
Prince of Wales West Jn. and Crofton East Jn.	Up Main	08 00 to 16 00. Contractors laying drain between 52¾ and 53½ m.p. Plant in use. (45/70)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
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WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)—continued

DAILY UNTIL FURTHER NOTICE—continued

Pontefract Monkhill	Down and Up Main Down Loop and Down Sidings	08 00 to 18 00. Contractors laying gas main under tracks at 56m. 43chs. Plant in use. Commencing Tuesday 29 December.
Knottingley West Junction and Knottingley East Junction	Down and Up Goole	07 00 to 17 00. Contractors erecting new foot-bridges at 58m. 48chs. Cranes and plant in use.
Knottingley and Sudforth Lane	Down Main	07 00 to 16 30. Contractors working adjacent to track between 59½ and 60 m.p. Mechanical plant in use.
Sudforth Lane and Goole Mineral Junction	Down and Up Main	08 00 to 17 00. Cleaning and painting bridges, lineside work and stations. Ladders and trestles in use. (28/70)
Whitley Bridge Jn. and Hensall	Down and Up Main	07 00 to 18 00. Contractors resurfacing roadway adjacent to Snaith and Pontefract highway level crossing at 64m. 15chs. Barriers to be manned as required.
Hensall and Snaith West	Down and Up Main	08 00 to 17 00. Contractors demolishing redundant signal box at 65m. 68chs.
Hensall and Snaith	Down and Up Main	07 30 to 17 30. Contractors erecting scaffolding alongside tracks at 67½ m.p.

SUNDAY 20 DECEMBER

Crofton East and Prince of Wales West Junction	All	07 30 to 17 00. Testing reed controls.
Knottingley East Junction	Down Main (BLOCKED)	07 00 to 17 00. Lifting track and packing way-beams between 58 m. 65 chs. and 58m. 75 chs.
Knottingley East Junction and Sudforth Lane	Down and Up Main	07 30 to 16 30. Repairs to bridge No.45 at 59m. 30 chs.
Goole, Engine Shed Junction and Mineral Junction	Down and Up Main	07 30 to 17 30. Reballasting between 73m. 50 chs. and 73¼ m.p. and cleaning and painting bridge No. 61 at intersection with Stainforth (Thorne Junction) to Staddlethorpe line. Goole Engine Shed Jn. signal box open.

MONDAY to WEDNESDAY 21 to 23 DECEMBER

Knottingley West Junction and Knottingley	Down Main	22 00 (Mon and Tue) to 07 00 (Tue and Wed). Lifting and tamping between 58m. 30 chs. and 59m.p. Tamping machine in use.
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SUNDAY 27 DECEMBER

Wakefield (Kirkgate) East and Calder Bridge	All	07 00 to 17 00. Loading materials between 48 and 48¼ m.p. Trolley in use. Calder Bridge signal box open.
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TURNERS LANE TO CALDER BRIDGE

SUNDAY 27 DECEMBER

Turners Lane and Calder Bridge	All	07 00 to 17 00. Loading materials between 0m.p. and 0m. 10chs. Trolley in use. Calder Bridge signal box open.
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NES-17

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
KNOTTINGLEY SOUTH JUNCTION TO EAST JUNCTION (GOODS LINES)		
DAILY UNTIL FURTHER NOTICE		
Knottingley South Junction and Knottingley East Junction	Down and Up Loop	07 00 to 17 00. Contractors erecting pipe bridge at 0m. 10chs. Mechanical plant in use. (41/70)
SUNDAY 20 DECEMBER		
Knottingley East Junction	Up Goods Loop (BLOCKED)	07 00 to 17 00. Lifting track and packing waybeams.
METHLEY NORTH JUNCTION TO PONTEFRACT (PRINCE OF WALES WEST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Prince of Wales	All	08 00 to 16 00. Work in connection with signal- ling alterations.
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)
CHARLESWORTHS TO LOFTHOUSE JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Charlesworths and Lofthouse Junction	All	07 30 to 18 30. Contractors removing redundant track between 180m. 34chs. and 183m. 22chs. (33/70)
Methley South Junction	All	08 00 to 16 30. Reconstruction of level crossing at 182m. 73chs.
BRAMWITH (EXCLUSIVE) TO CARCROFT (ADWICK JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Bramwith and Applehurst Jn.	All	07 30 to 16 30. Work in connection with signal- ling alterations and laying cables. (30/70)
Applehurst Junction and Skellow Junction	Down and Up Main	08 00 to 18 00. Thrust boring under tracks at 161m. 64chs. (28/70)
Applehurst Junction and Skellow Junction	All	08 00 to 17 00. Contractors repairing culverts at 161m. 23chs. and 161m. 34chs. Plant in use.
CARCROFT STATION TO SKELLOW JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Carcroft Station and Skellow Junction	All	08 00 to 16 00. Work in connection with re- signalling, laying cables and troughs.
HARE PARK TO CROFTON WEST JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Hare Park and Crofton West Junction	All	07 30 to 16 00. Work in connection with signalling alterations. (3/70)
Hare Park and Crofton West Jn.	All	07 30 to 19 00. Contractors demolishing Charlston West signal box. (33/70)
SHAW CROSS COLLIERY BRANCH		
DAILY UNTIL FURTHER NOTICE		
Batley G.N. Goods Yard	All	08 00 to 18 00. Demolishing buildings. (27/70)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Whitehall Jn.	All	08 30 to 16 00. Welding crossings between 42m. 23chs. and 42m. 27chs. Commencing Monday 21 December.
Wortley West Junction and Laisterdyke East	Down and Up Main	07 30 to 18 30. Contractors removing redundant track between 0m. 45chs. and 1½m.p. Plant in use.
Wortley West Junction and Laisterdyke East	Down and Up Main	07 00 to 17 00. Clearing site after removal of sidings between 3m. 12chs. and 3m. 24chs.
Bramley and Hammerton Street	All	07 30 to 16 00. Work in connection with alterations to signalling, also laying troughs and cables. (15/70)
Laisterdyke East and Hammerton Street	All	07 30 to 17 00. Demolishing Laisterdyke West signal box. (27/70)
Laisterdyke Ground Frame and St. Dunstons	All	07 30 to 18 30. Contractors removing redundant track between 190m. 25chs. and 191m. 30chs. (4/2/70)
Mill Lane Junction and Bradford Exchange Station	All	07 30 to 18 00. Contractors reconstructing bridge No.61 at 40¼ m.p. Cranes and plant in use.
Bradford Exchange	Platforms 1 to 5 (BLOCKED by local arrangement)	08 00 to 18 00. Contractors repairing bridge 63 between 40¼ and 40½m.p. Ladders in use. Trains replatformed as necessary. (48/70)
SATURDAY to SUNDAY 19 to 20 DECEMBER		
Hammerton Street and St. Dunstan's	23 30 (Sat) to 09 00 (Sun) Down Main (BLOCKED except as shown in remarks) 00 15 (or after passage of last E.D.U. to Shed) to 08 00 (Sun) Up Main (BLOCKED)	23 30 (Sat) to 09 00 (Sun). Excavating and laying new drain between 191m. 15chs. and 191m. 45chs. Rail mounted trencher in use. Arrangements made to pass 1E03, St Pancras to Bradford. St. Dunstan's signal box open.
SUNDAY 20 DECEMBER		
Stanningley Ground Frame and Hammerton Street	All	07 30 to 17 00. Laying out concrete units from train and installing cables. Laisterdyke and Stanningley ground frames manned.
Mill Lane Junction	All	07 30 to 17 00. Overhauling locking.
MONDAY to THURSDAY 21 to 24 DECEMBER		
Stanningley Ground Frame and Hammerton Street	All	07 30 to 16 30 each day. Installing cables.
MONDAY to FRIDAY 28 DECEMBER to 1 JANUARY		
Stanningley Ground Frame and Hammerton Street	All	07 30 to 16 30 each day. Installing cables.
WEDNESDAY to THURSDAY 30 to 31 DECEMBER		
Holbeck West Junction and Laisterdyke Ground Frame	Down and Up Main (BLOCKED except as shown in remarks)	23 45 (Wed) to 05 15 (Thu). Tamping machine in use between 0 m.p. and 6m. 45chs. Arrangements made to pass 5L69 04 05 Hammerton Street to Leeds. Laisterdyke Ground Frame manned.

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SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)—continued.		
DAILY UNTIL FURTHER NOTICE—continued		
Bradley Junction and Heaton Lodge Junction	Down and Up Main	08 00 to 16 00. Repairing bridge No. 109 between 28¾ and 29 m.p. Scaffolding in use. (45/70)
SUNDAY 20 DECEMBER		
Diggle and Marsden	01 30 to 02 15 Up Main (BLOCKED) 02 15 to 08 00 Down and Up Main (BLOCKED)	01 30 to 08 00. Picking up refuse and unloading materials in Standedge Tunnel between 15 and 18¼ m.p.
Gledholt Junction and Marsden	Up Goods (BLOCKED)	07 00 to 17 00. Changing rails between 24½ and 18½m.p. Crane in use. All Up traffic to travel over Up Main.
Gledholt Junction and Springwood Junction	All	07 00 to 17 00. Renewing cables.
PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)		
DAILY UNTIL FURTHER NOTICE		
Penistone (Huddersfield Junction) and Clayton West Junction	Single	08 00 to 18 00. Contractors removing redundant track between 13m.p. and 7m. 55chs.
Clayton West Junction and Springwood Junction	Down and Up Main	08 00 to 18 00. Contractors laying cables alongside and under tracks at Lockwood. Mechanical plant in use. (33/70)
THORNHILL JUNCTION TO LOW MOOR		
DAILY UNTIL FURTHER NOTICE		
Heckmondwike Junction and Low Moor	All (BLOCKED)	Continuous. Contractors constructing motorway. Removing sidings and redundant track, erecting buildings, reconstructing culvert and demolishing buildings. All traffic diverted.
Heckmondwyke Jn. and Low Moor	All	Contractors laying cable under track at 3m. 77chs. Plant in use. Commencing Tuesday 29 December.
HECKMONDWYKE CURVE		
DAILY UNTIL FURTHER NOTICE		
Heckmondwyke Curve	Single	08 00 to 18 00. Contractors erecting poles and overhead conductors at lineside between 4m. 71chs. and 5m. 27chs. also laying cables under track at 4m. 71chs. Commencing Tuesday 29 December.
BARNSELY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Darton	Down and Up Main	07 30 to 18 30. Contractors removing redundant track between 49½ and 49¼m.p.
Darton and Crigglestone	Down and Up Main	07 30 to 17 00. Contractors working in Woolley Old and New tunnels. Both signal boxes open on Sunday inclusive.

SECTION B-TEMPORARY ENGINEERING WORKS-continued

At or between	Lines affected	Remarks
BARNESLEY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION-continued		
DAILY UNTIL FURTHER NOTICE-continued		
Woolley Coal Sidings and Crigglestone Junction	All	08 00 to 18 00. Contractors demolishing Haigh signal box at 47 $\frac{3}{4}$ m.p. Plant in use. (49/70)
Crigglestone Jn. and Horbury Junction	All	07 30 to 17 00. Installing cable troughs, ducts and cables. (25/70)
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wath North (North) and Dearne Valley Colliery Sidings	Down and Up Goods	07 30 to 16 00. Preparation for re-construction on bridge No.16A at 171 $\frac{1}{2}$ m.p.
Wath North (North) and Cudworth Station	All	07 30 to 17 30. Contractors removing bridge No.175 at 172m. 41chs. and bridge No.177 at 172m. 75chs. Crane and plant in use.
Cudworth North Junction	All	07 30 to 18 00. Contractors removing bridge No.187A at 176m. 1chs. Cranes and plant in use. (43/70)
Royston Station and Royston Junction	All	08 30 to 17 00. Contractors demolishing lighting tower adjacent to Up Slow and Colliery Sdgs. at 178m. 11chs. (49/70)
Royston Station and Royston Jn.	Down Fast	07 30 to 18 30. Contractors removing redundant material. Plant in use. (42/70)
Royston Junction and Oakenshaw South Jn.	All	Boring under track at 179m. 29chs.
Oakenshaw and Goose Hill Jn.	Down and Up Main	08 00 to 16 00. Making and trimming cess between 182 $\frac{1}{2}$ and 184 $\frac{1}{4}$ m.p. Machine in use. (45/70)
Altofts Junction	All	08 00 to 18 00. Contractors constructing under-bridge. Cranes and plant in use.
Hunslet South Junction and Hunslet Station Junction	All	08 00 to 16 00. Repairing bridge No.253 at 193m. 69chs. Mechanical plant in use.
Hunslet Goods Junction	All	08 00 to 18 00. Contractors building and resiting catch pits between 194m. 30chs and 194m. 38chs. (44/70)
Leeds City (North Jn.)	All	08 30 to 16 00. Welding crossings between 195m. 50chs. and 196 m.p. Commencing Monday 21 December.
SUNDAY 20 DECEMBER		
Carlton South Sidings	No.4 and 5 Roads	08 00 to 16 30. Loading spoil. Mechanical excavator in use. Sidings to be left clear of traffic. Ground Frame manned. Cudworth North Junction signal box open.
Royston Junction and Oakenshaw South Junction	All	07 30 to 17 00. Repairs to bridge No.198C at 180 $\frac{3}{4}$ m.p.
Oakenshaw South Junction and Waterloo Colliery Sidings	Down and Up Main	08 00 to 16 30. Changing defective rails between 181m. 70chs. and 190 m.p.
Goose Hill and Normanton Station South	Down Main (BLOCKED)	06 00 to 18 00. Rerailing, welding and destressing between 184 $\frac{3}{4}$ m.p. and 184m. 76chs. Cranes in use. Single Line Working over Up Main. Normanton Station South signal box open.

At or between	Lines affected	Remarks
LEEDS CITY TO SKIPTON (STATION SOUTH)		
DAILY UNTIL FURTHER NOTICE		
Leeds City Parcels Area Whitehall Jn.	All	07 30 to 17 00. Repairs to roof over platforms.
Wortley Junction and Kirkstall Jn.	Down Main	08 30 to 16 00. Welding crossings between 0 and ¼ m.p. Commencing Monday 21 December.
Wortley Junction and Kirkstall Junction	All	08 00 to 17 00. Contractors demolishing building adjacent to tracks between 196m. 56chs. and 196¾m.p. Scaffolding in use.
Wortley Junction	Up Shipley	Drivers to keep a sharp lookout. 07 30 to 19 00. Digging out platforms at former Armley Station. (See Section 'D'). (33/70)
Wortley Junction and Thackley Junction	All	08 00 to 16 00. Contractors erecting building. Scaffolding and plant in use.
Geldard	All	08 00 to 18 00. Contractors removing ballast between 196m. 31chs. and 204m. 76chs. Mechanical plant in use.
Newlay	All	07 30 to 19 00. Demolition work by contractors. (33/70)
Apperley Junction and Apperley Viaduct	All	08 00 to 18 00. Contractors erecting overhead conductors at 199½ m.p. (45/70)
Apperley Viaduct and Thackley Junction	All	07 30 to 19 00. Demolition work by contractors. near 202¾m.p. (33/70)
Bingley Junction and Hirstwood	All	08 00 to 18 00. Contractors working on air shafts in Thackley Tunnel between 203½m.p. and 204m. 30chs. Overhead gantry in use. (47/70)
Hirstwood and Bingley	Down and Up Main	08 00 to 18 00. Contractors repairing bridge No.50 at 206m. 8chs. Cranes and plant in use. (42/70)
SUNDAY 20 DECEMBER		
Leeds City	Nos. 5 and 6 Platforms (BLOCKED except as shown in remarks)	07 00 to 19 00. Contractors excavating at foot of embankment at 208m. 24chs. Pile driving in progress, plant in use. (49/70)
Leeds City West End	All	06 00 to 18 00. Relaying. Crane and tamping machine in use.
Apperley Junction and Apperley Viaduct	Down and Up Main (BLOCKED except as shown in remarks)	Arrangements made to pass 1L07, 09 35 Kings Cross to Harrogate and 1A31, 16 08 Bradford Exchange to Kings Cross. 07 30 to 17 00. Testing cables.
Apperley Viaduct and Thackley Junction	All (BLOCKED except as shown in remarks)	04 30 to 15 00. Removing former passenger station platform at 202 m. 52chs. Mechanical excavator in use. Arrangements made to pass 1M43 08 45 Leeds to Morecambe over Down Main and 5M43 09 10 Shipley to Leeds over Up Main. Both signal boxes open. 09 00 to 15 00. Contractors repairing Thackley Tunnel between 203½m.p. and 204 m. 30chs. Plant in use. Arrangements made to pass 5M43 09 10 Shipley to Leeds over Up Main. Both signal boxes open.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 DECEMBER - HEMINGBROUGH

The Down Main Distant signal will be replaced by a two-aspect colour light signal displaying yellow and green aspects and situated 137 yards nearer the signal box. The distance between the Down Main Distant and the First Stop signal will be 1,100 yards. (3)

MONDAY 21 DECEMBER - HESSLE HAVEN

The facing connection Up Fast to Up Slow (nearest the signal box) will be secured permanently out of use in the normal position pending removal.

The points in the Up Slow line forming the trailing end of the connection Up Fast to Up Slow (furthest from the signal box) will be removed and replaced by plain line.

The portion of the Up Slow line between these connections will be abolished. (3)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY WEST

The access to Nos. 19, 11, 12 and 13 sidings has been severed at the Selby West end of the yard and access to Nos. 11, 12 and 13 is from the Selby Canal end only. No. 10 Siding has been secured permanently out of use. (2)

YORK YARD NORTH

The shunting signal Up Warehouse to Up Main Goods or Up Shunting line or Up Arrival lines has been renewed on the same site with the arm at a reduced height of 16 feet 6 inches above rail level. (2)

CARLTON SOUTH SIDINGS

The points, from the Up siding to the shunting line or shunt neck, have been secured out of use, in the normal position, pending removal. (1)

** BETWEEN LEEDS (GELDERD ROAD JUNCTION)-WAKEFIELD WESTGATE-NOSTELL

Revised signalling has been brought into use. Full details are published in Signalling Notice No. 20 and all Staff concerned must ensure that they receive a copy of this Notice. (51/52)

** LOFTHOUSE NORTH OCCUPATION PEDESTRIAN CROSSING

Whistle boards have been provided at a distance of 250 yards on each side of the above crossing at 178 miles 44 chains. (51/52)

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

*** BROUGH EAST—FERRIBY**

Brough East

Buffer stops have been provided in the Down Slow line facing the signal box, 440 yards in advance of the facing connection Down Platform line to Down Main.

The following signals have been taken out of use pending removal:—

- Down Slow Starting
- Down Slow Second Home
- Down Slow First Home
- Disc-Shunting Down Slow
- Disc-Shunting Down Siding to Down Slow or Down Fast.

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

- Down Slow to Down Siding

Welton Crossing Gate Box

The following signals have been taken out of use pending removal:—

- Down Slow Distant
- Down Slow Home

Melton Lane

The Down Slow Platform has been removed and rebuilt between 8m. 39chs. and 8m. 40chs. and is served from the Down Fast.

The following signals have been taken out of use pending removal:—

- Down Slow Home
- Down Slow Distant

Ferriby

The Down Main to Down Platform connection has been padlocked and clamped reverse at the trailing end pending removal of the Down Slow.

The following signals have been taken out of use pending removal:—

- Down Slow Distant
- Down Slow Outer Home
- Down Slow Inner Home
- Down Slow Home.

(51/52)

HULL PARAGON

Signals 138/140 have been temporarily replaced at ground level with route indication.

Signals 148/150, and 158/168, and 180/186 have been temporarily repositioned at ground level with route indication.

Subsidiary Signals 141/143 have been temporarily repositioned at ground level with no route indication.

Signals 151/155, 169/170, 187/192 have been temporarily repositioned at ground level with route indication.
 (Amended item) (UFN)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of **40 m.p.h.** when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N. 39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 570 yards.

BRAMHOPE TUNNEL

Scaffolding and rail centres have been erected in the tunnel, causing restricted clearance.

Trainmen must not put their heads out of windows. (U.F.N.)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accomodation level Crossing at 35m. 35chs. **Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.** (U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions. (U.F.N.)

BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. **Drivers must keep a sharp lookout and sound horns on approach.** (U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34 chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.** (U.F.N.)

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp lookout and sound whistle/horn on approach.** (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued.

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use for contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	
★ Healey Mills M.P.D.	Laying pipeline between Washing Plant and Oil Interceptor	08 30 to 17 00 daily	Monday 21 December.

INSTRUCTIONS TO TRAINMEN-LOCOMOTIVES STABLED IN SORTING SIDINGS-INWARD YARD HULL

Until further notice: - Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

INSTRUCTION IN REGARD TO THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES

Referring to Clause 2 of the above Instructions, shown on page 44 of the General Appendix; the maximum speed of 25mph will not apply to the following machines, the speed of which must be restricted to 20 mph.

- Plasser 06-32
- " 06-16, 05 and 05E.
- " 04
- " WE275 (P.&C. Machine).

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

York
11 December, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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



NE/S

EASTERN REGION

NORTHERN AREA

(SOUTHERN SECTION)

**No.
51/52**

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

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 19 DECEMBER 1970

TO

FRIDAY 1 JANUARY 1971

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

SECTION A

TEMPORARY SPEED RESTRICTIONS

(Until further notice unless otherwise stated)

Warning Boards and Indicators provided unless otherwise shown.

In the case of items marked * the Warning Boards and Indicators will be moved as the work progresses and the restrictions will not operate over more than $\frac{3}{4}$ mile at one time.

In the case of items marked † the Warning Board(s) will be lit by propane gas.

In the case of items marked ‡ time has been allowed in the Working Time Table for these restrictions.

Temporary Speed restrictions may be eased or withdrawn earlier than shown. Trainmen must, therefore be prepared to find a higher speed (which may be the permanent speed restriction) indicated at the Warning Boards and indicators and they must work to such speed.

Location of Work at or between	Lines affected	Mileage at or between		Speed Restriction m.p.h.	Remarks
		M. Chs.	M. Chs.		
SHAFTHOLME JUNCTION TO SKELTON BRIDGE					
Barlby North	Down Main	175 19	175 21	30	Abandoning connection and relaying. Commencing 08 00 Thursday 31 December.
† Barlby North and Chaloners Whin	Down Main	175 50	178 75	90	Modifications to auto-half barriers.
† Chaloners Whin and Barlby North	Up Main	179 70	177 23	90	Modifications to auto-half barriers.
CARCROFT TO LEEDS CITY (WEST JUNCTION)					
Nostell and Hare Park	Down Main	170 60	171 10	20	Subsidence.
Hare Park and Nostell	Up Main	171 10	170 60	20	Subsidence.
LEEDS CITY (WORTLEY JN.) TO HARROGATE (DRAGON)					
* Harrogate South and Rigton	Up Main	13 29	12 26	20	Reballasting and relaying. Until 17 15 Sunday 20 December.
* Harrogate South and Rigton	Up Main	13 29	12 26	15	Reballasting and relaying. Commencing 17 15 Sunday 20 December.
LEEDS CITY TO HULL (PARAGON)					
Neville Hill East Junction and Garforth	Down Main	13 48	13 02	20	Relaying. Commencing 08 00 Tuesday 29 December.
MICKLEFIELD TO CHURCH FENTON					
Church Fenton	Up Leeds	10 44	10 76	20	Reballasting

SECTION A—TEMPORARY SPEED RESTRICTIONS—continued

Location of work at or between	Lines affected	Mileage at or between		Speed Restriction m.p.h.	Remarks
		M. Chs.	M. Chs.		
NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN)					
Altofts Junction	All	23 40	23 50	20	Taking out redundant assets and construction of underbridge.
Fryston and Burton Salmon	Down and Up Main	17 54	17 30	30	Subsidence.
Church Fenton and Bolton Percy	Down Leeds	8 71	8 15	20	Ballast cleaning.
SWINTON (DEARNE JUNCTION) TO BURTON SALMON					
Dearne Junction	Up	168 51	—	20	Condition of bridge No.3.
Hickleton Main Colliery Sidings and Frickley Colliery	Down and Up Main	12 55	12 50	30	Condition of embankment.
Moorthorpe Station and Pontefract Baghill South	Down and Up Main	10 70	10 50	30	Subsidence.
Moorthorpe Station and Pontefract South	Down and Up Main	8 57	8 20	30	Condition of embankment
Ferrybridge 'C' Power Station	Merry-go-Round Loop	0 40	1 40	10	Condition of track.
SHAFTHOLME TO FERRYBRIDGE					
*Womersley and Norton	Up Main	64 12	65 20	15	Relaying and reballasting. Until 15 00 Thursday, 31 December.
WAKEFIELD (K) EAST TO GOOLE (GOODS JUNCTION)					
Knottingley East Junction	Down Main	58 65	58 75	20	Lifting track. Commencing 17 00 Sunday 20 December until 15 00 Wednesday, 23 December.
Whitley Bridge Eggborough Power Station	Nos. 1 and 2 Lines	1 0	2 60	10	Condition of track.
Snaith West and Rawcliffe	Down and Up Main	70 17	70 20	30	Condition of track.
CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY					
Dearne Valley South Junction and Goldthorpe Colliery	Down Main	58 60	62 00	20	Condition of track.

(For details of Signalling or Permanent Way Alterations see Section C)

Where any work involves fixing, removing or repairing signals, or the protection of the running line during renewals, repairs and obstructions, Handsignalmen will be provided by the Engineer to act in accordance with the Rules and Regulations.

Material may be lying about and disconnections may be made as required.

Unless otherwise shown, work will be carried out as traffic permits.

At or between	Lines affected	Remarks
SHAFTHOLME JUNCTION TO SKELTON BRIDGE		
DAILY UNTIL FURTHER NOTICE		
Shaftholme and Selby Canal	All	07 30 to 17 00. Work in connection with alterations to signalling. (38/29)
Shaftholme and Chaloners Whin	All	07 30 to 16 30. Cleaning and painting bridges between 160m. 15chs. and 186m. 14chs. Ladders and trestles in use.
Balne and Brayton	Down Main	07 00 to 17 00. Contractors erecting cables adjacent to track at 167¼ m.p.
Brayton and Selby Canal	Down and Up Main	07 00 to 18 00. Contractors working adjacent to track between 173m. 35chs. and 173½ m.p.
Selby South	All	08 00 to 16 30. Work in connection with alterations to signalling and interlocking. (26/69)
Selby South and Barlby North	All	08 00 to 16 30. Work in connection with signalling alterations. (35/36/70)
Barlby North and Chaloners Whin	Down and Up Main	07 30 to 16 30. Work in connection with alterations to Riccall South, York Road and Turnhead Auto Half Barriers.
Barlby North and Chaloners Whin	Down and Up Main	08 00 to 17 00. Contractors thrust boring under track at 185m. 27chs.
Chaloners Whin and Holgate Junction	All	07 30 to 16 30. Cleaning and painting bridges between 186m. 14chs. and 187¼ m.p. Ladders and trestles in use.
York Station	All	08 00 to 16 30. Testing cables and controls.
York and Skelton	All	07 00 to 17 00. Contractors building new bridge at 1m. 5chs.
York and Skelton Bridge	All	07 30 to 16 30. Overhauling point connections, etc. (38/68)
Skelton and Skelton Bridge	All	07 00 to 17 00. Work in connection with signalling alterations.
YORK YARDS		
DAILY UNTIL FURTHER NOTICE		
York Yard North	Down and Up Main Goods and Nos.1 to 4 Up Receptions and Down/Up Shunting Neck	07 00 to 17 00. Contractors building new bridge at 1 m.p.
York Yard South and North	No.2 Down Yard (BLOCKED by local arrangement)	08 00 to 17 00. Contractors removing redundant track. Mechanical plant in use. (3/70)
York Yards North	All	08 00 to 16 30. Work in connection with alterations to signal box. (30/70)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
HESLE ROAD TO ALEXANDRA DOCK		
DAILY UNTIL FURTHER NOTICE		
Hessle Road and Alexandra Dock	Down and Up Main	08 00 to 16 00. Repairing bridge No. 15 at 1m. 43chs. (28/70)
HULL YARDS		
DAILY UNTIL FURTHER NOTICE		
Hull Freightliner Depot	All	07 00 to 17 00. Contractors carrying out alter- ations to Freightliner Depot. Mechanical plant in use.
Botanic Gardens MPD	All (BLOCKED by local arrangements).	07 30 to 16 00. Remodelling in sidings. Mech- anical plant in use.
CUDWORTH SOUTH JN. TO CUDWORTH H AND B YARD		
DAILY UNTIL FURTHER NOTICE		
Cudworth South Junction and Cudworth H and B Yard	All	08 00 to 16 00. Recovering abandoned materials.
STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Thorne Colliery and Dutch River	Down and Up Main	08 00 to 17 00. Contractors demolishing redun- dant signal box at 9m.p.
Potters Grange and Boothferry Road	Down and Up Main	06 00 to 18 00. Contractors installing main at 6m. 66chs.
SUNDAY 20 DECEMBER		
Dutch River	Down and Up Main	08 00 to 17 30. Cleaning and painting bridge No. 13 at 7m. 65chs. at intersection with Wakefield (Kirkgate) East line. Ladders in use.
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wakefield Kirkgate East	All	07 30 to 17 00. Constructing new relay room. (41/70)
Kirkgate East and Calder Bridge	All	08 00 to 16 00. Reconstructing bridge No. 2 at 48m. 10chs. Plant in use.
Calder Bridge and Crofton West Junction	All	07 30 to 16 00. Work in connection with alterations.
Calder Bridge and Prince of Wales West Junction	All	08 00 to 18 00. Contractors demolishing railway cottages alongside track at 54m. 29chs. Plant in use. (37/70)
Prince of Wales West Jn. and Crofton East Jn.	Up Main	08 00 to 16 00. Contractors laying drain between 52¾ and 53½ m.p. Plant in use. (45/70)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)—continued		
DAILY UNTIL FURTHER NOTICE—continued		
Pontefract Monkhill	Down and Up Main Down Loop and Down Sidings	08 00 to 18 00. Contractors laying gas main under tracks at 56m. 43chs. Plant in use. Commencing Tuesday 29 December.
Knottingley West Junction and Knottingley East Junction	Down and Up Goole	07 00 to 17 00. Contractors erecting new foot-bridges at 58m. 48chs. Cranes and plant in use.
Knottingley and Sudforth Lane	Down Main	07 00 to 16 30. Contractors working adjacent to track between 59½ and 60 m.p. Mechanical plant in use.
Sudforth Lane and Goole Mineral Junction	Down and Up Main	08 00 to 17 00. Cleaning and painting bridges, lineside work and stations. Ladders and trestles in use. (28/70)
Whitley Bridge Jn. and Hensall	Down and Up Main	07 00 to 18 00. Contractors resurfacing roadway adjacent to Snaith and Pontefract highway level crossing at 64m. 15chs. Barriers to be manned as required.
Hensall and Snaith West	Down and Up Main	08 00 to 17 00. Contractors demolishing redundant signal box at 65m. 68chs.
Hensall and Snaith	Down and Up Main	07 30 to 17 30. Contractors erecting scaffolding alongside tracks at 67½ m.p.
SUNDAY 20 DECEMBER		
Crofton East and Prince of Wales West Junction	All	07 30 to 17 00. Testing reed controls.
Knottingley East Junction	Down Main (BLOCKED)	07 00 to 17 00. Lifting track and packing way-beams between 58 m. 65 chs. and 58m. 75 chs.
Knottingley East Junction and Sudforth Lane	Down and Up Main	07 30 to 16 30. Repairs to bridge No.45 at 59m. 30 chs.
Goole, Engine Shed Junction and Mineral Junction	Down and Up Main	07 30 to 17 30. Reballasting between 73m. 50 chs. and 73¼ m.p. and cleaning and painting bridge No. 61 at intersection with Stainforth (Thorne Junction) to Staddlethorpe line. Goole Engine Shed Jn. signal box open.
MONDAY to WEDNESDAY 21 to 23 DECEMBER		
Knottingley West Junction and Knottingley	Down Main	22 00 (Mon and Tue) to 07 00 (Tue and Wed). Lifting and tamping between 58m. 30 chs. and 59m.p. Tamping machine in use.
SUNDAY 27 DECEMBER		
Wakefield (Kirkgate) East and Calder Bridge	All	07 00 to 17 00. Loading materials between 48 and 48¼ m.p. Trolley in use. Calder Bridge signal box open.
TURNERS LANE TO CALDER BRIDGE		
SUNDAY 27 DECEMBER		
Turners Lane and Calder Bridge	All	07 00 to 17 00. Loading materials between 0m.p. and 0m. 10chs. Trolley in use. Calder Bridge signal box open.

NES-17

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
KNOTTINGLEY SOUTH JUNCTION TO EAST JUNCTION (GOODS LINES)		
DAILY UNTIL FURTHER NOTICE		
Knottingley South Junction and Knottingley East Junction	Down and Up Loop	07 00 to 17 00. Contractors erecting pipe bridge at 0m. 10chs. Mechanical plant in use. (41/70)
SUNDAY 20 DECEMBER		
Knottingley East Junction	Up Goods Loop (BLOCKED)	07 00 to 17 00. Lifting track and packing waybeams.
METHLEY NORTH JUNCTION TO PONTEFRACT (PRINCE OF WALES WEST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Prince of Wales	All	08 00 to 16 00. Work in connection with signal- ling alterations.
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)
CHARLESWORTHS TO LOFTHOUSE JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Charlesworths and Lofthouse Junction	All	07 30 to 18 30. Contractors removing redundant track between 180m. 34chs. and 183m. 22chs. (33/70)
Methley South Junction	All	08 00 to 16 30. Reconstruction of level crossing at 182m. 73chs.
BRAMWITH (EXCLUSIVE) TO CARCROFT (ADWICK JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Bramwith and Applehurst Jn.	All	07 30 to 16 30. Work in connection with signal- ling alterations and laying cables. (30/70)
Applehurst Junction and Skellow Junction	Down and Up Main	08 00 to 18 00. Thrust boring under tracks at 161m. 64chs. (28/70)
Applehurst Junction and Skellow Junction	All	08 00 to 17 00. Contractors repairing culverts at 161m. 23chs. and 161m. 34chs. Plant in use.
CARCROFT STATION TO SKELLOW JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Carcroft Station and Skellow Junction	All	08 00 to 16 00. Work in connection with re- signalling, laying cables and troughs.
HARE PARK TO CROFTON WEST JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Hare Park and Crofton West Junction	All	07 30 to 16 00. Work in connection with signalling alterations. (3/70)
Hare Park and Crofton West Jn.	All	07 30 to 19 00. Contractors demolishing Charlston West signal box. (33/70)
SHAW CROSS COLLIERY BRANCH		
DAILY UNTIL FURTHER NOTICE		
Batley G.N. Goods Yard	All	08 00 to 18 00. Demolishing buildings. (27/70)

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Whitehall Jn.	All	08 30 to 16 00. Welding crossings between 42m. 23chs. and 42m. 27chs. Commencing Monday 21 December.
Wortley West Junction and Laisterdyke East	Down and Up Main	07 30 to 18 30. Contractors removing redundant track between 0m. 45chs. and 1½m.p. Plant in use.
Wortley West Junction and Laisterdyke East	Down and Up Main	07 00 to 17 00. Clearing site after removal of sidings between 3m. 12chs. and 3m. 24chs.
Bramley and Hammerton Street	All	07 30 to 16 00. Work in connection with alterations to signalling, also laying troughs and cables. (15/70)
Laisterdyke East and Hammerton Street	All	07 30 to 17 00. Demolishing Laisterdyke West signal box. (27/70)
Laisterdyke Ground Frame and St. Dunstons	All	07 30 to 18 30. Contractors removing redundant track between 190m. 25chs. and 191m. 30chs. (4/2/70)
Mill Lane Junction and Bradford Exchange Station	All	07 30 to 18 00. Contractors reconstructing bridge No.61 at 40¼ m.p. Cranes and plant in use.
Bradford Exchange	Platforms 1 to 5 (BLOCKED by local arrangement)	08 00 to 18 00. Contractors repairing bridge 63 between 40¼ and 40½m.p. Ladders in use. Trains replatformed as necessary. (48/70)
SATURDAY to SUNDAY 19 to 20 DECEMBER		
Hammerton Street and St. Dunstan's	23 30 (Sat) to 09 00 (Sun) Down Main (BLOCKED except as shown in remarks) 00 15 (or after passage of last E.D.U. to Shed) to 08 00 (Sun) Up Main (BLOCKED)	23 30 (Sat) to 09 00 (Sun). Excavating and laying new drain between 191m. 15chs. and 191m. 45chs. Rail mounted trencher in use. Arrangements made to pass 1E03, St Pancras to Bradford. St. Dunstan's signal box open.
SUNDAY 20 DECEMBER		
Stanningley Ground Frame and Hammerton Street	All	07 30 to 17 00. Laying out concrete units from train and installing cables. Laisterdyke and Stanningley ground frames manned.
Mill Lane Junction	All	07 30 to 17 00. Overhauling locking.
MONDAY to THURSDAY 21 to 24 DECEMBER		
Stanningley Ground Frame and Hammerton Street	All	07 30 to 16 30 each day. Installing cables.
MONDAY to FRIDAY 28 DECEMBER to 1 JANUARY		
Stanningley Ground Frame and Hammerton Street	All	07 30 to 16 30 each day. Installing cables.
WEDNESDAY to THURSDAY 30 to 31 DECEMBER		
Holbeck West Junction and Laisterdyke Ground Frame	Down and Up Main (BLOCKED except as shown in remarks)	23 45 (Wed) to 05 15 (Thu). Tamping machine in use between 0 m.p. and 6m. 45chs. Arrangements made to pass 5L69 04 05 Hammerton Street to Leeds. Laisterdyke Ground Frame manned.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)—continued.		
DAILY UNTIL FURTHER NOTICE—continued		
Bradley Junction and Heaton Lodge Junction	Down and Up Main	08 00 to 16 00. Repairing bridge No. 109 between 28¾ and 29 m.p. Scaffolding in use. (45/70)
SUNDAY 20 DECEMBER		
Diggle and Marsden	01 30 to 02 15 Up Main (BLOCKED) 02 15 to 08 00 Down and Up Main (BLOCKED)	01 30 to 08 00. Picking up refuse and unloading materials in Standedge Tunnel between 15 and 18¼ m.p.
Gledholt Junction and Marsden	Up Goods (BLOCKED)	07 00 to 17 00. Changing rails between 24½ and 18½ m.p. Crane in use. All Up traffic to travel over Up Main.
Gledholt Junction and Springwood Junction	All	07 00 to 17 00. Renewing cables.
PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)		
DAILY UNTIL FURTHER NOTICE		
Penistone (Huddersfield Junction) and Clayton West Junction	Single	08 00 to 18 00. Contractors removing redundant track between 13 m.p. and 7 m. 55 chs.
Clayton West Junction and Springwood Junction	Down and Up Main	08 00 to 18 00. Contractors laying cables alongside and under tracks at Lockwood. Mechanical plant in use. (33/70)
THORNHILL JUNCTION TO LOW MOOR		
DAILY UNTIL FURTHER NOTICE		
Heckmondwike Junction and Low Moor	All (BLOCKED)	Continuous. Contractors constructing motorway. Removing sidings and redundant track, erecting buildings, reconstructing culvert and demolishing buildings. All traffic diverted.
Heckmondwyke Jn. and Low Moor	All	Contractors laying cable under track at 3 m. 77 chs. Plant in use. Commencing Tuesday 29 December.
HECKMONDWYKE CURVE		
DAILY UNTIL FURTHER NOTICE		
Heckmondwyke Curve	Single	08 00 to 18 00. Contractors erecting poles and overhead conductors at lineside between 4 m. 71 chs. and 5 m. 27 chs. also laying cables under track at 4 m. 71 chs. Commencing Tuesday 29 December.
BARNSELY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Darton	Down and Up Main	07 30 to 18 30. Contractors removing redundant track between 49½ and 49¼ m.p.
Darton and Crigglestone	Down and Up Main	07 30 to 17 00. Contractors working in Woolley Old and New tunnels. Both signal boxes open on Sunday inclusive.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
BARNESLEY (EXCHANGE) (EXCLUSIVE) TO HORBURY JUNCTION—continued		
DAILY UNTIL FURTHER NOTICE—continued		
Woolley Coal Sidings and Crigglestone Junction	All	08 00 to 18 00. Contractors demolishing Haigh signal box at 47¼m.p. Plant in use. (49/70)
Crigglestone Jn. and Horbury Junction	All	07 30 to 17 00. Installing cable troughs, ducts and cables. (25/70)
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wath North (North) and Dearne Valley Colliery Sidings	Down and Up Goods	07 30 to 16 00. Preparation for re-construction on bridge No.16A at 171½m.p.
Wath North (North) and Cudworth Station	All	07 30 to 17 30. Contractors removing bridge No. 175 at 172m. 41chs. and bridge No. 177 at 172m. 75chs. Crane and plant in use.
Cudworth North Junction	All	07 30 to 18 00. Contractors removing bridge No.187A at 176m. 1chs. Cranes and plant in use. (43/70)
Royston Station and Royston Junction	All	08 30 to 17 00. Contractors demolishing lighting tower adjacent to Up Slow and Colliery Sdgs. at 178m. 11chs. (49/70)
Royston Station and Royston Jn.	Down Fast	07 30 to 18 30. Contractors removing redundant material. Plant in use. (42/70)
Royston Junction and Oakenshaw South Jn.	All	Boring under track at 179m. 29chs.
Oakenshaw and Goose Hill Jn.	Down and Up Main	08 00 to 16 00. Making and trimming cess between 182½ and 184¼ m.p. Machine in use. (45/70)
Altofts Junction	All	08 00 to 18 00. Contractors constructing under-bridge. Cranes and plant in use.
Hunslet South Junction and Hunslet Station Junction	All	08 00 to 16 00. Repairing bridge No.253 at 193m. 69chs. Mechanical plant in use.
Hunslet Goods Junction	All	08 00 to 18 00. Contractors building and resiting catch pits between 194m. 30chs and 194m. 38chs. (44/70)
Leeds City (North Jn.)	All	08 30 to 16 00. Welding crossings between 195m. 50chs. and 196 m.p. Commencing Monday 21 December.
SUNDAY 20 DECEMBER		
Carlton South Sidings	No.4 and 5 Roads	08 00 to 16 30. Loading spoil. Mechanical excavator in use. Sidings to be left clear of traffic. Ground Frame manned. Cudworth North Junction signal box open.
Royston Junction and Oakenshaw South Junction	All	07 30 to 17 00. Repairs to bridge No.198C at 180¾ m.p.
Oakenshaw South Junction and Waterloo Colliery Sidings	Down and Up Main	08 00 to 16 30. Changing defective rails between 181m. 70chs. and 190 m.p.
Goose Hill and Normanton Station South	Down Main (BLOCKED)	06 00 to 18 00. Rerailing, welding and distressing between 184¼ m.p. and 184m. 76chs. Cranes in use. Single Line Working over Up Main. Normanton Station South signal box open.

At or between	Lines affected	Remarks
LEEDS CITY TO SKIPTON (STATION SOUTH)		
DAILY UNTIL FURTHER NOTICE		
Leeds City Parcels Area Whitehall Jn.	All	07 30 to 17 00. Repairs to roof over platforms.
Wortley Junction and Kirkstall Jn.	Down Main	08 30 to 16 00. Welding crossings between 0 and ¼ m.p. Commencing Monday 21 December.
Wortley Junction and Kirkstall Junction	All	08 00 to 17 00. Contractors demolishing building adjacent to tracks between 196m. 56chs. and 196¾m.p. Scaffolding in use. Drivers to keep a sharp lookout.
Wortley Junction	Up Shipley	07 30 to 19 00. Digging out platforms at former Armley Station. (See Section 'D'). (33/70)
Wortley Junction and Thackley Junction	All	08 00 to 16 00. Contractors erecting building. Scaffolding and plant in use.
Geldard	All	08 00 to 18 00. Contractors removing ballast between 196m. 31chs. and 204m. 76chs. Mechanical plant in use.
Newlay	All	07 30 to 19 00. Demolition work by contractors. (33/70)
Apperley Junction and Apperley Viaduct	All	08 00 to 18 00. Contractors erecting overhead conductors at 199½ m.p. (45/70)
Apperley Viaduct and Thackley Junction	All	07 30 to 19 00. Demolition work by contractors. near 202¾m.p. (33/70)
Bingley Junction and Hirstwood	All	08 00 to 18 00. Contractors working on air shafts in Thackley Tunnel between 203½m.p. and 204m. 30chs. Overhead gantry in use. (47/70)
Hirstwood and Bingley	Down and Up Main	08 00 to 18 00. Contractors repairing bridge No.50 at 206m. 8chs. Cranes and plant in use. (42/70)
SUNDAY 20 DECEMBER		
Leeds City	Nos. 5 and 6 Platforms (BLOCKED except as shown in remarks)	07 00 to 19 00. Contractors excavating at foot of embankment at 208m. 24chs. Pile driving in progress, plant in use. (49/70)
Leeds City West End	All	06 00 to 18 00. Relaying. Crane and tamping machine in use. Arrangements made to pass 1L07, 09 35 Kings Cross to Harrogate and 1A31, 16 08 Bradford Exchange to Kings Cross.
Apperley Junction and Apperley Viaduct	Down and Up Main (BLOCKED except as shown in remarks)	07 30 to 17 00. Testing cables. 04 30 to 15 00. Removing former passenger station platform at 202m. 52chs. Mechanical excavator in use. Arrangements made to pass 1M43 08 45 Leeds to Morecambe over Down Main and 5M43 09 10 Shipley to Leeds over Up Main. Both signal boxes open.
Apperley Viaduct and Thackley Junction	All (BLOCKED except as shown in remarks)	09 00 to 15 00. Contractors repairing Thackley Tunnel between 203½m.p. and 204m. 30chs. Plant in use. Arrangements made to pass 5M43 09 10 Shipley to Leeds over Up Main. Both signal boxes open.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 DECEMBER - HEMINGBROUGH

The Down Main Distant signal will be replaced by a two-aspect colour light signal displaying yellow and green aspects and situated 137 yards nearer the signal box. The distance between the Down Main Distant and the First Stop signal will be 1,100 yards. (3)

MONDAY 21 DECEMBER - HESSLE HAVEN

The facing connection Up Fast to Up Slow (nearest the signal box) will be secured permanently out of use in the normal position pending removal.

The points in the Up Slow line forming the trailing end of the connection Up Fast to Up Slow (furthest from the signal box) will be removed and replaced by plain line.

The portion of the Up Slow line between these connections will be abolished. (3)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY WEST

The access to Nos. 19, 11, 12 and 13 sidings has been severed at the Selby West end of the yard and access to Nos. 11, 12 and 13 is from the Selby Canal end only. No. 10 Siding has been secured permanently out of use. (2)

YORK YARD NORTH

The shunting signal Up Warehouse to Up Main Goods or Up Shunting line or Up Arrival lines has been renewed on the same site with the arm at a reduced height of 16 feet 6 inches above rail level. (2)

CARLTON SOUTH SIDINGS

The points, from the Up siding to the shunting line or shunt neck, have been secured out of use, in the normal position, pending removal. (1)

**** BETWEEN LEEDS (GELDERD ROAD JUNCTION)-WAKEFIELD WESTGATE-NOSTELL**

Revised signalling has been brought into use. Full details are published in Signalling Notice No. 20 and all Staff concerned must ensure that they receive a copy of this Notice. (51/52)

**** LOFTHOUSE NORTH OCCUPATION PEDESTRIAN CROSSING**

Whistle boards have been provided at a distance of 250 yards on each side of the above crossing at 178 miles 44 chains. (51/52)

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

*** BROUGH EAST—FERRIBY**

Brough East

Buffer stops have been provided in the Down Slow line facing the signal box, 440 yards in advance of the facing connection Down Platform line to Down Main.

The following signals have been taken out of use pending removal:—

- Down Slow Starting
- Down Slow Second Home
- Down Slow First Home
- Disc-Shunting Down Slow
- Disc-Shunting Down Siding to Down Slow or Down Fast.

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

- Down Slow to Down Siding

Welton Crossing Gate Box

The following signals have been taken out of use pending removal:—

- Down Slow Distant
- Down Slow Home

Melton Lane

The Down Slow Platform has been removed and rebuilt between 8m. 39chs. and 8m. 40chs. and is served from the Down Fast.

The following signals have been taken out of use pending removal:—

- Down Slow Home
- Down Slow Distant

Ferriby

The Down Main to Down Platform connection has been padlocked and clamped reverse at the trailing end pending removal of the Down Slow.

The following signals have been taken out of use pending removal:—

- Down Slow Distant
- Down Slow Outer Home
- Down Slow Inner Home
- Down Slow Home.

(51/52)

HULL PARAGON

Signals 138/140 have been temporarily replaced at ground level with route indication.

Signals 148/150, and 158/168, and 180/186 have been temporarily repositioned at ground level with route indication.

Subsidiary Signals 141/143 have been temporarily repositioned at ground level with no route indication.

Signals 151/155, 169/170, 187/192 have been temporarily repositioned at ground level with route indication. (Amended item) (UFN)

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.

SPEED OF TRAINS OVER SWING BRIDGES

Locomotive HS.4000 (Kestrel), also all vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicle divided by the number of axles on the vehicle) are subject to a maximum permissible speed of **40 m.p.h.** when passing over Goole Swing Bridge and over Selby Swing Bridge.

Whenever trains are conveying such vehicles over the routes concerned, the Guard must advise the Driver accordingly to enable the speed restriction to be complied with.

YORK YARD NORTH

No. N. 39 points have been temporarily secured out of use, allowing access to Nos. 1,2,3 and 4 Up Receptions only. Access to Down/Up Shunting Neck is now only possible from the Skelton end of York Yard. A buffer stop has been erected limiting standage to 570 yards.

BRAMHOPE TUNNEL

Scaffolding and rail centres have been erected in the tunnel, causing restricted clearance.

Trainmen must not put their heads out of windows. (U.F.N.)

BETWEEN WEAVERTHORPE AND SEAMER WEST

Until Further Notice Contractors vehicles are making extensive use of the Accomodation level Crossing at 35m. 35chs. **Drivers to sound whistle or horn when approaching the crossing and keep a sharp look-out.** (U.F.N.)

BATLEY PASSENGER STATION

The Down and Up platforms are being shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level.

Drivers must be prepared to stop and draw forward on Handsignalman's instructions. (U.F.N.)

BETWEEN BURTON AGNES AND CARNABY

Until further notice contractors vehicles are using a temporary level crossing at 26m. 30chs. **Drivers must keep a sharp lookout and sound horns on approach.** (U.F.N.)

BETWEEN ELLAND AND HEATON LODGE JUNCTION

Until further notice contractors are using a temporary level crossing at 35m. 34chs. for conveyance of plant and machinery. **Drivers to keep a sharp look-out and sound horns when approaching the crossing.** (U.F.N.)

BRADLEY BRANCH

Increased use is being made of the occupation crossing at 0m. 66chs. **Drivers must keep a sharp lookout and sound whistle/horn on approach.** (U.F.N.)

KIRKSTALL GOODS YARD

Scaffolding and overhead netting and conductors have been erected adjacent to sidings and shunting neck. **Drivers to keep a sharp lookout.**

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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued.

BETWEEN WORTLEY JUNCTION AND KIRKSTALL JUNCTION

A temporary level crossing has been installed and brought into use for contractors vehicles at 196m. 70chs. (Kirkstall side of former Armley Canal station).

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

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Coaching Stock Depot	Contractors forming ducts under tracks in the Departure and Reception Sidings	08 30 to 17 00 daily.	
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Holbeck M.P.D.	Contractors reconstructing diesel facilities. Plant in use.	08 00 to 17 00 daily	
★ Healey Mills M.P.D.	Laying pipeline between Washing Plant and Oil Interceptor	08 30 to 17 00 daily	Monday 21 December.

INSTRUCTIONS TO TRAINMEN-LOCOMOTIVES STABLED IN SORTING SIDINGS-INWARD YARD HULL

Until further notice:- Locomotives stabled in Sorting Sidings Inward Yard, Hull, to proceed into traffic when instructed by East End Yard Inspector.

Locomotives stabled in 10 or 11 roads, 6 section (mineral sidings Hull) to proceed when ready for traffic to the West end of 10 or 11 roads, stopping clear of all roads, and sounding horns, then waiting for instructions to proceed. When 10 and 11 roads are blocked, locomotives to proceed via Dairycoates West to Mineral Yard.

INSTRUCTION IN REGARD TO THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL TAMPING MACHINES

Referring to Clause 2 of the above Instructions, shown on page 44 of the General Appendix; the maximum speed of 25mph will not apply to the following machines, the speed of which must be restricted to 20 mph.

- Plasser 06-32
- " 06-16, 05 and 05E.
- " 04
- " WE275 (P.&C. Machine).

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

York
11 December, 1970

MO.45/NES

F.J. BURGE
Chief Operating 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