

NE/S 1/1971

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 JANUARY-BARLBY NORTH

The trailing connection Down Slow to Down Fast and the facing connection Down Siding to Down Slow will be secured out of use pending removal.

The following signals will be taken out of use:-

- Down Slow to Down Fast (3 aspect colour light)
- Miniature arm Down Sidings to Down Slow/Down Fast.
- Disc Down Fast to Down Siding

The connection Down Slow to Down Siding (south of the signal box) will be disconnected and spiked reverse at the Selby end, the Down Slow line will be taken out of use between this connection and the trailing connection Down Slow to Down Fast north of the signal box.

Buffer stops will be erected at the northern end of the Down Slow and Down Siding lines. (4)

SUNDAY 3 JANUARY-SEAMER EAST-FALS GRAVE

The switches and crossings in the Down Departure and Arrival line between 41m. 36chs. and 41½ m.p. will be abandoned and replaced with plain line. (4)

DETAILS OF WORK ALREADY CARRIED OUT

HEMINGBROUGH

The Down Main Distant signal has been replaced by a two-aspect colour light signal displaying yellow and green aspects and situated 137 yards nearer the signal box.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 is 1,100 yards. (3)

HESSLE HAVEN

The facing connection Up Fast to Up Slow (nearest the signal box) has been 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) have been removed and replaced by plain line.

The portion of the Up Slow line between these connections has been abolished. (3)

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)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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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

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.

(LFN)

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.

★ MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level

Drivers to keep a sharp lookout and sound horns/whistles when approaching (U.F.N.)

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 40m.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 the approach.** (U.F.N.)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 JANUARY - SELBY SOUTH

The trailing connection in the Down Main and Single Slip in the Down Platform line leading from the former Down Branch Goods line will be removed and replaced with plain line.

The following signals will be re-positioned 40 yards nearer the signal box:-

Disc - Down Main to Up Main,
 Up Branch,
 Up Branch Goods,
 Up Goods Nos.1 and 2,
 Up Sidings.
 Disc - Down Platform to Down Main,
 Up Main,
 Up Branch,
 Up Branch Goods,
 Up Goods Nos.1 and 2,
 Up Sidings.

A set of trailing catch points will be provided at the South end of the Down Platform line. (5)

SUNDAY 10 JANUARY - NORMANTON NO.1 SIGNAL BOX AND GOOSE HILL/SOUTH YARD SIDINGS

Normanton No.1 Goods.

The signal box will be abolished, all points will be secured permanently out of use in the normal position pending removal and all signals dispensed with except the Up Goods distant which will be retained as an outer distant for Goods Hill Junction. Buffer stops will be installed in the Down Independent Line at the South End and it will be redesignated as a siding line with access at Normanton Station North Junction

South Yard Sidings.

Sidings 10 to 19 inclusive, together with through sidings (No.11 Up) will be retained for stabling requirements. All other sidings will be abandoned, and all associated points secured permanently out of use pending removal.

Goose Hill Sidings

The two sidings adjacent to the Down Goods Line will be retained as through lines and hand worked points provided at the South Yard end. Buffer stops will be installed in the remaining three sidings at the South Yard end with access from the Goose Hill Junction direction. (5)

DETAILS OF WORK ALREADY CARRIED OUT

BARLBY NORTH

The trailing connection Down Slow to Down Fast and the facing connection Down Siding to Down Slow have been secured out of use pending removal.

The following signals have been taken out of use:-

Down Slow to Down Fast (3 aspect colour light)
 Miniature arm Down Sidings to Down Slow/Down Fast.
 Disc Down Fast to Down Siding.

The connection Down Slow to Down Siding (south of the signal box) has been disconnected and spiked reverse at the Selby end, the Down Slow line has been taken out of use between this connection and the trailing connection Down Slow to Down Fast north of the signal box.

Buffer stops have been erected at the northern end of the Down Slow and Down Siding lines. (4)

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

The switches and crossings in the Down Departure and Arrival line between 41m. 36chs. and 41½ m.p. have been abandoned and replaced with plain line. (4)

HEMINGBROUGH

The Down Main Distant signal has been 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 is 1,100 yards. (3)

HESSLE HAVEN

The facing connection Up Fast to Up Slow (nearest the signal box) has been 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) have been removed and replaced by plain line.

The portion of the Up Slow line between these connections has been abolished. (3)

*** 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)

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. (UFN)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching (U.F.N.)

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 40m.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 the approach.** (U.F.N.)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 17 JANUARY : SCARBOROUGH WASHBECK

The switches and crossings in the Down and Up Main between 41m. 31chs. and 41m. 35chs. will be abandoned and replaced with plain line. (6)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY SOUTH

The trailing connection in the Down Main and Single Slip in the Down Platform line leading from the former Down Branch Goods line have been removed and replaced with plain line.

The following signals have been re-positioned 40 yards nearer the signal box:—

Disc – Down Main to Up Main,
Up Branch,
Up Branch Goods,
Up Goods Nos.1 and 2,
Up Sidings.
Disc – Down Platform to Down Main,
Up Main,
Up Branch,
Up Branch Goods,
Up Goods Nos.1 and 2,
Up Sidings.

A set of trailing catch points have been provided at the South end of the Down Platform line. (5)

NORMANTON NO. 1 SIGNAL BOX AND GOOSE HILL/SOUTH YARD SIDINGS

Normanton No.1 Goods.

The signal box has been abolished, all points have been secured permanently out of use in the normal position pending removal and all signals dispensed with except Up Goods distant which is retained as an outer distant for Goods Hill Junction. Buffer stops have been installed in the Down Independent Line at the South End and it is redesignated as a siding line with access at Normanton Station North Junction.

South Yard Sidings.

Sidings 10 to 19 inclusive, together with through sidings (No. 11 Up) have been retained for stabling requirements. All other sidings have been abandoned, and all associated points secured permanently out of use pending removal.

Goose Hill Sidings

The two sidings adjacent to the Down Goods Line have been retained as through lines and hand worked points provided at the South Yard end. Buffer stops have been installed in the remaining three sidings at the South Yard end with access from the Goose Hill Junction direction. (5)

BARLBY NORTH

The trailing connection Down Slow to Down Fast and the facing connection Down Siding to Down Slow have been secured out of use pending removal.

The following signals have been taken out of use;—

Down Slow to Down Fast (3 aspect colour light)
Miniature arm Down Sidings to Down Slow/Down Fast.
Disc Down Fast to Down Siding

The connection Down Slow to Down Siding (south of the signal box) has been disconnected and spiked reverse at the Selby end, the Down Slow line has been taken out of use between this connection and the trailing connection Down Slow to Down Fast north of the signal box.

Buffer stops have been erected at the northern end of the Down Slow and Down Siding lines. (4)

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

The switches and crossings in the Down Departure and Arrival line between 41m. 36chs. and 41½ m.p. have been abandoned and replaced with plain line. (4)

*** * HEMINGBROUGH**

The Down Main Distant signal has been 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 is 1,100 yards. (3)

*** * HESSLE HAVEN**

The facing connection Up Fast to Up Slow (nearest the signal box) has been 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) have been removed and replaced by plain line.

The portion of the Up Slow line between these connections has been abolished. (3)

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. (LFN)

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

The switches and crossings in the Down Departure and Arrival line between 41m. 36chs. and 41½ m.p. have been abandoned and replaced with plain line. (4)

*** * HEMINGBROUGH**

The Down Main Distant signal has been 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 is 1,100 yards. (3)

*** * HESSLE HAVEN**

The facing connection Up Fast to Up Slow (nearest the signal box) has been 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) have been removed and replaced by plain line.

The portion of the Up Slow line between these connections has been abolished. (3)

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. (LFN)

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.

★ BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Drivers must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

★ MIRFIELD STATION

From Sunday 17 January the Down and Up Slow Platforms will be shortened by approximately 80 yards leaving the platforms 128 yards long. (6)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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.

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.)

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
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 West End entrance and Major Examination shed.	08 30 to 17 00 daily.	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

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.

INSTRUCTIONS 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 20mph.

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
8 January, 1971

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

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 JANUARY-SCARBOROUGH WASHBECK

The switches and crossings in the Arrival and Departure lines between 41 miles 33 chains and 41 miles 36 chains will be abandoned and replaced with plain line. (7)

DETAILS OF WORK ALREADY CARRIED OUT

HULL ALBERT DOCK

The points in the connection Down Main Goods to Down Sidings A leading to the Down Main Independent have been abandoned and replaced with plain line.

The facing crossover from the Down Main Independent to Down Main Goods has been abolished.

The trailing points Down Main Independent to Down Goods No.2 (31) have been secured permanently out of use in the normal position pending removal of the Down Main Independent.

The following signals have been abolished:-

- Down Main Independent to Down Main Goods or Up Sidings or Dock
- Down Main Independent Starting

Down Main Goods to Down Main Independent or Down Independent Starting. (New Item)(7)

SCARBOROUGH WASHBECK

The switches and crossings in the Down and Up Main between 41m. 31chs. and 41m. 35chs. have been abandoned and replaced with plain line. (6)

SELBY SOUTH

The trailing connection in the Down Main and Single Slip in the Down Platform line leading from the former Down Branch Goods line have been removed and replaced with plain line.

The following signals have been re-positioned 40 yards nearer the signal box:-

- Disc - Down Main to Up Main,
- Up Branch,
- Up Branch Goods,
- Up Goods Nos.1 and 2,
- Up Sidings.
- Disc - Down Platform to Down Main,
- Up Main,
- Up Branch,
- Up Branch Goods,
- Up Goods Nos.1 and 2,
- Up Sidings.

A set of trailing catch points have been provided at the South end of the Down Platform line. (5)

NORMANTON NO. 1 SIGNAL BOX AND GOOSE HILL/SOUTH YARD SIDINGS

Normanton No.1 Goods.

The signal box has been abolished, all points have been secured permanently out of use in the normal position pending removal and all signals dispensed with except Up Goods distant which is retained as an outer distant for Goods Hill Junction. Buffer stops have been installed in the Down Independent Line at the South End and it is redesignated as a siding line with access at Normanton Station North Junction.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****NORMANTON NO.1 SIGNAL BOX AND GOOSE HILL/SOUTH YARD SIDINGS. —continued****South Yard Sidings.**

Sidings 10 to 19 inclusive, together with through sidings (No. 11 Up) have been retained for stabling requirements. All other sidings have been abandoned, and all associated points secured permanently out of use pending removal.

Goose Hill Sidings

The two sidings adjacent to the Down Goods Line have been retained as through lines and hand worked points provided at the South Yard end. Buffer stops have been installed in the remaining three sidings at the South Yard end with access from the Goose Hill Junction direction. (5)

*** * BARLBY NORTH**

The trailing connection Down Slow to Down Fast and the facing connection Down Siding to Down Slow have been secured out of use pending removal.

The following signals have been taken out of use;—

- Down Slow to Down Fast (3 aspect colour light)
- Miniature arm Down Sidings to Down Slow/Down Fast.
- Disc Down Fast to Down Siding

The connection Down Slow to Down Siding (south of the signal box) has been disconnected and spiked reverse at the Selby end, the Down Slow line has been taken out of use between this connection and the trailing connection Down Slow to Down Fast north of the signal box.

Buffer stops have been erected at the northern end of the Down Slow and Down Siding lines. (4)

*** * SEAMER EAST— FALSGRAVE**

The switches and crossings in the Down Departure and Arrival line between 41m. 36chs. and 41½ m.p. have been abandoned and replaced with plain line. (4)

HULL PARAGON

Signals 138/140 have been temporarily replaced at ground level with route indication.

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GENERAL INSTRUCTIONS AND NOTICES

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★ HORSFORTH AND RIGTON

Commencing Tuesday, 26 January, the top of No.3 Shaft in Bramhope Tunnel will be sealed and the light which is provided as a means of location will be non-existent. (7)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Drivers must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MIRFIELD STATION

The Down and Up Slow Platforms have been shortened by approximately 80 yards leaving the platforms 128 yards long. (6)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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.

BATLEY PASSENGER STATION

The Down and Up platforms have been shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level. (6)

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
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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 West End entrance and Major Examination shed.	08 30 to 17 00 daily.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

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.

INSTRUCTIONS 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 20mph.

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
15 January, 1971

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 1 FEBRUARY—GRIMETHORPE COALITE SIDINGS

The existing Ground Frame and colour light signals will be dispensed with and the following new signalling brought into use.

A new 5 lever Ground Frame, operating points and signals as shown below, will be brought into use to control all movements between the B.R. running line and all Coalite Sidings.

LEVER 1. Points to and from the new Despatch sidings.

LEVER 2. Points to and from Storage sidings or Coalite running road.

LEVER 3. Colour light signal displaying red or yellow aspects only 4' above rail level leading from B.R. running line to the new Despatch sidings or Storage sidings.

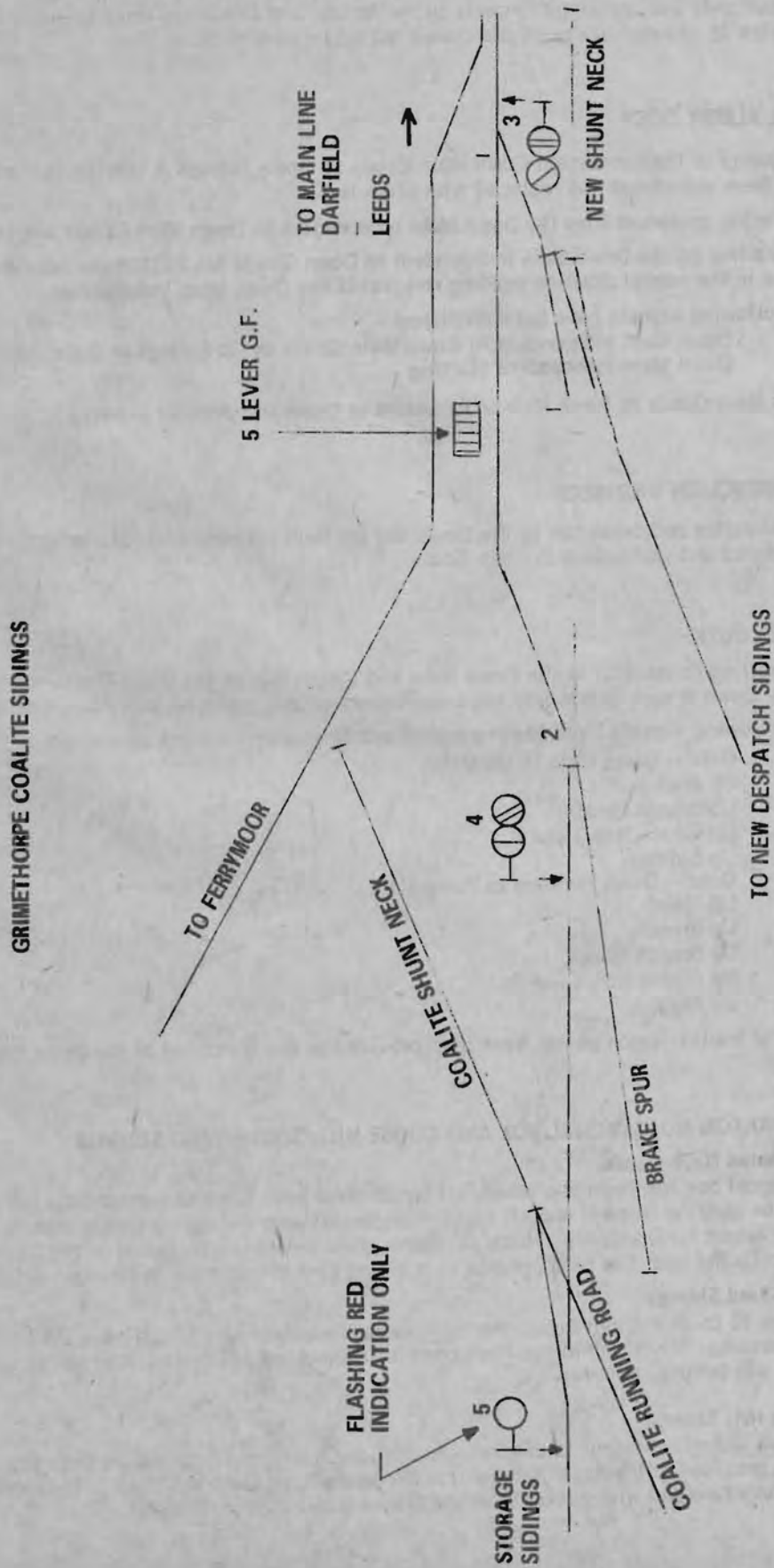
LEVER 4. Colour light signal displaying red or yellow aspects only 11' 6" above rail level leading from Storage sidings or Coalite running road to B.R. running line or the new Despatch sidings shunt neck.

LEVER 5. Colour light signal with red aspect only 13' above rail level located at converging point of Coalite running road with Storage sidings, applicable to Coalite movements only, which will be illuminated with flashing indication prior to a B.R. movement being made from B.R. running line towards the Storage sidings.

(8)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



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

The switches and crossings formerly in the Arrival and Departure lines between 41 miles 33 chains and 41 miles 36 chains have been abandoned and replaced with plain line. (7)

HULL ALBERT DOCK

The points in the connection Down Main Goods to Down Sidings A leading to the Down Main Independent have been abandoned and replaced with plain line.

The facing crossover from the Down Main Independent to Down Main Goods has been abolished.

The trailing points Down Main Independent to Down Goods No.2 (31) have been secured permanently out of use in the normal position pending removal of the Down Main Independent.

The following signals have been abolished:-

Down Main Independent to Down Main Goods or Up Sidings or Dock
Down Main Independent Starting

Down Main Goods to Down Main Independent or Down Independent Starting. (7)

SCARBOROUGH WASHBECK

The switches and crossings in the Down and Up Main between 41m. 31chs. and 41m. 35chs. have been abandoned and replaced with plain line. (6)

**** SELBY SOUTH**

The trailing connection in the Down Main and Single Slip in the Down Platform line leading from the former Down Branch Goods line have been removed and replaced with plain line.

The following signals have been re-positioned 40 yards nearer the signal box:-

Disc - Down Main to Up Main,
Up Branch,
Up Branch Goods,
Up Goods Nos.1 and 2,
Up Sidings.
Disc - Down Platform to Down Main,
Up Main,
Up Branch,
Up Branch Goods,
Up Goods Nos.1 and 2,
Up Sidings.

A set of trailing catch points have been provided at the South end of the Down Platform line. (5)

**** NORMANTON NO. 1 SIGNAL BOX AND GOOSE HILL/SOUTH YARD SIDINGS****Normanton No.1 Goods.**

The signal box has been abolished, all points have been secured permanently out of use in the normal position pending removal and all signals dispensed with except Up Goods distant which is retained as an outer distant for Goods Hill Junction. Buffer stops have been installed in the Down Independent Line at the South End and it is redesignated as a siding line with access at Normanton Station North Junction.

South Yard Sidings.

Sidings 10 to 19 inclusive, together with through sidings (No. 11 Up) have been retained for stabling requirements. All other sidings have been abandoned, and all associated points secured permanently out of use pending removal.

Goose Hill Sidings

The two sidings adjacent to the Down Goods Line have been retained as through lines and hand worked points provided at the South Yard end. Buffer stops have been installed in the remaining three sidings at the South Yard end with access from the Goose Hill Junction direction. (5)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.

DETAILS OF WORK ALREADY CARRIED OUT—continued

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.

(LFN)

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 EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA

TABLE P2

Name of Crossing	Situated at or between	Remarks
Page 278		
SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.		
★ Amend:		
* Turnhead	Barlby North York	
* Recall South	Barlby North York	
* York Road	Barlby North York	(7)

★ HORSFORTH AND RIGTON

The top of No.3 Shaft in Bramhope Tunnel has been sealed and the light which formerly provided a means of location no longer exists. (7)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Drivers must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MIRFIELD STATION

The Down and Up Slow Platforms have been shortened by approximately 80 yards leaving the platforms 128 yards long. (6)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching (U.F.N.)

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.

BATLEY PASSENGER STATION

The Down and Up platforms have been shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level. (6)

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
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 West End entrance and Major Examination shed.	08 30 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.

INSTRUCTIONS 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 20mph.

- 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
22 January, 1971

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 7 FEBRUARY—YORK STATION (NORTH)

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

Down Goods to Down Station Line (540).

Up Goods to Loco Sidings No.2 (543).

The following signals will be abolished:—

Permanent red light at the exit from Loco Siding No.1.

Ground Position Light 204 Loco Sidings to Ground Position Light 197.

Alterations to Ground Position Light signals:—

195 Down Goods to Loco Siding No.1 or 203 signal will be moved to the left of the Up Goods line 25 yards further North and will apply Up Goods to 201 or 203 signals.

201 Loco Sidings No.2 to Loco Sidings or 207 or 247 signals or Up Sidings No.4 will be repositioned 10 yards further North and will not now apply to Loco Sidings.

172 Up Goods to Loco Outlet No.1 will also apply to 195 signal.

202 Down Station Line to 173 or 177 or 180 or 192 signals will not now apply to 173 signal.

The Down Goods line will be renamed Loco Outlet No.1.

An illuminated Notice Board, together with telephone to the Running Foreman's office, will be provided on the Loco Inlet Road lettered:

"STOP. TELEPHONE. PROCEED IF LINE IS CLEAR".

A signal post telephone will be provided on Signal 216 at the exit from Loco Outlet Road No.2.

An illuminated Notice Board will be provided at the convergence of the Breakdown Crane Shed Line and the Oil Tank and D.M.U. lines lettered:

"STOP. PROCEED IF LINE IS CLEAR". (9).

SUNDAY 7 FEBRUARY — ROYSTON STATION ✓

The Fast Lines trailing crossover with the slip connections from the Up Slow Line or Down Goods Line will be secured permanently out of use in the normal position pending removal and the associated signals will be dispensed with except the shunting signal from the Up Slow Line which will in future apply only from the Up Slow to Down Slow.

The Down Sidings have been abandoned and the trailing connection leading onto the Down Fast Line together with the associated signalling will be abolished.

ROYSTON JUNCTION ✓

The Down Sidings have been abandoned and the points from the Down Fast Line will be secured permanently out of use in the normal position pending removal.

The ground disc signals reading from the Sidings will be abolished. (9)

MONDAY 8 FEBRUARY—HENSALL STATION ✓

The connection Up Main to Up Sidings, will be secured permanently out of use in the normal position pending removal, and the associated signalling will be abolished. (9)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

GRIMETHORPE COALITE SIDINGS

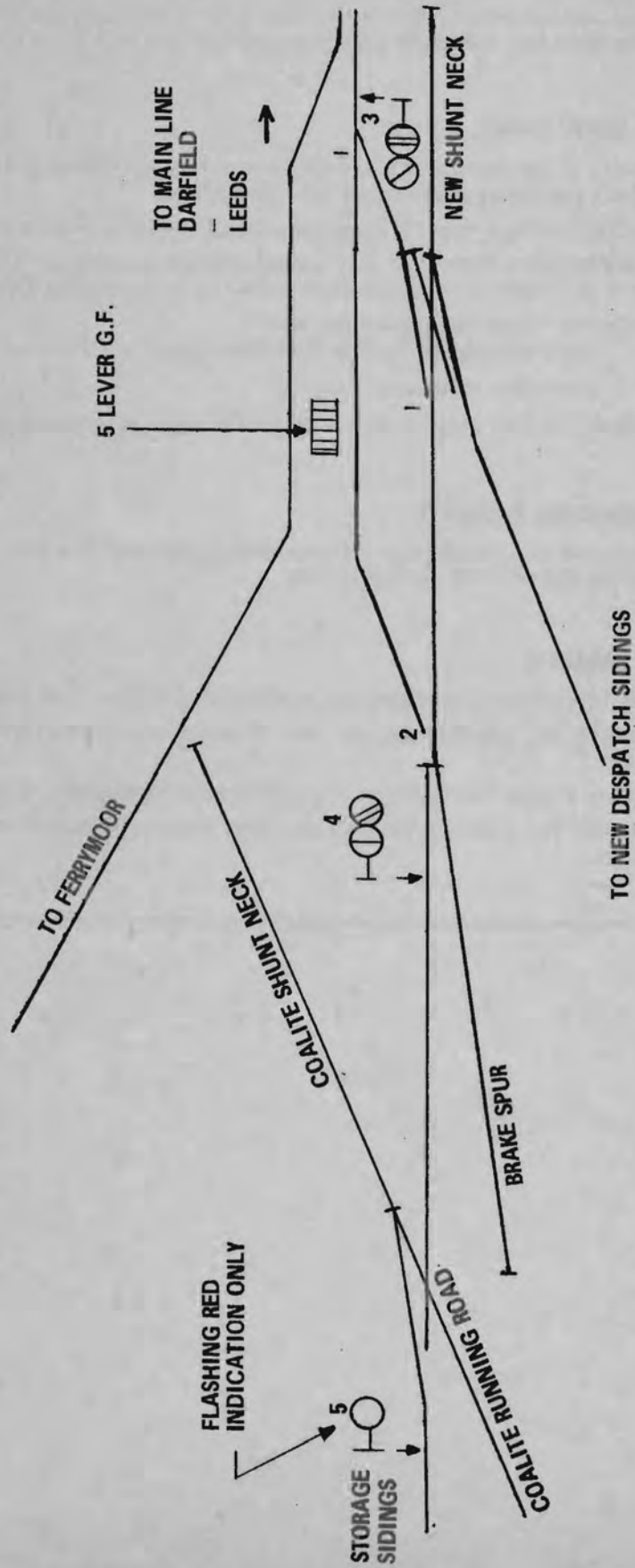
The existing Ground Frame and colour light signals have been dispensed with and the following new signalling brought into use.

A new 5 lever Ground Frame, operating points and signals as shown below, has been brought into use to control all movements between the B.R. running line and all Coalite Sidings.

- LEVER 1.** Points to and from the new Despatch sidings.
- LEVER 2.** Points to and from Storage sidings or Coalite running road.
- LEVER 3.** Colour light signal displaying red or yellow aspects only 4' above rail level leading from B.R. running line to the new Despatch sidings or Storage sidings.
- LEVER 4.** Colour light signal displaying red or yellow aspects only 11' 6" above rail level leading from Storage sidings or Coalite running road to B.R. running line or the new Despatch sidings shunt neck.
- LEVER 5.** Colour light signal with red aspect only 13' above rail level located at converging point of Coalite running road with Storage sidings, applicable to Coalite movements only, which are illuminated with flashing indication prior to a B.R. movement being made from B.R. running line towards the Storage sidings. (8)

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

GRIMETHORPE COALITE SIDINGS



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

The switches and crossings formerly in the Arrival and Departure lines between 41 miles 33 chains and 41 miles 36 chains have been abandoned and replaced with plain line. (7)

HULL ALBERT DOCK

The points in the connection Down Main Goods to Down Sidings A leading to the Down Main Independent have been abandoned and replaced with plain line.

The facing crossover from the Down Main Independent to Down Main Goods has been abolished.

The trailing points Down Main Independent to Down Goods No.2 (31) have been secured permanently out of use in the normal position pending removal of the Down Main Independent.

The following signals have been abolished:—

Down Main Independent to Down Main Goods or Up Sidings or Dock

Down Main Independent Starting

Down Main Goods to Down Main Independent or Down Independent Starting. (7)

**** SCARBOROUGH WASHBECK**

The switches and crossings in the Down and Up Main between 41m. 31chs. and 41m. 35chs. have been abandoned and replaced with plain line. (6)

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. (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.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA

TABLE P2

Name of Crossing	Situated at or between	Remarks
Page 278		
SHAFTHOLME TO BERWICK (MARSHALL MEADOWS) ETC.		
Amend:-		
*Turnhead	Barlby North - York	
*Ricall South	Barlby North - York	
*York Road	Barlby North - York	(7)

HORSFORTH AND RIGTON

The top of No.3 Shaft in Bramhope Tunnel has been sealed and the light which formerly provided a means of location no longer exists. (7)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Drivers must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

** MIRFIELD STATION

The Down and Up Slow Platforms have been shortened by approximately 80 yards leaving the platforms 128 yards long. (6)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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.

** BATLEY PASSENGER STATION

The Down and Up platforms have been shortened by 40 yards, the width reduced by 11 feet and the height raised to standard level. (6)

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
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 West End entrance and Major Examination shed.	08 30 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.

INSTRUCTIONS 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 20mph.

- 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
29 January, 1971

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 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.	
Healey Mills M.P.D	Laying pipeline between West End entrance and Major Examination shed.	08 30 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.

INSTRUCTIONS 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 20mph.

- Plasser 06-32
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A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.

York
29 January, 1971

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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 14 FEBRUARY – HULL PARAGON

Signal Nos. 138/140, 148/150, 158/168, 180/186, 141/143, 151/155, 169/170 and 187/192, which are temporarily sited at ground level, will be re-erected on a signal gantry in their original positions. (10)

SUNDAY 14 FEBRUARY – HOUGHTON COLLIERY SIDINGS

The Up Sidings, Colliery Sidings and the Back Siding (South of signal box), together with the associated signalling will be abolished.

The connection from Up Sidings to Up Goods will be secured permanently out of use in the normal position pending removal, The Siding end of the connection leading Sidings to Down Goods, will become trap points, and the associated signal will be fitted with a red target. (10)

MONDAY 15 FEBRUARY – SOUTH KIRKBY COLLIERY

The notice board worded 'Stop Await Instructions', situated on the left-hand side of the Empties Line, will be replaced in the same position by a two aspect (red/green) colour light signal, operated by the Colliery Crossing Keeper. The signal will be 16 feet high, and 12 yards from the level crossing. (10)

MONDAY 15 FEBRUARY – BRADFORD ADOLPHUS STREET

The connections to Geest's Private Siding will be secured permanently out of use in the normal position and the Sidings closed. (10)

WEDNESDAY 17 FEBRUARY – GOLDSBOROUGH

The signal box together with all signals worked therefrom will be abolished. (10)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SELBY CANAL AND SELBY SOUTH

The connections at Selby Canal leading to Nos. 1-5 Down Sidings have been secured out of use. No. 4 Down Siding has been taken completely out of use and the points at the Selby South end clamped reverse. Access to Down Sidings Nos. 1, 2, 3 and 5, is from the Selby South end. (New Item) (UFN)

YORK STATION (NORTH)

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

Down Goods to Down Station Line (540).

Up Goods to Loco Sidings No. 2 (543).

The following signals have been abolished :-

Permanent red light at the exit from Loco Siding No. 1.

Ground Position Light 204 Loco Sidings to Ground Position Light 197.

Alterations to Ground Position Light signals:-

195 Down Goods to Loco Siding No. 1 or 203 signal has been moved to the left of the Up Goods line 25 yards further North and now applies Up Goods to 201 or 203 signals.

201 Loco Sidings No. 2 to Loco Sidings or 207 or 247 signals or Up Sidings No. 4 has been repositioned 10 yards further North and does not now apply to Loco Sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****YORK STATION (NORTH) - continued**

172 Up Goods to Loco Outlet No. 1 also applies to 195 signal.

202 Down Station Line to 173 or 177 or 180 or 192 signals does not now apply to 173 signal.

The Down Goods line has been renamed Loco Outlet No. 1.

An illuminated Notice Board, together with telephone to the Running Foreman's office has been provided on the Loco Inlet Road lettered :

"STOP. TELEPHONE. PROCEED IF LINE IS CLEAR".

A signal post telephone has been provided on Signal 216 at the exit from Loco Outlet Road No. 2.

An illuminated Notice Board has been provided at the convergence of the Breakdown Crane Shed Line and the Oil Tank and D.M.U. lines lettered :

"STOP. PROCEED IF LINE IS CLEAR". (9).

ROYSTON STATION

The Fast Lines trailing crossover with the slip connections from the Up Slow Line or Down Goods Line has been secured permanently out of use in the normal position pending removal and the associated signals have been dispensed with except the shunting signal from the Up Slow Line which now applies only from the Up Slow to Down Slow.

The Down Sidings have been abandoned and the trailing connection leading onto the Down Fast Line together with the associated signalling has been abolished.

ROYSTON JUNCTION

The Down Sidings have been abandoned and the points from the Down Fast Line have been secured permanently out of use in the normal position pending removal.

The ground disc signals reading from the Sidings have been abolished. (9)

HENSALL STATION

The connection Up Main to Up Sidings, has been secured permanently out of use in the normal position pending removal, and the associated signalling has been abolished. (9)

GRIMETHORPE COALITE SIDINGS

The existing Ground Frame and colour light signals have been dispensed with and the following new signalling brought into use.

A new 5 lever Ground Frame, operating points and signals as shown below, has been brought into use to control all movements between the B.R. running line and all Coalite Sidings.

LEVER 1. Points to and from the new Despatch sidings.

LEVER 2. Points to and from Storage sidings or Coalite running road.

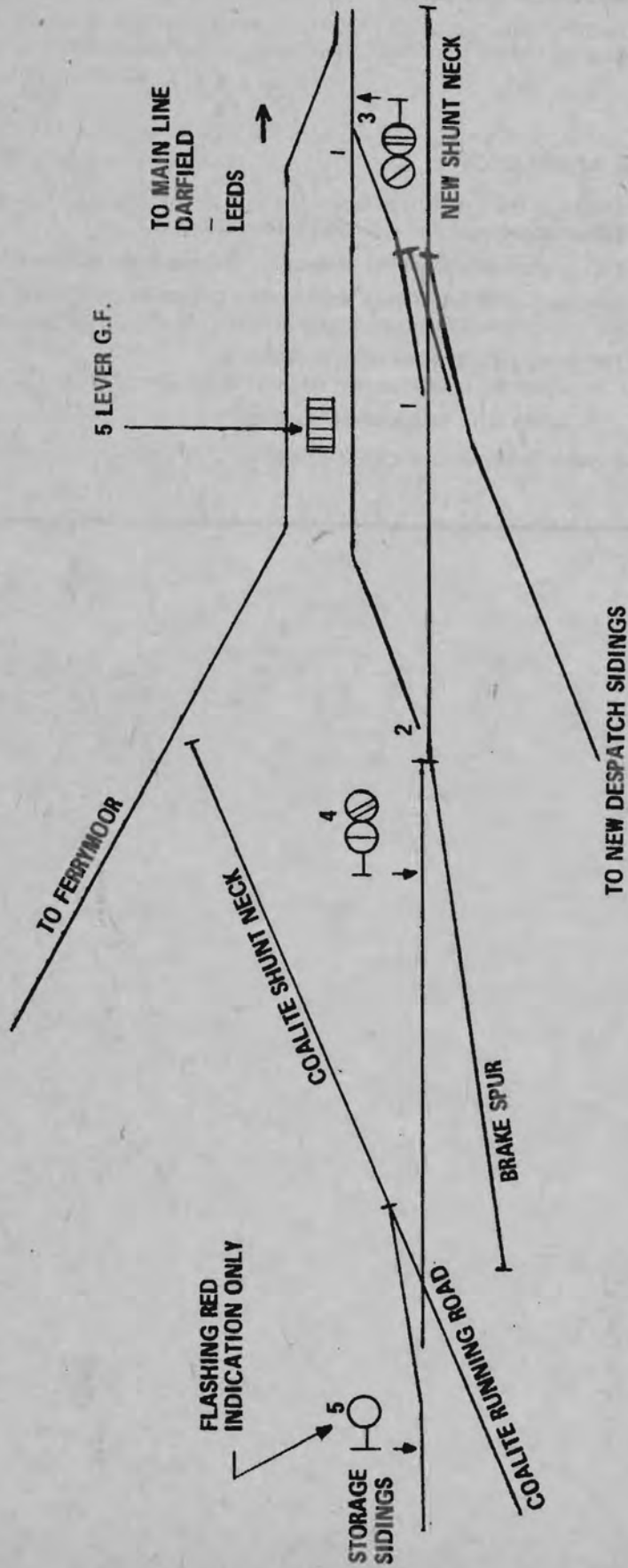
LEVER 3. Colour light signal displaying red or yellow aspects only 4' above rail level leading from B.R. running line to the new Despatch sidings or Storage sidings.

LEVER 4. Colour light signal displaying red or yellow aspects only 11' 6" above rail level leading from Storage sidings or Coalite running road to B.R. running line or the new Despatch sidings shunt neck.

LEVER 5. Colour light signal with red aspect only 13' above rail level located at converging point of Coalite running road with Storage sidings, applicable to Coalite movements only, which are illuminated with flashing indication prior to a B.R. movement being made from B.R. running line towards the Storage sidings. (8)

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

GRIMETHORPE COALITE SIDINGS



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

The switches and crossings formerly in the Arrival and Departure lines between 41 miles 33 chains and 41 miles 36 chains have been abandoned and replaced with plain line. (7)

*** * HULL ALBERT DOCK**

The points in the connection Down Main Goods to Down Sidings A leading to the Down Main Independent have been abandoned and replaced with plain line.

The facing crossover from the Down Main Independent to Down Main Goods has been abolished.

The trailing points Down Main Independent to Down Goods No.2 (31) have been secured permanently out of use in the normal position pending removal of the Down Main Independent.

The following signals have been abolished:—

Down Main Independent to Down Main Goods or Up Sidings or Dock

Down Main Independent Starting

Down Main Goods to Down Main Independent or Down Independent Starting. (7)

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

The switches and crossings formerly in the Arrival and Departure lines between 41 miles 33 chains and 41 miles 36 chains have been abandoned and replaced with plain line. (7)

*** * HULL ALBERT DOCK**

The points in the connection Down Main Goods to Down Sidings A leading to the Down Main Independent have been abandoned and replaced with plain line.

The facing crossover from the Down Main Independent to Down Main Goods has been abolished.

The trailing points Down Main Independent to Down Goods No.2 (31) have been secured permanently out of use in the normal position pending removal of the Down Main Independent.

The following signals have been abolished:—

Down Main Independent to Down Main Goods or Up Sidings or Dock

Down Main Independent Starting

Down Main Goods to Down Main Independent or Down Independent Starting. (7)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 23 FEBRUARY—SELBY SOUTH

The Ground Disc Shunting signal, Goods Yard No. 1 to Goods Yard No. 3, or Up Goods No. 2, or to Up Goods No. 1, will be repositioned, to left hand side of No. 1 Goods Yard line. (11)

DETAILS OF WORK ALREADY CARRIED OUT

HULL PARAGON

Signal Nos. 138/140, 148/150, 158/168, 180/186, 141/143, 151/155, 169/170 and 187/192, have been re-erected on a signal gantry in their original positions. (10)

HOUGHTON COLLIERY SIDINGS

Up Sidings, Colliery Sidings and the Back Siding (South of signal box), together with the associated signalling have been abolished.

The connection from Up Sidings to Up Goods has been secured permanently out of use in the normal position pending removal. The Siding end of the connection leading Sidings to Down Goods, has become trap points, and the associated signal has been fitted with a red target. (10)

SOUTH KIRKBY COLLIERY

The notice board worded 'Stop Await Instructions', situated on the left-hand side of the Empties Line, has been replaced in the same position by a two aspect (red/green) colour light signal, operated by the Colliery Crossing Keeper. The signal is 16 feet high, and 12 yards from the level crossing. (10)

BRADFORD ADOLPHUS STREET

The connections to Geest's Private Siding have been secured permanently out of use in the normal position and the Sidings closed. (10)

GOLDSBOROUGH

The signal box together with all signals worked therefrom has been abolished. (10)

YORK STATION (NORTH)

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

Down Goods to Down Station Line (540).

Up Goods to Loco Sidings No.2 (543).

The following signals have been abolished :—

Permanent red light at the exit from Loco Siding No.1.

Ground Position Light 204 Loco Sidings to Ground Position Light 197.

Alterations to Ground Position Light signals:—

195 Down Goods to Loco Siding No. 1 or 203 signal has been moved to the left of the Up Goods line 25 yards further North and now applies Up Goods to 201 or 203 signals.

201 Loco Sidings No. 2 to Loco Sidings or 207 or 247 signals or Up Sidings No. 4 has been repositioned 10 yards further North and does not now apply to Loco Sidings.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****YORK STATION (NORTH) - continued**

172 Up Goods to Loco Outlet No. 1 also applies to 195 signal.

202 Down Station Line to 173 or 177 or 180 or 192 signals does not now apply to 173 signal.

The Down Goods line has been renamed Loco Outlet No. 1.

An illuminated Notice Board, together with telephone to the Running Foreman's office has been provided on the Loco Inlet Road lettered :

"STOP. TELEPHONE. PROCEED IF LINE IS CLEAR".

A signal post telephone has been provided on Signal 216 at the exit from Loco Outlet Road No. 2.

An illuminated Notice Board has been provided at the convergence of the Breakdown Crane Shed Line and the Oil Tank and D.M.U. lines lettered :

"STOP. PROCEED IF LINE IS CLEAR".

(9).

ROYSTON STATION

The Fast Lines trailing crossover with the slip connections from the Up Slow Line or Down Goods Line has been secured permanently out of use in the normal position pending removal and the associated signals have been dispensed with except the shunting signal from the Up Slow Line which now applies only from the Up Slow to Down Slow.

The Down Sidings have been abandoned and the trailing connection leading onto the Down Fast Line together with the associated signalling has been abolished.

ROYSTON JUNCTION

The Down Sidings have been abandoned and the points from the Down Fast Line have been secured permanently out of use in the normal position pending removal.

The ground disc signals reading from the Sidings have been abolished.

(9)

HENSALL STATION

The connection Up Main to Up Sidings, has been secured permanently out of use in the normal position pending removal, and the associated signalling has been abolished.

(9)

GRIMETHORPE COALITE SIDINGS

The existing Ground Frame and colour light signals have been dispensed with and the following new signalling brought into use.

A new 5 lever Ground Frame, operating points and signals as shown below, has been brought into use to control all movements between the B.R. running line and all Coalite Sidings.

LEVER 1. Points to and from the new Despatch sidings.

LEVER 2. Points to and from Storage sidings or Coalite running road.

LEVER 3. Colour light signal displaying red or yellow aspects only 4' above rail level leading from B.R. running line to the new Despatch sidings or Storage sidings.

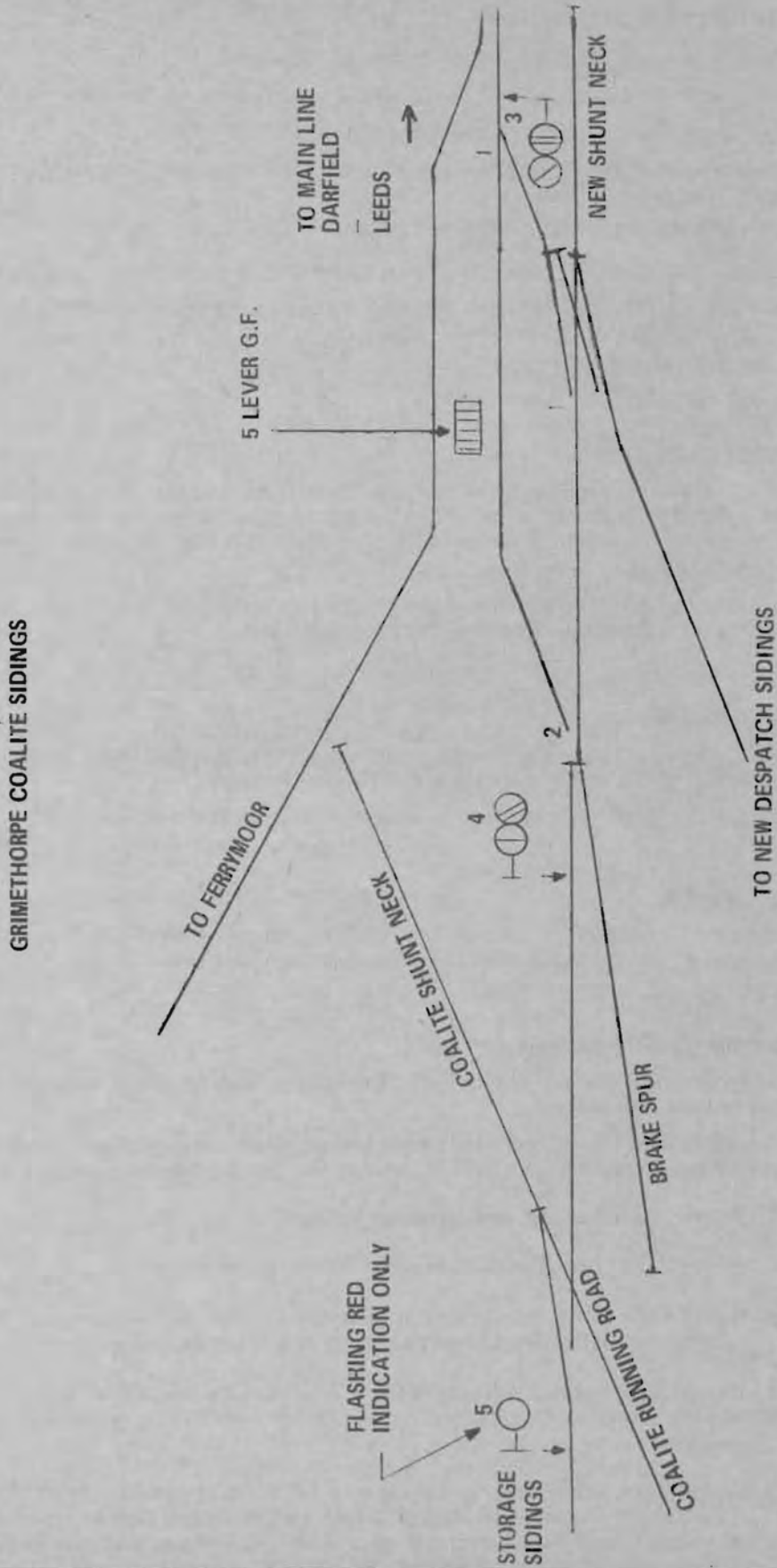
LEVER 4. Colour light signal displaying red or yellow aspects only 11' 6" above rail level leading from Storage sidings or Coalite running road to B.R. running line or the new Despatch sidings shunt neck.

LEVER 5. Colour light signal with red aspect only 13' above rail level located at converging point of Coalite running road with Storage sidings, applicable to Coalite movements only, which are illuminated with flashing indication prior to a B.R. movement being made from B.R. running line towards the Storage sidings.

(8)

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

**



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.

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Drivers must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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.

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
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 West End entrance and Major Examination shed.	08 30 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 Dairvcoates West to Mineral Yard.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS 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 20mph.

- 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
12 February, 1971

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 28 FEBRUARY—BETWEEN DONCASTER NORTH AND SHAFTHOLME JUNCTION

The Down and Up Main Lines between Doncaster North – Arksey – Bentley Colliery – Shaftholme Junction, will be worked under the Track Circuit Block regulations.

The Following New Colour Light Signal will be brought into use.

4 aspects, SH 828, situated 1,460 yards north of signal BY6. A telephone to Shaftholme signal box will be provided.

The Following Signals will be fitted with semi-automatic signs:—

SH 828, BY 6, BY 14, BY 15,

(12)

SUNDAY 28 FEBRUARY – CRAMBECK LEVEL CROSSING AT 16M. 15 CHS. (BETWEEN KIRKHAM ABBEY AND MALTON)

Crambeck gate box, together with all signals worked therefrom, will be abolished.

The level crossing gates will be padlocked to road traffic.

A telephone will be provided on the Down Side at the crossing, linked with Kirkham Abbey signal box.

(12)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY SOUTH

The Ground disc Shunting signal, Goods Yard No.1 to Goods Yard No.3, or Up Goods No.2, or to Up Goods No.1, has been repositioned, to left hand side of No.1 Goods Yard line. (11)

HULL PARAGON

Signal Nos. 138/140, 148/150, 158/168, 180/186, 141/143, 151/155, 169/170 and 187/192, have been re-erected on a signal gantry in their original positions. (10)

HOUGHTON COLLIERY SIDINGS

The Up Sidings, Colliery Sidings and the Back Siding (South of signal box), together with the associated signalling have been abolished.

The connection from Up Sidings to Up Goods has been secured permanently out of use in the normal position pending removal. The Siding end of the connection leading Sidings to Down Goods, has become trap points, and the associated signal has been fitted with a red target. (10)

SOUTH KIRKBY COLLIERY

The notice board worded 'Stop Await Instructions', situated on the left-hand side of the Empties Line, has been replaced in the same position by a two aspect (red/green) colour light signal, operated by the Colliery Crossing Keeper. The signal is 16 feet high, and 12 yards from the level crossing. (10)

BRADFORD ADOLPHUS STREET

The connections to Geest's Private Siding have been secured permanently out of use in the normal position and the Sidings closed. (10)

GOLDSBOROUGH

The signal box together with all signals worked therefrom has been abolished. (10)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued***** **ORK STATION (NORTH)**

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

Down Goods to Down Station Line (540).

Up Goods to Loco Sidings No.2 (543).

The following signals have been abolished :-

Permanent red light at the exit from Loco Siding No.1.

Ground Position Light 204 Loco Sidings to Ground Position Light 197.

Alterations to Ground Position Light signals:-

195 Down Goods to Loco Siding No. 1 or 203 signal has been moved to the left of the Up Goods line 25 yards further North and now applies Up Goods to 201 or 203 signals.

201 Loco Sidings No. 2 to Loco Sidings or 207 or 247 signals or Up Sidings No. 4 has been repositioned 10 yards further North and does not now apply to Loco Sidings.

172 Up Goods to Loco Outlet No. 1 also applies to 195 signal.

202 Down Station Line to 173 or 177 or 180 or 192 signals does not now apply to 173 signal.

The Down Goods line has been renamed Loco Outlet No. 1.

An illuminated Notice Board, together with telephone to the Running Foreman's office has been provided on the Loco Inlet Road lettered :

"STOP. TELEPHONE. PROCEED IF LINE IS CLEAR".

A signal post telephone has been provided on Signal 216 at the exit from Loco Outlet Road No. 2.

An illuminated Notice Board has been provided at the convergence of the Breakdown Crane Shed Line and the Oil Tank and D.M.U. lines lettered :

"STOP..PROCEED IF LINE IS CLEAR".

(9).

*** **ROYSTON STATION**

The Fast Lines trailing crossover with the slip connections from the Up Slow Line or Down Goods Line has been secured permanently out of use in the normal position pending removal and the associated signals have been dispensed with except the shunting signal from the Up Slow Line which now applies only from the Up Slow to Down Slow.

The Down Sidings have been abandoned and the trailing connection leading onto the Down Fast Line together with the associated signalling has been abolished.

*** **ROYSTON JUNCTION**

The Down Sidings have been abandoned and the points from the Down Fast Line have been secured permanently out of use in the normal position pending removal.

The ground disc signals reading from the Sidings have been abolished.

(9)

*** **HENSALL STATION**

The connection Up Main to Up Sidings, has been secured permanently out of use in the normal position pending removal, and the associated signalling has been abolished.

(9)

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.

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Drivers must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MYTHOLMROYD STATION**

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (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.** (U.F.N.)

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 West End entrance and Major Examination shed.	08 30 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 Dairvcoates West to Mineral Yard.

INSTRUCTIONS 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 20mph.

- 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
19 February, 1971

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN DONCASTER NORTH AND SHAFTHOLME JUNCTION

The Down and Up Main Lines between Doncaster North – Arksey – Bentley Colliery – Shaftholme Junction, are now worked under the Track Circuit Block regulations.

The following New Colour Light Signal has been brought into use.

4 aspects, SH 828, situated 1,460 yards north of signal BY6. A telephone to Shaftholme signal box has been provided.

The following Signals have been fitted with semi-automatic signs :-

SH 828, BY 6, BY 14, BY 15, (12)

CRAMBECK LEVEL CROSSING AT 16M. 15CHS. (BETWEEN KIRKHAM ABBEY AND MALTON)

Crambeck gate box, together with all signals worked therefrom, have been abolished.

The level crossing gates have been padlocked to road traffic.

A telephone has been provided on the Down Side at the crossing, linked with Kirkham Abbey signal box. (12)

SELBY SOUTH

The Ground disc Shunting signal, Goods Yard No.1 to Goods Yard No.3, or Up Goods No.2, or to Up Goods No.1, has been repositioned, to left hand side of No.1 Goods Yard line. (11)

* * **HULL PARAGON**

Signal Nos. 138/140, 148/150, 158/168, 180/186, 141/143, 151/155, 169/170 and 187/192, have been re-erected on a signal gantry in their original positions. (10)

* * **HOUGHTON COLLIERY SIDINGS**

The Up Sidings, Colliery Sidings and the Back Siding (South of signal box), together with the associated signalling have been abolished.

The connection from Up Sidings to Up Goods has been secured permanently out of use in the normal position pending removal. The Siding end of the connection leading Sidings to Down Goods, has become trap points, and the associated signal has been fitted with a red target. (10)

* * **SOUTH KIRKBY COLLIERY**

The notice board marked 'Stop Await Instructions', situated on the left-hand side of the Empties Line, has been replaced in the same position by a two aspect (red/green) colour light signal, operated by the Colliery Crossin in per. The signal is 16 feet high, and 12 yards from the level crossing. (10)

* * **BRADFORD ADOLPHUS STREET**

The connections to Geest's Private Siding have been secured permanently out of use in the normal position and the Sidings closed. (10)

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

The signal box together with all signals worked therefrom has been abolished. (10)

*** ROYSTON STATION (THIS WORK HAS NOT BEEN CARRIED OUT)**

The Fast Lines trailing crossover with the slip connections from the Up Slow Line or Down Goods Line has been secured permanently out of use in the normal position pending removal and the associated signals have been dispensed with except the shunting signal from the Up Slow Line which now applies only from the Up Slow to Down Slow.

The Down Sidings have been abandoned and the trailing connection leading onto the Down Fast Line together with the associated signalling has been abolished.

*** ROYSTON JUNCTION (THIS WORK HAS NOT BEEN CARRIED OUT)**

The Down Sidings have been abandoned and the points from the Down Fast Line have been secured permanently out of use in the normal position pending removal.

The ground disc signals reading from the Sidings have been abolished. (10)

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.

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Drivers must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (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. (U.F.N.)**

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY and SUNDAY 13 and 14 MARCH—METHLEY NORTH SIDINGS ✓

The connection between the front and middle sidings will cease to be controlled from the signal box, and will be fitted with hand levers. (14)

SUNDAY 14 MARCH—ALTOFTS JUNCTION ✓

The Branch Crossover Road, at present clamped and padlocked in the normal position, will be removed and replaced by plain line. (14)

MONDAY 15 MARCH—SOUTH KIRKBY COLLIERY

The existing notice board worded "STOP PROCEED IF LINE IS CLEAR", controlling N.C.B. movements from the Shunt Spur to Loaded Sidings, will be replaced by a hand operated semaphore signal worked by the railman. (14)

DETAILS OF WORK ALREADY CARRIED OUT

THORNE JUNCTION

The Down Main Home signal from Grimsby has been renewed in the same position with the arm at a reduced height of 18 ft. above rail level. The co-acting arm has been abolished. (New Item) (14)

BETWEEN DONCASTER NORTH AND SHAFTHOLME JUNCTION

The Down and Up Main Lines between Doncaster North – Arksey – Bentley Colliery – Shaftholme Junction, are now worked under the Track Circuit Block regulations.

The following New Colour Light controlled Signal has been brought into use.

4 aspects, SH 828, situated 1,460 yards north of signal BY6. A telephone to Shaftholme signal box has been provided.

The following Signals have been fitted with semi-automatic signs :-

BY 6, BY 14, BY 15. (Amended) (12)

CRAMBECK LEVEL CROSSING AT 16M. 15CHS. (BETWEEN KIRKHAM ABBEY AND MALTON)

Crambeck gate box, together with all signals worked therefrom, have been abolished.

The level crossing gates have been padlocked to road traffic.

A telephone has been provided on the Down Side at the crossing, linked with Kirkham Abbey signal box. (12)

* * SELBY SOUTH

The Ground disc Shunting signal, Goods Yard No.1 to Goods Yard No.3, or Up Goods No.2, or to Up Goods No.1, has been repositioned, to left hand side of No.1 Goods Yard line. (11)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** ROYSTON STATION

The Fast Lines trailing crossover with the slip connections from the Up Slow Line or Down Goods Line has been secured permanently out of use in the normal position pending removal and the associated signals have been dispensed with except the shunting signal from the Up Slow Line which now applies only from the Up Slow to Down Slow.

The Down Sidings have been abandoned and the trailing connection leading onto the Down Fast Line together with the associated signalling has been abolished. (11)

** ROYSTON JUNCTION

The Down Sidings have been abandoned and the points from the Down Fast Line have been secured permanently out of use in the normal position pending removal.

The ground disc signals reading from the Sidings have been abolished. (11)

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.

★ BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (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.** (U.F.N.)

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.	
Healey Mills M.P.D	Laying pipeline between West End entrance and Major Examination shed.	08 30 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 Dairvcoates West to Mineral Yard.

INSTRUCTIONS 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 20mph.

- 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
5 March, 1971

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 – continued.**DETAILS OF WORK ALREADY CARRIED OUT—continued****THORNE JUNCTION**

The Down Main Home signal from Grimsby has been renewed in the same position with the arm at a reduced height of 18ft. above rail level. The co-acting arm has been abolished. (14)

*** * BETWEEN DONCASTER NORTH AND SHAFTHOLME JUNCTION**

The Down and Up Main Lines between Doncaster North – Arksey – Bentley Colliery – Shaftholme Junction, are now worked under the Track Circuit Block regulations.

The following New Colour Light controlled Signal has been brought into use.

4 aspects, SH 828, situated 1,460 yards north of signal BY6. A telephone to Shaftholme signal box has been provided.

The following Signals have been fitted with semi-automatic signs :—

BY 6, BY 14, BY 15.

(12)

*** * CRAMBECK LEVEL CROSSING AT 16M. 15CHS. (BETWEEN KIRKHAM ABBEY AND MALTON)**

Crambeck gate box, together with all signals worked therefrom, have been abolished.

The level crossing gates have been padlocked to road traffic.

A telephone has been provided on the Down Side at the crossing, linked with Kirkham Abbey signal box.

(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.

**★ WORKING OF COMBINED TAMPING MACHINES, BALLAST CONSOLIDATING MACHINES
AND BALLAST REGULATING MACHINES**

The General Appendix Instructions relative to the "Running and Working of Mechanically Propelled On-Rail Tamping Machines" must be applied to the working of Combined Tamping Machines, Ballast Consolidating Machines and Ballast Regulating Machines together with the following additional Instructions :—

1. Machines must not be permitted to run coupled together.
2. Should a vehicle fail and be unable to run under its own power, it may be assisted by a locomotive, using the connecting bar carried on the vehicle, where appropriate. Except where otherwise shown, the speed of the movement may be up to 20 m.p.h. at the discretion of the Driver/Operator when the vehicle is being hauled but must not exceed 5 m.p.h. when being propelled. The speed over switches and crossings must not exceed 5 m.p.h. The Driver/Operator must ride on the vehicle.
3. The Signaller must, in addition, be informed of the type of machine.
4. When the machine is required to work in the immediate vicinity of run back catch points or spring points the man in charge or Driver/Operator, must ensure that such points have been moved to the closed position and will be secured in that position until the machine is sufficiently far from them as to preclude the possibility of derailment. Where the points are controlled from a signalbox, arrangements must be made with the Signaller for the points to be kept in the closed position.
5. A wandering lead is provided on certain machines to enable the lookoutman to remotely operate the siren to give warning of approaching trains. Prior to leaving a stabling point the Driver/Operator must satisfy himself that the lead is in good working order.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SPECIAL INSTRUCTIONS RELATING TO PARTICULAR MACHINES

(a) **Combined Tamping Machine, or Ballast Consolidating Machine**

1. The speed of a machine running under its own power must not exceed 20 m.p.h. over Switches and Crossings or 25 m.p.h. on plain line.
2. The shoulder consolidating pressure plate, when being operated from the stowed position to the working position, or vice versa, will, in certain circumstances foul the gauge of the adjoining line. Before the locking catch is released to allow the plate to be lowered, or before the plate is raised to the stowed position, the Civil Engineering Supervisor must be in attendance and will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with unless the operation can be carried out under the close view of the Signaller and the line to be fouled is protected by a controlled stop signal in which case the Civil Engineering Supervisor must ascertain from the Signaller that it is safe for the operation to be made.

(b) **Ballast Regulating Machine**

1. The speed of a machine running under its own power must not exceed the following:-

Types R.7 and USP. 3000C	- 15 m.p.h. over Switches and Crossings.)
	25 m.p.h. on Plain Lines.)
Type R.7D	- 20 m.p.h. over Switches and Crossings.)
	25 m.p.h. on Plain Lines.)
2. A Civil Engineering Supervisor must be in attendance when the machine is being assembled for work or worked with the side ploughs (including the side ploughs at the front of the machine) extended, and he will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with, together with the following additional instructions:-
When it is necessary for a train to pass the site on an adjoining line, the Civil Engineering Supervisor must give an assurance that work has been stopped and the side ploughs are clear of the line on which the train will travel.
No further movement of the machine, or part thereof, must take place until permission has been given by the Movements Department for work to be recommenced.
3. When the machine has the side ploughs, extended no "out-of-gauge" load must be allowed to pass on an adjoining line(s) except by prior arrangement.
4. When the side ploughs are padlocked on the side of the machine adjacent to passing trains and the Civil Engineering Supervisor has personal custody of the padlocked key, then it is not necessary for a Movements Department Supervisor to be in attendance.
5. **Plasser type USP 3000C.**
This machine has a connecting bar coupling at one end only and no coupling position at the other end. When assistance is required it will be necessary to specify to which end of the machine the assisting locomotive must approach. (14)

HALIFAX NORTH BRIDGE GOODS YARD

MONDAY 22 MARCH -

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching (U.F.N.)

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. (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.** (U.F.N.)

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 West End entrance and Major Examination shed.	08 30 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 Dairvcoates West to Mineral Yard.

INSTRUCTIONS 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 20mph.

- 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
12 March, 1971

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

No.12

NORTHERN AREA

(SOUTHERN SECTION)

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

SATURDAY 20 MARCH

TO

FRIDAY 26 MARCH 1971

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good lookout 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 B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
SHAFTHOLME JUNCTION TO SKELTON BRIDGE—continued		
SUNDAY 21 MARCH		
Shaftholme and Brayton	03 30 to 12 15 Up Main (BLOCKED except as shown in remarks) 04 00 to 12 30 Down Main (BLOCKED except as shown in remarks)	03 30 to 12 30. Tamping and lining machines in use between 160½ and 172½ m.p. Arrangements made to pass 1N33, 09 30 Doncaster to Newcastle over Down Main and 1A15, 08 25 Newcastle to Kings Cross over the Up Main.
Selby Canal and Selby South	Nos. 1 and 2 Down Independent and Down Sidings (BLOCKED) Down Main (BETWEEN TRAINS)	07 00 to 17 00. Remodelling Down Sidings between 173m. 70chs. and 173m. 75chs. Crane in use.
Barlby and Selby North	Up Main	07 30 to 16 30. Concreting signal gantry base at 174½m.p.
Chaloners Whin	Down and Up Doncaster	08 00 to 16 00. Welding crossings between 186m. 11chs. and 186m. 13chs.
Chaloners Whin and York Station	All (BLOCKED by local arrangement)	08 00 to 17 00. Inspecting bridge No.46 at 187m. 51chs. and bridge No.47 at 187¼m.p. Ladders in use.
York Station South	Middle Road	08 00 to 16 00. Retimbering between 187m. 75chs. and 188m.p.
York Station	Down and Up Main and Nos.8 and 9 Platforms	07 00 to 17 00. Repairing station roof at 188m. 2chs. and painting signal gantry and footbridge at 0m.p. Ladders and trestles in use.
York M.P.D. Sidings	All (BLOCKED by local arrangement)	07 00 to 17 00. Remodelling sidings. Crane in use.

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.
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SUNDAY 21 MARCH

Holgate Junction and York Yard North	All Goods (BLOCKED by local arrangement)	07 00 to 17 00. Cleaning and painting signal gantries between 0m.p. and 0m. 72chs. Ladders and trestles in use.
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CARCROFT TO LEEDS CITY (WEST JUNCTION)**DAILY UNTIL FURTHER NOTICE**

Bentley Crossing and South Kirkby Junction	All	08 00 to 18 00. Contractors erecting Permanent Way cabin at 160m. 15chs. Plant in use.
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SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
CARCROFT TO LEEDS CITY (WEST JUNCTION)—continued		
SUNDAY 21 MARCH—continued		
Leeds West Jn. and Leeds Gelderd Road	Up Viaduct (BLOCKED)	07 30 to 17 30. Jointing cables across viaducts. All Up traffic diverted.
MONDAY to TUESDAY 22 to 23 MARCH		
South Kirkby Junction and Hare Park Junction	Down Main (BLOCKED except as shown in remarks)	23 30 (Mon) to 05 30 (Tue). Tamping machines working between 166½ and 167m.p. Arrangements made to pass 1L39, King's Cross to Leeds, 1L02, 02 18 Doncaster to Bradford and local trains. Other Down traffic diverted. See separate advice for altered train arrangements.
WEDNESDAY 24 MARCH		
Hare Park Junction and South Kirkby Junction	Up Main (BLOCKED except as shown in remarks)	00 45 to 06 45. Tamping machines working between 172 and 170¼m.p. and between 167 and 166½m.p. Arrangements made to pass 8K39 01 15 Healey Mills to Brodsworth and local trips. All other Up traffic diverted. See separate advice for altered train arrangements.
LEEDS CITY (GELDERD ROAD JUNCTION) TO LEEDS CITY (HOLBECK WEST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Holbeck West Junction and Wortley South Junction	Up Main	07 30 to 16 30. Mechanical excavator in use between 184½ and 184¼m.p. Commencing Monday 22 March. (12/71)
BRODSWORTH COLLIERY BRANCH		
DAILY UNTIL FURTHER NOTICE		
Brodsworth Colliery	Single	08 00 to 17 00. Alterations to ground frame connections.
WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST		
DAILY UNTIL FURTHER NOTICE		
Wakefield (Kirkgate) West	All	08 00 to 16 00. Work in connection with signal alterations. (18/70)
LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE		
Headingley Station	All	08 00 to 17 00. Contractors repairing station subway at 2¼m.p.
Horsforth and Rigton	23 15 (Sun to Fri) to 06 30 (Mon to Sat) Down and Up Main (BLOCKED except as shown in remarks) 06 30 to 23 15 (Mon to Fri) Down and Up Main (BETWEEN TRAINS)	Contractors repairing Bramhope tunnel between 5m. 65chs. and 6m. 72chs. Scaffolding and rail centres in use. 23 15 (Sun to Fri) to 06 30 (Mon to Sat). Arrange- ments made to pass 2L75 04 10 Leeds to Harrogate and Relief if required. Both signal boxes open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
YORK (SKELTON) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE		
Goldsborough	Down and Up Main	06 00 to 22 00. Contractors constructing bridge over tracks at 13m.54chs. Cranes and plant in use.
Knaresborough	Down and Up Main	08 00 to 16 00. Work in connection with signalling alterations. (33/70)
THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
L.N.W. Junction and Dewsbury Wellington Road	Down and Up Main	07 30 to 17 00. Renewing lineside fencing and repairing retaining wall between 32¾ and 33¾ m.p. (18/70)
L.N.W. Junction and Batley	All	08 00 to 18 00. Contractors drilling boreholes in embankment between 32½ and 32¾ m.p. Plant in use. (10/71)
Batley and Morley Low	Down and Up Main	08 30 to 15 30. Repairs to catch pits in Morley Tunnel at 36¼ m.p. (18/70)
Morley Low and Farnley Branch Jn.	All	08 00 to 17 00. Contractors repairing bridges No.37 at 38¼ m.p. and No.40 at 39m.50chs.
Morley Low	All	08 00 to 17 00. Contractors repairing station foot-bridge at 38m.25chs.
Morley Low and Holbeck East Junction	Up Main	07 30 to 16 30. Mechanical excavator in use between 41 and 38¼ m.p. (12/71) Commencing Monday 22 March.
Morley Low and Holbeck East Junction	All	08 00 to 17 00. Contractors repairing culvert at 40m.35chs.
SUNDAY 21 MARCH		
Batley	All	07 00 to 17 00. Testing controls.
Dewsbury (Wellington Rd.) and L.N.W. Junction	Up Main	07 30 to 17 00. Pulling back rails and adjusting expansions between 32¼ and 33 m.p.
Morley Low and Batley	Up Main	08 00 to 17 00. Testing rails in Morley Tunnel between 38¼ and 36¼ m.p.
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
Leeds City East Jn. and Marsh Lane Jn.	All	08 00 to 17 00. Contractors repairing viaducts between 20m. 23chs. and 19m. 54chs.
Leeds City East Junction and Marsh Lane Junction	All	08 00 to 18 00. Contractors grouting and filling in Marsh Lane culvert at 19m. 52chs. (9/71)
Marsh Lane Junction	All	08 00 to 18 00. Contractors demolishing former station buildings and erecting new boundary walls between 19m. 68chs. and 19m. 63chs. (25/70)
Marsh Lane Junction and Neville Hill West Junction	All	08 00 to 17 00. Drainage work between 19m. 50chs. and 19m. 7chs. (43/70)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN) - continued		
SUNDAY 21 MARCH -continued		
Burton Salmon and Milford South	Down and Up Main (BLOCKED)	05 00 to 15 00. Tamping and lining machines in use between 16m.50chs. and 16 m.p. All traffic to travel over the Down and Up Goods. The instructions laid down on Pages 92/93 of the General Appendix to be observed if applicable.
Church Fenton and Chaloners Whin	Down and Up Normanton	07 00 to 17 00. Demolishing platforms at Bolton Percy Station at 7m.45chs. Mechanical plant in use Bolton Percy signal box open.
Chaloners Whin	Up Normanton	08 00 to 16 00. Welding crossings at 2m.p.
MONDAY to THURSDAY 22 to 25 MARCH		
Church Fenton and Chaloners Whin	Down Normanton (BLOCKED)	10 00 to 16 00 each day. Tamping and lining machines in use between 8m.36chs. and 2m.36chs. Down traffic to travel over the Down Leeds.

SWINTON (DEARNE JUNCTION) TO BURTON SALMON**DAILY UNTIL FURTHER NOTICE**

Wath Road Junction and Dearne Junction	All	08 00 to 16 30. Cleaning and painting bridges Nos. 1,2 and 4 between 168 and 168¾ m.p. Ladders and trestles in use.
Dearne Junction and Hickleton Main Colliery	All	07 30 to 18 30. Contractors reconstructing bridge No. 73 at 16m. 56chs. Cranes, plant and scaffolding in use.
Hickleton Main Colliery Sidings and Frickley Colliery	Down and Up Main	08 00 to 17 00. Contractors sheet piling at 12m. 53chs. (49/70)
Moorthorpe Station and Pontefract (Baghill) South	Down Main	Grouting walls at 10m. 48chs.
Moorthorpe Station and Pontefract (Baghill) South	All	07 30 to 18 00. Contractors removing overbridge No. 47 at 10m. 25chs. Cranes and plant in use.
SUNDAY 21 MARCH		
Pontefract (Baghill) South and Moorthorpe Station	Up Main	07 00 to 17 00. Adjusting rail expansions between 6 m.p. and 6m. 38chs.
Ferrybridge and Burton Salmon	00 30 to 04 00 Up Main (BLOCKED)	00 30 to 13 00. Destressing between 2m. 5chs. and 1m. 47chs.
	04 00 to 09 30 Down and Up Main (BLOCKED)	
	09 30 to 13 00 Down Main (BLOCKED)	
Ferrybridge and Burton Salmon	Down and Up Main	07 30 to 17 00. Realigning track and transposing rails between 1½ and 1¼ m.p. Both signal boxes open.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE — continued		
DAILY UNTIL FURTHER NOTICE—continued		
Lightcliffe and Bowling Jn.	Down and Up Main	08 00 to 18 00. Contractors removing redundant track and buildings between 37m. 10chs and 38m.p. Plant in use.
Low Moor and Bowling Junction	All	07 00 to 18 00. Repairing Bowling Tunnel. (29/70)
Mill Lane Junction and Bradford Exchange Station	All	07 30 to 18 00. Contractors reconstructing bridge 61 at 40¼m.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.
Bradford Exchange	All	09 00 to 16 00. Examination of station roof. Simon hydraulic platform in use. Trains to be replatformed as necessary. (9/71)
LAISTERDYKE YARD TO BOWLING JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Laisterdyke Yard and Hall Lane	All	07 30 to 18 30. Contractors removing redundant track between 190m. 45chs. and 191¾m.p. (42/70)
Laisterdyke Yard and Bowling Junction	All	07 30 to 17 00. Work in connection with signalling alterations.
Laisterdyke Yard and Bowling Junction	All	08 00 to 16 00. Repairing bridge No.46 at 191m. 25chs. and bridge No.49 at 191m. 68chs. Scaffolding in use. (33/70)
SUNDAY 21 MARCH		
Laisterdyke Yard and Bowling Junction	All	07 30 to 17 00. Pointing bridge No.46 at 191m. 25chs.
HEBDEN BRIDGE TO NORMANTON (GOOSE HILL)		
DAILY UNTIL FURTHER NOTICE		
Eastwood and Hebden Bridge	Down and Up Main	08 00 to 16 00. Providing refuges in Weasel Hall tunnel between 23 and 23¼m.p.
Hebden Bridge and L.N.W. Junction	All	08 30 to 15 30. Welding crossings between 23½ and 39 m.p.
Mytholmroyd Station	Down and Up Main	07 00 to 18 00. Shortening platforms. (See Section 'D').
Mytholmroyd West	Down and Up Main	07 00 to 18 00. Repairing bridge No. 138. (33/70)
Mytholmroyd West and Sowerby Bridge West	Down and Up Main	08 00 to 17 00. Demolishing Luddenfoot signal box at 26m. 15chs. Plant in use.
Greetland and Elland	All	08 00 to 16 00. Repairing lining of Elland Tunnel between 31 and 32m.p. Scaffolding and rail centres in use. (12/71)
Commencing Monday 22 March.		
Elland and Bradley Wood Junction	Down and Up Main	07 00 to 17 00. Contractors installing lineside drains between 34m. 30chs. and 34m. 50chs. Mechanical excavator in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HEBDEN BRIDGE TO NORMANTON (GOOSE HILL)-continued		
DAILY UNTIL FURTHER NOTICE-continued		
Elland and Heaton Lodge Junction	All	07 30 to 19 00. Contractors constructing new viaduct at 35m. 32chs. Cranes and plant in use.
Elland and Heaton Lodge Jn.	All	07 30 to 19 00. Demolition work by contractors. (33/70)
Elland and Healey Mills	All	07 30 to 17 00. Work in connection with alterations.
Heaton Lodge Junction and LNW Junction	Down and Up Slow	07 00 to 17 00. Digging out platform at Mirfield Station. Plant in use.
Heaton Lodge Junction and Mirfield	All	07 30 to 17 00. Demolishing redundant buildings between 37m. 15chs. and 38m. 10chs. (11/71)
Healey Mills	All	08 00 to 16 00. Renewing cables.
Healey Mills Marshalling Yard	All Sidings (BLOCKED by local arrangement)	08 00 to 17 00. Contractors weed spraying. Trolleys in use.
Healey Mills Marshalling Yard	A to F Retarders and R and V Engine lines	08 30 to 17 00. Contractors laying pipeline. Plant in use.
Horbury Station Jn. and Healey Mills	Up Main	07 30 to 18 30. Contractors removing redundant materials near 44 m.p. Plant in use. (42/70)
Healey Mills and Horbury Jn.	Down Fast and Down Slow	08 00 to 16 00. Contractors repairing rock face between 44¼ and 44¾ m.p.
Horbury Junction and Wakefield Kirkgate East	All	08 00 to 16 30. Welding crossings between 45 and 48 m.p. (46/70)
Wakefield Kirkgate West	All	08 00 to 16 00. Demolition of former hoist and water tank. Plant in use.
Wakefield Kirkgate	Down No. 1 Platform	07 00 to 17 00 Repairing platform wall between 47½ and 47¾ m.p.
Wakefield Kirkgate West and East	All	07 30 to 17 00. Contractors demolishing warehouse at Wakefield Kirkgate Station between 47½ and 47¾ m.p. Plant in use. (48/70)
Wakefield (Kirkgate) West and Lockes Siding	All	08 00 to 18 00. Excavating and concreting for new signal bases between 47m. 53chs. and 50m. 4chs.
Wakefield (Kirkgate) West and Lockes Siding	All	07 30 to 17 00. Preparing for alterations to signalling and laying cables.
Wakefield Kirkgate East	Entrance to Carriage Shed	07 30 to 17 00. Constructing new relay room. (41/70)
Park Hill Colliery and Lockes Siding	All	07 30 to 16 30. Installing cable troughs and cables.
SUNDAY 21 MARCH		
Eastwood (L.M.R.) and Hebdon Bridge	Down and Up Main	07 00 to 17 30. Clearing vegetation and pointing portal of Weasel Hall tunnel at 23m.p. Ladders in use.
Mytholmroyd West and Sowerby Bridge West	Down Main	07 00 to 16 30. Pulling back rails and adjusting expansions and switches between 24m. 75chs. and 25m. 79chs. Mytholmroyd West signal box open.
Mytholmroyd West and Sowerby Bridge	Down and Up Main	07 30 to 17 00. Fixing fall pipe in Sowerby Bridge tunnel between 27½ and 28¼ m.p. Ladders in use. Sowerby Bridge signal box open.

SECTION

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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 20 MARCH—NORMANTON NORTH JUNCTION, NORTH YARD, LEEDS SIDINGS AND ALTOFTS JUNCTION

North Yard/Leeds Sidings

Sidings Nos. 13 to 16 inclusive in the North Yard, together with all Leeds Sidings (including the Cop), will be abandoned and the associated hand points secured permanently out of use pending removal. The remainder of the Sidings will be retained for stabling requirements with access at Normanton North Junction.

Normanton North Junction

The yellow faced disc signal, controlling movements through the connection North Yard to the Second Down Goods will be converted to a red faced disc.

Altofts Junction

The connection from Leeds Sidings to the Second Down Goods, together with the associated ground disc signals will be abolished.

The first Down Goods and the second Down Goods Home 1 signals will be abolished. (15/16)

SATURDAY and SUNDAY 20 and 21 MARCH—HUNSLET GOODS JUNCTION

The Up Normanton Main Banner repeating signal (R902), situated immediately in front of the north face of Bridge No.256, will be abolished. (15/16)

SUNDAY 21 MARCH AND UNTIL FURTHER NOTICE – BETWEEN SELBY CANAL AND SELBY SOUTH

Access from No.2 Down Goods to Down Sidings Nos.1, 2 and 3, will be severed at the Selby Canal end. Access to these sidings will be from the Selby South End only, pending introduction of revised signalling.

No.4 Down Siding will be permanently closed to traffic, and points giving access at Selby Canal and Selby South will be secured out of use in the reverse position pending removal. (U.F.N.)

MONDAY 22 MARCH—FERRIBY

The Up Slow to Up Fast connection on the Brough side of the signal box will be secured permanently out of use in the normal position pending removal, and the associated signal abolished. (15/16)

DETAILS OF WORK ALREADY CARRIED OUT

METHLEY NORTH SIDINGS

The connection between the front and middle sidings is no longer controlled from the signal box, and has been fitted with hand levers. (14)

ALTOFTS JUNCTION

The Branch Crossover Road, has been removed and replaced by plain line. (14)

SOUTH KIRKBY COLLIERY

The notice board worded "STOP PROCEED IF LINE IS CLEAR", controlling N.C.B. movements from the Shunt Spur to Loaded Sidings, has been replaced by a hand operated semaphore signal worked by the railman. (14)

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

THORNE JUNCTION

The Down Main Home signal from Grimsby has been renewed in the same position with the arm at a reduced height of 18ft. above rail level. The co-acting arm has been abolished. (14)

**** BETWEEN DONCASTER NORTH AND SHAFTHOLME JUNCTION**

The Down and Up Main Lines between Doncaster North – Arksey – Bentley Colliery – Shaftholme Junction, are now worked under the Track Circuit Block regulations.

The following New Colour Light controlled Signal has been brought into use.
 4 aspects, SH 828, situated 1,460 yards north of signal BY6. A telephone to Shaftholme signal box has been provided.

The following Signals have been fitted with semi-automatic signs :-
 BY 6, BY 14, BY 15. (12)

**** CRAMBECK LEVEL CROSSING AT 16M. 15CHS. (BETWEEN KIRKHAM ABBEY AND MALTON)**

Crambeck gate box, together with all signals worked therefrom, have been abolished.

The level crossing gates have been padlocked to road traffic.

A telephone has been provided on the Down Side at the crossing, linked with Kirkham Abbey signal box. (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.

★ WORKING OF COMBINED TAMPING MACHINES, BALLAST CONSOLIDATING MACHINES
 AND BALLAST REGULATING MACHINES

The General Appendix Instructions relative to the "Running and Working of Mechanically Propelled On-Rail Tamping Machines" must be applied to the working of Combined Tamping Machines, Ballast Consolidating Machines and Ballast Regulating Machines together with the following additional Instructions :-

1. Machines must not be permitted to run coupled together.
2. Should a vehicle fail and be unable to run under its own power, it may be assisted by a locomotive, using the connecting bar carried on the vehicle, where appropriate. Except where otherwise shown, the speed of the movement may be up to 20 m.p.h. at the discretion of the Driver/Operator when the vehicle is being hauled but must not exceed 5 m.p.h. when being propelled. The speed over switches and crossings must not exceed 5 m.p.h. The Driver/Operator must ride on the vehicle.
3. The Signaller must, in addition, be informed of the type of machine.
4. When the machine is required to work in the immediate vicinity of run back catch points or spring points the man in charge or Driver/Operator, must ensure that such points have been moved to the closed position and will be secured in that position until the machine is sufficiently far from them as to preclude the possibility of derailment. Where the points are controlled from a signalbox, arrangements must be made with the Signaller for the points to be kept in the closed position.
5. A wandering lead is provided on certain machines to enable the lookoutman to remotely operate the siren to give warning of approaching trains. Prior to leaving a stabling point the Driver/Operator must satisfy himself that the lead is in good working order.

SECTION D –

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- (a) **Combined Tamping Machine, or Ballast Consolidating Machine**
1. The speed of a machine running under its own power must not exceed 20 m.p.h. over Switches and Crossings or 25 m.p.h. on plain line.
 2. The shoulder consolidating pressure plate, when being operated from the stowed position to the working position, or vice versa, will, in certain circumstances foul the gauge of the adjoining line. Before the locking catch is released to allow the plate to be lowered, or before the plate is raised to the stowed position, the Civil Engineering Supervisor must be in attendance and will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with unless the operation can be carried out under the close view of the Signaller and the line to be fouled is protected by a controlled stop signal in which case the Civil Engineering Supervisor must ascertain from the Signaller that it is safe for the operation to be made.
- (b) **Ballast Regulating Machine**
1. The speed of a machine running under its own power must not exceed the following:-

Types R.7 and USP. 3000C	- 15 m.p.h. over Switches and Crossings.)
	25 m.p.h. on Plain Lines.)
Type R.7D	- 20 m.p.h. over Switches and Crossings.)
	25 m.p.h. on Plain Lines.)
 2. A Civil Engineering Supervisor must be in attendance when the machine is being assembled for work or worked with the side ploughs (including the side ploughs at the front of the machine) extended, and he will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with, together with the following additional instructions:-
 When it is necessary for a train to pass the site on an adjoining line, the Civil Engineering Supervisor must give an assurance that work has been stopped and the side ploughs are clear of the line on which the train will travel.

 No further movement of the machine, or part thereof, must take place until permission has been given by the Movements Department for work to be recommenced.
 3. When the machine has the side ploughs, extended no "out-of-gauge" load must be allowed to pass on an adjoining line(s) except by prior arrangement.
 4. When the side ploughs are padlocked on the side of the machine adjacent to passing trains and the Civil Engineering Supervisor has personal custody of the padlocked key, then it is not necessary for a Movements Department Supervisor to be in attendance.
 5. **Plasser type USP 3000C.**
 This machine has a connecting bar coupling at one end only and no coupling position at the other end. When assistance is required it will be necessary to specify to which end of the machine the assisting locomotive must approach. (14)

HALIFAX NORTH BRIDGE GOODS YARD

MONDAY 22 MARCH -

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching.

(U.F.N.)

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.

(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.

(U.F.N.)

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 West End entrance and Major Examination shed.	08 30 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 Dairvcoates West to Mineral Yard.

INSTRUCTIONS 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 20mph.

- 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
12 March, 1971

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 28 MARCH – BETWEEN SELBY CANAL, SELBY SOUTH AND SELBY WEST

A new Single Line between Selby Canal and Selby West, to be known as "Canal Goods" will be brought into use, and will be worked under the Single Line – No Token Regulations. The "Reception line" between these signal boxes will be closed to traffic pending removal.

Selby Canal

Down Goods No.1 will be renamed Down Goods.

Down Goods No.2 will be abolished between Canal Signal Box and a point North of the new "Canal Goods" line and the remainder will be renamed Down Siding.

A new facing connection leading from the Down Goods to the new Single line will be brought into use.

Access to the Down Siding will be restored through a new facing connection in the Down Goods, situated 395 yards North of the Signal Box, controlled by a newly-installed ground frame released from Selby Canal Signal Box. A telephone will be provided at the ground frame. New hand worked points will give access from the Down Siding to the Down Reception lines.

The following new signals will be brought into use:—

Shunting, Miniature Arm, Up Canal Goods to Down Main, situated on the left hand side of Canal Goods line, 310 yards North of the Signal Box.

Ground Disc Shunting; Down Goods to Down Main, situated 392 yards North of the Signal Box.

The theatre-type route indicator on the Down Main Home Signal, will be altered to read as follows:—

"G" Down Main to Down Goods

"M" Rear indication only

"W" Down Main to Canal Goods

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

Down Goods No.1 to Down Goods No.2

Down Goods No.2 to Reception Sidings or former Single Goods line

The following signals will be abolished:—

Shunting, Reception Sidings to Shunting Neck

Shunting, Reception Sidings to Down Main

Shunting, Down Goods No.2 to Down Main

Shunting, Down Goods No.1 to Down Main

Selby West

A new connection in the Up Goods, leading to and from the Canal Goods line, will be brought into use.

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

Up Goods to Up Reception line

Reception line to Reception Sidings

The following signals will be abolished:—

Shunting, Reception Sidings to Up Goods

Reception line to Up Goods

Up Goods No.1 Home

Between Selby South and Selby West

The Up Branch Goods, will be permanently closed to traffic pending removal.

Selby South

The facing connection – Up Branch to Up Branch Goods, will be secured permanently out of use in the normal position pending removal, and the associated signals abolished.

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

The gong in Sowerby Bridge Tunnel, situated in the Down line, 60 yards on the approach side of the Down Home signal, and 50 yards from the Sowerby Bridge end of the tunnel has been abolished.

(New Item) (17)

NORMANTON NORTH JUNCTION, NORTH YARD, LEEDS SIDINGS AND ALTOFTS JUNCTION**North Yard/Leeds Sidings**

Sidings Nos. 13 to 16 inclusive in the North Yard, together with all Leeds Sidings (including the Cop), have been abandoned and the associated hand points secured permanently out of use pending removal. The remainder of the Sidings have been retained for stabling requirements with access at Normanton North Junction.

Normanton North Junction

The yellow faced disc signal, controlling movements through the connection North Yard to the Second Down Goods has been converted to a red faced disc.

Altofts Junction

The connection from Leeds Sidings to the Second Down Goods, together with the associated ground disc signals has been abolished.

The first Down Goods and the second Down Goods Home 1 signals have been abolished. (15/16)

HUNSLET GOODS JUNCTION

The Up Normanton Main Banner repeating signal (R902) which was situated immediately in front of the north face of Bridge No.256, has been abolished. (15/16)

BETWEEN SELBY CANAL AND SELBY SOUTH

Access from No.2 Down Goods to Down Sidings Nos.1, 2 and 3, has been severed at the Selby Canal end. Access to these sidings is now from the Selby South End only, pending introduction of revised signalling on Sunday 28 March.

No.4 Down Siding is now permanently closed to traffic, and points giving access at Selby Canal and Selby South have been secured out of use in the reverse position pending removal.

METHLEY NORTH SIDINGS

The connection between the front and middle sidings is no longer controlled from the signal box, and has been fitted with hand levers. (14)

ALTOFTS JUNCTION

The Branch Crossover Road, has been removed and replaced by plain line. (14)

SOUTH KIRKBY COLLIERY

The notice board worded "STOP PROCEED IF LINE IS CLEAR", controlling N.C.B. movements from the Shunt Spur to Loaded Sidings, has been replaced by a hand operated semaphore signal worked by the railman. (14)

THORNE JUNCTION

The Down Main Home signal from Grimsby has been renewed in the same position with the arm at a reduced height of 18ft. above rail level. The co-acting arm has been abolished. (14)

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 4 (Page 8, Supplement No. 4)—Regulations for Working the Automatic Air Brake on Locomotive-Operated Trains
Regulation 9. Detaching of Locomotive or Vehicles

Clause 9. 1—Amend item (e) to read:—

- (e) The brake pipe cocks on both vehicles at the point of division must be opened in order to ensure that the brakes are applied, except that when "Buck-eye" automatic couplers are to be uncoupled, only the brake pipe cock on the vehicle(s) to be detached should be opened. (15D)

WORKING OF COMBINED TAMPING MACHINES, BALLAST CONSOLIDATING MACHINES
AND BALLAST REGULATING MACHINES

The General Appendix Instructions relative to the "Running and Working of Mechanically Propelled On-Rail Tamping Machines" must be applied to the working of Combined Tamping Machines, Ballast Consolidating Machines and Ballast Regulating Machines together with the following additional Instructions:—

1. Machines must not be permitted to run coupled together.
2. Should a vehicle fail and be unable to run under its own power, it may be assisted by a locomotive, using the connecting bar carried on the vehicle, where appropriate. Except where otherwise shown, the speed of the movement may be up to 20 m.p.h. at the discretion of the Driver/Operator when the vehicle is being hauled but must not exceed 5 m.p.h. when being propelled. The speed over switches and crossings must not exceed 5 m.p.h. The Driver/Operator must ride on the vehicle.
3. The Signaller must, in addition, be informed of the type of machine.
4. When the machine is required to work in the immediate vicinity of run back catch points or spring points the man in charge or Driver/Operator, must ensure that such points have been moved to the closed position and will be secured in that position until the machine is sufficiently far from them as to preclude the possibility of derailment. Where the points are controlled from a signalbox, arrangements must be made with the Signaller for the points to be kept in the closed position.
5. A wandering lead is provided on certain machines to enable the lookoutman to remotely operate the siren to give warning of approaching trains. Prior to leaving a stabling point the Driver/Operator must satisfy himself that the lead is in good working order.

SPECIAL INSTRUCTIONS RELATING TO PARTICULAR MACHINES

(a) Combined Tamping Machine, or Ballast Consolidating Machine

1. The speed of a machine running under its own power must not exceed 20 m.p.h. over Switches and Crossings or 25 m.p.h. on plain line.
2. The shoulder consolidating pressure plate, when being operated from the stowed position to the working position, or vice versa, will, in certain circumstances foul the gauge of the adjoining line. Before the locking catch is released to allow the plate to be lowered, or before the plate is raised to the stowed position, the Civil Engineering Supervisor must be in attendance and will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with unless the operation can be carried out under the close view of the Signaller and the line to be fouled is protected by a controlled stop signal in which case the Civil Engineering Supervisor must ascertain from the Signaller that it is safe for the operation to be made.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

SPECIAL INSTRUCTIONS RELATING TO PARTICULAR MACHINES – continued

(b) Ballast Regulating Machine

1. The speed of a machine running under its own power must not exceed the following:–

Types R.7 and USP. 3000C	– 15 m.p.h. over Switches and Crossings.)
	25 m.p.h. on Plain Lines.)
Type R.7D	– 20 m.p.h. over Switches and Crossings.)
	25 m.p.h. on Plain Lines.)

2. A Civil Engineering Supervisor must be in attendance when the machine is being assembled for work or worked with the side ploughs (including the side ploughs at the front of the machine) extended, and he will be responsible for deciding whether there is adequate clearance to permit the operation to be carried out without fouling any line on which rail movements may be made. If the operation could foul any other line the Instructions on pages 53/54 of the General Appendix headed "PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT" must be complied with, together with the following additional instructions:–

When it is necessary for a train to pass the site on an adjoining line, the Civil Engineering Supervisor must give an assurance that work has been stopped and the side ploughs are clear of the line on which the train will travel.

No further movement of the machine, or part thereof, must take place until permission has been given by the Movements Department for work to be recommenced.

- 3 When the machine has the side ploughs, extended no "out-of-gauge" load must be allowed to pass on an adjoining line(s) except by prior arrangement.
- 4 When the side ploughs are padlocked on the side of the machine adjacent to passing trains and the Civil Engineering Supervisor has personal custody of the padlocked key, then it is not necessary for a Movements Department Supervisor to be in attendance.
5. **Plasser type USP 3000C,**
This machine has a connecting bar coupling at one end only and no coupling position at the other end. When assistance is required it will be necessary to specify to which end of the machine the assisting locomotive must approach. (14)

★ BOLTON PERCY

Vehicles are using a temporary level crossing over the Up Normanton line at 7m. 44chs.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 949 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman.

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (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.** (U.F.N.)

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.	
Wyston 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 West End entrance and Major Examination shed.	08 30 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.

INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON-RAIL RAMPING 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 20mph.

- 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
19 March, 1971

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 4 APRIL—BETWEEN NORMANTON STATION NORTH, METHLEY NORTH JUNCTION, AND WHITWOOD JUNCTION

The Down and Up Main lines, to and from Leeds and York, will be re-aligned over the site of the former Main Line route for the York direction (the completed portion of the new underbridge) and the Junction points will be located approximately 90 yards on the Leeds side of Altofts Junction signal box.

The trailing crossover between the Down and Up Leeds lines at Altofts Junction will be secured permanently out of use in the normal position and the associated disc signals abolished.

The Down and Up Goods No.1 lines will be closed to traffic, and severed between Normanton North Junction and Altofts Junction, and a new connection from Down Goods 2 to the re-aligned Down Main will be provided at Altofts Junction, immediately on the Normanton side of the signal box.

Normanton Station North

New Distant semaphore arms will be provided below the Normanton North Junction Up Goods No.2 Home signals, which apply to Up Goods and Up Passenger. The distance between the new Up Goods 2 Distant and Up Goods Home signal will be 402 yards and between Up Goods 2 Distant and Up Passenger Home will be 365 yards.

Normanton North Junction

The facing connection in the Down Goods will be secured in the reverse position towards Down Goods 2.

The following signals will be abolished:—

The Down Goods Home to Down Goods 1, Down Goods 1 starting signal with Altofts Junction Distant below, and Up Goods Home 1 with Normanton Station North Distant below.

The Up Main Up Outer Distant Signals from the Leeds and York directions, will be replaced by a single yellow aspect incorporated in the new 3-aspect colour light Home signals for Altofts Junction. The distance between the new Up York Outer Distant to the Up Main Home signal will be approximately 1355 yards and from the Up Leeds Outer Distant to the Up Main Home will be approximately 1280 yards.

This same yellow aspect will be the from York or from Leeds Distant for the Up Goods No.2 Home signal.

Altofts Junction**Down Direction**

The existing semaphore signalling, (with the exception of No. 1 Down Goods Home signals which will be dispensed with), will apply to the re-aligned routes, and an Inner Distant arm will be provided for the Down Main below Normanton North Junction Down Starting signal. The distance between this new Distant and the Down Main Home signal will be 334 yards.

Up Direction from Leeds

The Up Home signals will be replaced by a 3-aspect colour light signal, with Junction route indication (position 1) for Up Goods 2 and subsidiary signal below, situated to the left of the Up Main, 300 yards further from the signal box.

Up Distant signal will be replaced by a yellow aspect, incorporated in a new colour light starting signal, for Methley North Junction, 1440 yards on the Approach side of the new colour light Home signal.

Up Direction from York

The Up Home signals, will be replaced by a 3-aspect colour light signal, with Junction route indication (position 1) for Up Goods 2, and subsidiary below, situated to the left of the Up Branch, 130 yards further from the signal box.

The Up Distant signal, will be repositioned below the Up Starting signal for Whitwood Junction, and the distance between this Distant signal and the new colour light Up Home signal, will be 1550 yards.

Methley North Junction

The Up Calder I.B. Home, together with the associated Inner and Outer Distant signals will be abolished.

The Up Starting signal will be replaced by a 4-aspect colour light (4th aspect for future use) to the left of the Up Main, 375 yards further from the signal box and a telephone linked to Methley North Junction signal box will be provided.

SECTION C. SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****MONDAY 5 APRIL – FERRIBY STATION**

The connection between the Up Slow and Up Fast lines, on the Brough side of the signal box, will be secured permanently out of use in the normal position pending removal, and the associated signal abolished. (18)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN SELBY CANAL, SELBY SOUTH AND SELBY WEST**

A new Single Line between Selby Canal and Selby West, to be known as "Canal Goods" has been brought into use, and will be worked under the Single Line – No Token Regulations. The "Reception line" between these signal boxes has been closed to traffic pending removal.

Selby Canal

Down Goods No.1 has been renamed Down Goods.

Down Goods No.2 has been abolished between Canal Signal Box and a point North of the new "Canal Goods" line and the remainder is now named Down Siding.

A new facing connection leading from the Down Goods to the new Single line is now in use.

Access to the Down Siding has now been restored through a new facing connection in the Down Goods, situated 395 yards North of the signal box controlled by a newly-installed ground frame released from Selby Canal Signal Box. A telephone has now been provided at the ground frame. New hand worked points now give access from the Down Siding to the Down Reception lines.

The following new signals have been brought into use:–

Shunting, Miniature Arm, Up Canal Goods to Down Main, situated on the left hand side of Canal Goods line, 310 yards North of the Signal Box.

Ground Disc Shunting; Down Goods to Down Main, situated 392 yards North of the Signal Box.

The theatre type route indicator on the Down Main Home Signal, has been altered to read as follows:–

"G" Down Main to Down Goods

"M" Rear indication only

"W" Down Main to Canal Goods

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

Down Goods No.1 to Down Goods No.2

Down Goods No.2 to Reception Sidings or former Single Goods line

The following signals have been abolished:–

Shunting, Reception Sidings to Shunting Neck

Shunting, Reception Sidings to Down Main

Shunting, Down Goods No.2 to Down Main

Shunting, Down Goods No.1 to Down Main

Selby West

A new connection in the Up Goods, leading to and from the Canal Goods line, has been brought into use.

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

Up Goods to Up Reception line

Reception line to Reception Sidings

The following signals have been abolished:–

Shunting, Reception Sidings to Up Goods

Reception line to Up Goods

Up Goods No.1 Home

Between Selby South and Selby West

The Up Branch Goods, has been permanently closed to traffic pending removal.

Selby South

The facing connection – Up Branch to Up Branch Goods, has been secured permanently out of use in the normal position pending removal, and the associated signals abolished. (17)

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

The gong in Sowerby Bridge Tunnel, situated in the Down line, 60 yards on the approach side of the Down Home signal, and 50 yards from the Sowerby Bridge end of the tunnel has been abolished.

(17)

NORMANTON NORTH JUNCTION, NORTH YARD, LEEDS SIDINGS AND ALTOFTS JUNCTION**North Yard/Leeds Sidings**

Sidings Nos. 13 to 16 inclusive in the North Yard, together with all Leeds Sidings (including the Cop), have been abandoned and the associated hand points secured permanently out of use pending removal. The remainder of the Sidings have been retained for stabling requirements with access at Normanton North Junction.

Normanton North Junction

The yellow faced disc signal, controlling movements through the connection North Yard to the Second Down Goods has been converted to a red faced disc.

Altofts Junction

The connection from Leeds Sidings to the Second Down Goods, together with the associated ground disc signals has been abolished.

The first Down Goods and the second Down Goods Home 1 signals have been abolished. (15/16)

HUNSLET GOODS JUNCTION

The Up Normanton Main Banner repeating signal (R902) which was situated immediately in front of the north face of Bridge No.256, has been abolished. (15/16)

BETWEEN SELBY CANAL AND SELBY SOUTH

No.4 Down Siding is now permanently closed to traffic, and points giving access at Selby Canal and Selby South have been secured out of use in the reverse position pending removal. (18)

*** * METHLEY NORTH SIDINGS**

The connection between the front and middle sidings is no longer controlled from the signal box, and has been fitted with hand levers. (14)

*** * ALTOFTS JUNCTION**

The Branch Crossover Road, has been removed and replaced by plain line. (14)

*** * SOUTH KIRKBY COLLIERY**

The notice board worded "STOP PROCEED IF LINE IS CLEAR", controlling N.C.B. movements from the Shunt Spur to Loaded Sidings, has been replaced by a hand operated semaphore signal worked by the railman. (14)

*** * THORNE JUNCTION**

The Down Main Home signal from Grimsby has been renewed in the same position with the arm at a reduced height of 18 ft. above rail level. The co-acting arm has been abolished. (14)

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

✓ THURSDAY 15 APRIL – FILEY ✓

The miniature arm shunt signal, applying—Down Main to Up Main, will be replaced by a ground disc signal, and will be re-positioned to the left of the Down Main line. (19)

SUNDAY 18 APRIL – SELBY SOUTH AND SELBY NORTH

Selby North

Selby North signal box will be abolished. All signals worked therefrom will also be abolished except for the following which will be retained and operated from Selby South.

Down Main Home to Down Fast with Junction Route Indicator reading to the Down Slow, will become the Down Main Starting to Down Fast or Slow and a telephone for communicating with Selby South will be provided.

Down Platform Home to Down Fast, with Junction Route Indicator reading to Down Slow, will become the Down Platform Starting to Down Fast or Slow and a telephone for communicating with Selby South will be provided.

The Up Hull Home semaphore, with right hand bracket signal—Up York Home, will be replaced by multi-aspect colour light signals carried on a gantry as follows:—

Up Hull Home—3 aspect, with position "1" Junction Route Indicator reading to Up Platform. A telephone for communicating with Selby South signal box will be provided.

Up York Home—4 aspect, with position "1" Junction Route Indicator reading to Up Platform. A telephone for communicating with Selby South signal box will be provided. The distance between these new gantry signals and the Selby South Down Home, which now becomes Selby South second Down Home will be 608 yards. (19)

SUNDAY 18 APRIL—WAKEFIELD EAST, TURNERS LANE AND PARK HILL COLLIERY ✓

The Up Goods line between Park Hill Colliery and Turners Lane will be abolished.

Turners Lane

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

Slip Connection – Down Goods to Up Main.

Trailing Crossover between the Down and Up Main lines.

Down Goods to Washing Sidings.

All associated signalling will be abolished. The Down L & Y Goods Outer Home will also be abolished.

Pending introduction of revised signalling, the existing signal bracket carrying the Up Main Home with Wakefield East Up Main Distant below and the Up Main to Branch on the left hand bracket will be abolished, and the existing bracket, carrying the Up Goods Home with Wakefield East Up Main Inner Distant below, will be altered as follows:—

Up Goods Home to apply to the Up Main and become the Up Home

Wakefield East Up Main Inner Distant to become Wakefield East Up Main Distant.

The Up Main to Up Branch semaphore arm signal will be installed on the left hand of this bracket signal.

Park Hill Colliery

The facing crossover between the Up Main and Up Goods will be secured permanently out of use in a normal position pending removal, and the associated signalling will be abolished. (19)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B—continued****TUESDAY to THURSDAY 20 to 22 APRIL—SPRINGHEAD SOUTH AND SPRINGHEAD YARD**

The trailing points in the Up Alexandra Dock line leading from Springhead Yard will be secured permanently out of use in the normal position pending removal, and a section of the Down Departure line between these points, and a point approximately 175 yards east of the Calvert Lane Coal Sidings will be removed.

Buffer stops will be erected accordingly in the Down Departure.

The position light shunt signal controlling movements from Departure line to Up Alexandra Dock line will now apply—Arrival line to Down Alexandra Dock line.

The "RING FOR INSTRUCTIONS" notice board at Spring Bank West will be altered to read "STOP TELEPHONE".

The Springhead Branch will now be worked under the "ONE ON – ONE OFF" signalling arrangement.

(19)

DETAILS OF WORK ALREADY CARRIED OUT**STANNINGLEY GROUND FRAME**

The trailing connection points in the Up Main leading to the Up Sidings have been secured permanently out of use in the normal position pending removal. (New item) (19)

BETWEEN NORMANTON STATION NORTH, METHLEY NORTH JUNCTION, AND WHITWOOD JUNCTION

The Down and Up Main lines, to and from Leeds and York, have been re-aligned over the site of the former Main Line route for the York direction (the completed portion of the new underbridge) and the Junction points are now located approximately 90 yards on the Leeds side of Altofts Junction signal box.

The trailing crossover between the Down and Up Leeds lines at Altofts Junction has been secured permanently out of use in the normal position and the associated disc signals abolished.

The Down and Up Goods No.1 lines are now closed to traffic, and severed between Normanton North Junction and Altofts Junction, and a new connection from Down Goods 2 to the re-aligned Down Main has been provided at Altofts Junction, immediately on the Normanton side of the signal box.

Normanton Station North

New Distant semaphore arms have been provided below the Normanton North Junction Up Goods No.2 Home signals, which apply to Up Goods and Up Passenger. The distance between the new Up Goods 2 Distant and Up Goods Home signal is now 402 yards and between Up Goods 2 Distant and Up Passenger Home 365 yards.

Normanton North Junction

The facing connection in the Down Goods has been secured in the reverse position towards Down Goods 2

The following signals have been abolished:—

The Down Goods Home to Down Goods 1, Down Goods 1 starting signal with Altofts Junction Distant below, and Up Goods Home 1 with Normanton Station North Distant below.

The Up Main Up Outer Distant Signals from the Leeds and York directions, have been replaced by a single yellow aspect incorporated in the new 3-aspect colour light Home signals for Altofts Junction. The distance between the new Up York Outer Distant to the Up Main Home signal is approximately 1355 yards and from the Up Leeds Outer Distant to the Up Main Home approximately 1280 yards.

This same yellow aspect is now the from York or from Leeds Distant for the Up Goods No.2 Home signal.

Altofts Junction**Down Direction**

The existing semaphore signalling, (with the exception of No.1 Down Goods Home signals which has been dispensed with), now applies to the re-aligned routes, and an Inner Distant arm has been provided for the Down Main below Normanton North Junction Down Starting signal. The distance between this new Distant and the Down Main Home signal is 334 yards.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN NORMANTON STATION NORTH, METHLEY NORTH JUNCTION, AND WHITWOOD JUNCTION – continued****Up Direction from Leeds**

The Up Home signals have been replaced by a 3-aspect colour light signal, with Junction route indication (position 1) for Up Goods 2 and subsidiary signal below, situated to the left of the Up Main, 300 yards further from the signal box.

Up Distant signal has been replaced by a yellow aspect, incorporated in a new colour light starting signal, for Methley North Junction, 1440 yards on the Approach side of the new colour light Home signal.

Up Direction from York

The Up Home signals, have been replaced by a 3-aspect colour light signal, with Junction route indication (position 1) for Up Goods 2, and subsidiary below, situated to the left of the Up Branch, 130 yards further from the signal box.

The Up Distant signal, has been repositioned below the Up Starting signal for Whitwood Junction, and the distance between this Distant signal and the new colour light Up Home signal, is 1550 yards.

Methley North Junction

The Up Calder I.B. Home, together with the associated Inner and Outer Distant signals has been abolished.

The Up Starting signal has been replaced by a 4-aspect colour light (4th aspect for future use) to the left of the Up Main, 375 yards further from the signal box and a telephone linked to Methley North Junction signal box has been provided. (18)

FERRIBY STATION

The connection between the Up Slow and Up Fast lines, on the Brough side of the signal box, has been secured permanently out of use in the normal position pending removal, and the associated signal abolished. (18)

BETWEEN SELBY CANAL, SELBY SOUTH AND SELBY WEST

A new Single Line between Selby Canal and Selby West, to be known as "Canal Goods" has been brought into use, and will be worked under the Single Line – No Token Regulations. The "Reception line" between these signal boxes has been closed to traffic pending removal.

Selby Canal

Down Goods No.1 has been renamed Down Goods.

Down Goods No.2 has been abolished between Canal Signal Box and a point North of the new "Canal Goods" line and the remainder is now named Down Siding.

A new facing connection leading from the Down Goods to the new Single line is now in use.

Access to the Down Siding has now been restored through a new facing connection in the Down Goods, situated 395 yards North of the signal box controlled by a newly-installed ground frame released from Selby Canal Signal Box. A telephone has now been provided at the ground frame. New hand worked points now give access from the Down Siding to the Down Reception lines.

The following new signals have been brought into use:—

Shunting, Miniature Arm, Up Canal Goods to Down Main, situated on the left hand side of Canal Goods line, 310 yards North of the Signal Box.

Ground Disc Shunting; Down Goods to Down Main, situated 392 yards North of the Signal Box.

The theatre type route indicator on the Down Main Home Signal, has been altered to read as follows:—

"G" Down Main to Down Goods

"M" Rear indication only

"W" Down Main to Canal Goods

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

Down Goods No.1 to Down Goods No.2

Down Goods No.2 to Reception Sidings or former Single Goods line

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued.****BETWEEN SELBY CANAL, SELBY SOUTH AND SELBY WEST—continued**

The following signals have been abolished:—

- Shunting, Reception Sidings to Shunting Neck
- Shunting, Reception Sidings to Down Main
- Shunting, Down Goods No.2 to Down Main
- Shunting, Down Goods No.1 to Down Main

Selby West

A new connection in the Up Goods, leading to and from the Canal Goods line, has been brought into use.

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

- Up Goods to Up Reception line
- Reception line to Reception Sidings

The following signals have been abolished:—

- Shunting, Reception Sidings to Up Goods
- Reception line to Up Goods
- Up Goods No.1 Home

Between Selby South and Selby West

The Up Branch Goods, has been permanently closed to traffic pending removal.

Selby South

The facing connection – Up Branch to Up Branch Goods, has been secured permanently out of use in the normal position pending removal, and the associated signals abolished. (17)

SOWERBY BRIDGE

The gong in Sowerby Bridge Tunnel, situated in the Down line, 60 yards on the approach side of the Down Home signal, and 50 yards from the Sowerby Bridge end of the tunnel has been abolished. (17)

**** NORMANTON NORTH JUNCTION, NORTH YARD, LEEDS SIDINGS AND ALTOFTS JUNCTION****North Yard/Leeds Sidings**

Sidings Nos. 13 to 16 inclusive in the North Yard, together with all Leeds Sidings (including the Cop), have been abandoned and the associated hand points secured permanently out of use pending removal.

The remainder of the Sidings have been retained for stabling requirements with access at Normanton North Junction.

Normanton North Junction

The yellow faced disc signal, controlling movements through the connection North Yard to the Second Down Goods has been converted to a red faced disc.

Altofts Junction

The connection from Leeds Sidings to the Second Down Goods, together with the associated ground disc signals has been abolished.

The first Down Goods and the second Down Goods Home 1 signals have been abolished. (15/16)

**** HUNSLET GOODS JUNCTION**

The Up Normanton Main Banner repeating signal (R902) which was situated immediately in front of the north face of Bridge No.256, has been abolished. (15/16)

BETWEEN SELBY CANAL AND SELBY SOUTH

No.4 Down Siding is now permanently closed to traffic, and points giving access at Selby Canal and Selby South have been secured out of use in the reverse position pending removal. (18)

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 INSTRUCTIONS

BOLTON PERCY

Vehicles are using a temporary level crossing over the Up Normanton line at 7m. 44chs.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (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.** (U.F.N.)

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 West End entrance and Major Examination shed.	08 30 to 17 00 daily.	

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 25 APRIL—BETWEEN WAKEFIELD EAST, TURNERS LANE, PARK HILL COLLIERY, LOCKES SIDING AND CALDER BRIDGE

Revised signalling will be brought into use between Wakefield East, Turners Lane, Park Hill Colliery, Lockes Siding and Calder Bridge. Full details are published in Supplementary Signalling Notice No.24 and all staff concerned must ensure that they receive a copy.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BARLBY NORTH AND CHALONERS WHIN (MAGAZINE CROSSING)

Gate red target boards have been removed from the unmanned crossing situated 500 yards North of Barlby North signal box. (20)

FILEY

The miniature arm shunt signal, applying—Down Main to Up Main, has been replaced by a ground disc signal and is now re-positioned to the left of the Down Main line. (19)

SELBY SOUTH AND SELBY NORTH

Selby North

Selby North signal box has been abolished. All signals worked therefrom have also been abolished except for the following which will be retained and operated from Selby South.

Down Main Home to Down Fast with Junction Route Indicator reading to the Down Slow, has become the Down Main Starting to Down Fast or Slow and a telephone for communicating with Selby South has been provided.

Down Platform Home to Down Fast, with Junction Route Indicator reading to Down Slow, has become the Down Platform Starting to Down Fast or Slow and a telephone for communicating with Selby South has been provided.

The Up Hull Home semaphore, with right hand bracket signal—Up York Home, has been replaced by multi-aspect colour light signals carried on a gantry as follows:—

Up Hull Home—3 aspect, with position "1" Junction Route Indicator reading to Up Platform. A telephone for communicating with Selby South signal box has been provided.

Up York Home—4 aspect, with position "1" Junction Route Indicator reading to Up Platform. A telephone for communicating with Selby South signal box has been provided. The distance between these new gantry signals and the Selby South Up Home, which has now become Selby South second Up Home is 608 yards.

(Amended item) (19)

WAKEFIELD EAST, TURNERS LANE AND PARK HILL COLLIERY

The Up Goods line between Park Hill Colliery and Turners Lane has been abolished.

Turners Lane

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

- Slip Connection — Down Goods to Up Main.
- Trailing Crossover between the Down and Up Main lines.
- Down Goods to Washing Sidings.

All associated signalling has been abolished. The Down L & Y Goods Outer Home has also been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WAKEFIELD EAST, TURNERS LANE AND PARK HILL COLLIERY—continued****Turners Lane—continued**

Pending introduction of revised signalling on Sunday 25 April the existing signal bracket carrying the Up Main Home with Wakefield East Up Main Distant below and the Up Main to Branch on the left hand bracket has been abolished, and the existing bracket, carrying the Up Goods Home with Wakefield East Up Main Inner Distant below, has been altered as follows :—

Up Goods Home to apply to the Up Main and become the Up Home

Wakefield East Up Main Inner Distant has become Wakefield East Up Main Distant.

The Up Main to Up Branch semaphore arm signal has been installed on the left hand of this bracket signal.

Park Hill Colliery

The facing crossover between the Up Main and Up Goods has been secured permanently out of use in a normal position pending removal, and the associated signalling has been abolished. (19)

SPRINGHEAD SOUTH AND SPRINGHEAD YARD

The trailing points in the Up Alexandra Dock line leading from Springhead Yard have been secured permanently out of use in the normal position pending removal, and a section of the Down Departure line between these points, and a point approximately 175 yards east of the Calvert Lane Coal Sidings has been removed.

Buffer stops have been erected accordingly in the Down Departure.

The position light shunt signal controlling movements from Departure line to Up Alexandra Dock line will now apply—Arrival line to Down Alexandra Dock line.

The "RING FOR INSTRUCTIONS" notice board at Spring Bank West has been altered to read "STOP TELEPHONE".

The Springhead Branch is now worked under the "ONE ON – ONE OFF" signalling arrangement. (19)

STANNINGLEY GROUND FRAME

The trailing connection points in the Up Main leading to the Up Sidings have been secured permanently out of use in the normal position pending removal. (19)

BETWEEN NORMANTON STATION NORTH, METHLEY NORTH JUNCTION, AND WHITWOOD JUNCTION

The Down and Up Main lines, to and from Leeds and York, have been re-aligned over the site of the former Main Line route for the York direction (the completed portion of the new underbridge) and the Junction points are now located approximately 90 yards on the Leeds side of Altofts Junction signal box.

The trailing crossover between the Down and Up Leeds lines at Altofts Junction has been secured permanently out of use in the normal position and the associated disc signals abolished.

The Down and Up Goods No.1 lines are now closed to traffic, and severed between Normanton North Junction and Altofts Junction, and a new connection from Down Goods 2 to the re-aligned Down Main has been provided at Altofts Junction, immediately on the Normanton side of the signal box.

Normanton Station North

New Distant semaphore arms have been provided below the Normanton North Junction Up Goods No.2 Home signals, which apply to Up Goods and Up Passenger. The distance between the new Up Goods 2 Distant and Up Goods Home signal is now 402 yards and between Up Goods 2 Distant and Up Passenger Home 365 yards.

Normanton North Junction

The facing connection in the Down Goods has been secured in the reverse position towards Down Goods :

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN NORMANTON STATION NORTH, METHLEY NORTH JUNCTION, AND WHITWOOD JUNCTION – continued****Normanton North Junction—continued****The following signals have been abolished:—**

The Down Goods Home to Down Goods 1, Down Goods 1 starting signal with Altofts Junction Distant below, and Up Goods Home 1 with Normanton Station North Distant below.

The Up Main Up Outer Distant Signals from the Leeds and York directions, have been replaced by a single yellow aspect incorporated in the new 3-aspect colour light Home signals for Altofts Junction. The distance between the new Up York Outer Distant to the Up Main Home signal is approximately 1355 yards and from the Up Leeds Outer Distant to the Up Main Home approximately 1280 yards.

This same yellow aspect is now the from York or from Leeds Distant for the Up Goods No.2 Home signal.

Altofts Junction**Down Direction**

The existing semaphore signalling, (with the exception of No.1 Down Goods Home signals which has been dispensed with), now applies to the re-aligned routes, and an Inner Distant arm has been provided for the Down Main below Normanton North Junction Down Starting signal. The distance between this new Distant and the Down Main Home signal is 334 yards.

Up Direction from Leeds

The Up Home signals have been replaced by a 3-aspect colour light signal, with Junction route indication (position 1) for Up Goods 2 and subsidiary signal below, situated to the left of the Up Main, 300 yards further from the signal box.

Up Distant signal has been replaced by a yellow aspect, incorporated in a new colour light starting signal, for Methley North Junction, 1440 yards on the Approach side of the new colour light Home signal.

Up Direction from York

The Up Home signals, have been replaced by a 3-aspect colour light signal, with Junction route indication (position 1) for Up Goods 2, and subsidiary below, situated to the left of the Up Branch, 130 yards further from the signal box.

The Up Distant signal, has been repositioned below the Up Starting signal for Whitwood Junction, and the distance between this Distant signal and the new colour light Up Home signal, is 1550 yards.

Methley North Junction

The Up Calder I.B. Home, together with the associated Inner and Outer Distant signals has been abolished.

The Up Starting signal has been replaced by a 4-aspect colour light (4th aspect for future use) to the left of the Up Main, 375 yards further from the signal box and a telephone linked to Methley North Junction signal box has been provided. (18)

FERRIBY STATION

The connection between the Up Slow and Up Fast lines, on the Brough side of the signal box, has been secured permanently out of use in the normal position pending removal, and the associated signal abolished. (18)

BETWEEN SELBY CANAL, SELBY SOUTH AND SELBY WEST

A new Single Line between Selby Canal and Selby West, to be known as "Canal Goods" has been brought into use, and will be worked under the Single Line – No Token Regulations. The "Reception line" between these signal boxes has been closed to traffic pending removal.

Selby Canal

Down Goods No.1 has been renamed Down Goods.

Down Goods No.2 has been abolished between Canal Signal Box and a point North of the new "Canal Goods" line and the remainder is now named Down Siding.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT—continued.****BETWEEN SELBY CANAL, SELBY SOUTH AND SELBY WEST—continued****Selby Canal—continued**

A new facing connection leading from the Down Goods to the new Single line is now in use.

Access to the Down Siding has now been restored through a new facing connection in the Down Goods, situated 395 yards North of the signal box controlled by a newly-installed ground frame released from Selby Canal Signal Box. A telephone has now been provided at the ground frame. New hand worked points now give access from the Down Siding to the Down Reception lines.

The following new signals have been brought into use:—

Shunting, Miniature Arm, Up Canal Goods to Down Main, situated on the left hand side of Canal Goods line, 310 yards North of the Signal Box.

Ground Disc Shunting; Down Goods to Down Main, situated 392 yards North of the Signal Box.

The theatre type route indicator on the Down Main Home Signal, has been altered to read as follows:—

“G” Down Main to Down Goods

“M” Rear indication only

“W” Down Main to Canal Goods

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

Down Goods No.1 to Down Goods No.2

Down Goods No.2 to Reception Sidings or former Single Goods line

The following signals have been abolished:—

Shunting, Reception Sidings to Shunting Neck

Shunting, Reception Sidings to Down Main

Shunting, Down Goods No.2 to Down Main

Shunting, Down Goods No.1 to Down Main

Selby West

A new connection in the Up Goods, leading to and from the Canal Goods line, has been brought into use.

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

Up Goods to Up Reception line

Reception line to Reception Sidings

The following signals have been abolished:—

Shunting, Reception Sidings to Up Goods

Reception line to Up Goods

Up Goods No.1 Home

Between Selby South and Selby West

The Up Branch Goods, has been permanently closed to traffic pending removal.

Selby South

The facing connection – Up Branch to Up Branch Goods, has been secured permanently out of use in the normal position pending removal, and the associated signals abolished. (17)

*** SOWERBY BRIDGE**

The gong in Sowerby Bridge Tunnel, situated in the Down line, 60 yards on the approach side of the Down Home signal, and 50 yards from the Sowerby Bridge end of the tunnel has been abolished. (17)

BETWEEN SELBY CANAL AND SELBY SOUTH

No.4 Down Siding is now permanently closed to traffic, and points giving access at Selby Canal and Selby South have been secured out of use in the reverse position pending removal. (18)

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 INSTRUCTIONS

BOLTON PERCY

Vehicles are using a temporary level crossing over the Up Normanton line at 7m. 44chs.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (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.** (U.F.N.)

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 West End entrance and Major Examination shed.	08 30 to 17 00 daily.	

NE/S 18/1971

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 MAY-MILFORD SOUTH AND NORTH

Milford South

The Up Goods line, 1 Shunting line and all associated points and signalling will be abolished.

The trailing points in the Up Main leading to and from the Up Goods will be secured permanently out of use in the normal position pending removal.

The following signals will also be abolished :-

- The bottom and middle miniature arms of the 3 arm shunt signal applying-Shunting-Up Main to Up Branch and Shunting along Up Main
- Disc-shunting, GC Sidings to 1 Siding 70
- Disc-shunting, 1 Siding to 1 Shunting line or GC Siding 71
- Up Branch Second Home signal 61

The connection points leading to and from 1 shunting line to 1 siding will be abolished.

Milford North

The Up Main to Up Goods signal (No. 25), will be abolished.

The Down Siding Shunting neck, will be shortened by 65 yards. (21)

MONDAY 3 MAY-STANNINGLEY GROUND FRAME

The Up Sidings and all associated points and signalling will be abolished. (21)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN WAKEFIELD EAST, TURNERS LANE, PARK HILL COLLIERY, LOCKES SIDING AND CALDER BRIDGE

Revised signalling has been brought into use between Wakefield East, Turners Lane, Park Hill Colliery, Lockes Siding and Calder Bridge. Full details are published in Supplementary Signalling Notice No.24 and all staff concerned must ensure that they receive a copy.

BETWEEN BARLBY NORTH AND CHALONERS WHIN (MAGAZINE CROSSING)

The gate red target boards have been removed from the unmanned crossing situated 500 yards North of Barlby North signal box. (20)

FILEY

The miniature arm shunt signal, applying-Down Main to Up Main, has been replaced by a ground disc signal and is now re-positioned to the left of the Down Main line. (19)

SELBY SOUTH AND SELBY NORTH

Selby North

Selby North signal box has been abolished. All signals worked therefrom have also been abolished except for the following which will be retained and operated from Selby South.

Down Main Home to Down Fast with Junction Route Indicator reading to the Down Slow, has become the Down Main Starting to Down Fast or Slow and a telephone for communicating with Selby South has been provided.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SELBY SOUTH AND SELBY NORTH – continued****Selby North – continued**

Down Platform Home to Down Fast, with Junction Route Indicator reading to Down Slow, has become the Down Platform Starting to Down Fast or Slow and a telephone for communicating with Selby South has been provided.

The Up Hull Home semaphore, with right hand bracket signal—Up York Home, has been replaced by multi-aspect colour light signals carried on a gantry as follows:—

Up Hull Home—3aspect, with position "1" Junction Route Indicator reading to Up Platform. A telephone for communicating with Selby South signal box has been provided.

Up York Home—4 aspect, with position "1" Junction Route Indicator reading to Up Platform. A telephone for communicating with Selby South signal box has been provided. The distance between these new gantry signals and the Selby South Up Home, which has now become Selby South second Up Home is 608 yards.
(19)

WAKEFIELD EAST, TURNERS LANE AND PARK HILL COLLIERY

The Up Goods line between Park Hill Colliery and Turners Lane has been abolished.

Turners Lane

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

- Slip Connection – Down Goods to Up Main.
- Trailing Crossover between the Down and Up Main lines.
- Down Goods to Washing Sidings.

All associated signalling has been abolished. The Down L & Y Goods Outer Home has also been abolished.

Park Hill Colliery

The facing crossover between the Up Main and Up Goods has been secured permanently out of use in a normal position pending removal, and the associated signalling has been abolished. (19)

SPRINGHEAD SOUTH AND SPRINGHEAD YARD

The trailing points in the Up Alexandra Dock line leading from Springhead Yard have been secured permanently out of use in the normal position pending removal, and a section of the Down Departure line between these points, and a point approximately 175 yards east of the Calvert Lane Coal Sidings has been removed.

Buffer stops have been erected accordingly in the Down Departure.

The position light shunt signal controlling movements from Departure line to Up Alexandra Dock line will now apply—Arrival line to Down Alexandra Dock line.

The two notice boards worded "STOP TELEPHONE" and "STOP FOR ORDERS—SOUND WHISTLE" have been interchanged.

The Springhead Branch is now worked under the "ONE ON – ONE OFF" signalling arrangement. (21)
(Amended)

STANNINGLEY GROUND FRAME

The trailing connection points in the Up Main leading to the Up Sidings have been secured permanently out of use in the normal position pending removal. (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

* BETWEEN NORMANTON STATION NORTH, METHLEY NORTH JUNCTION, AND WHITWOOD JUNCTION

The Down and Up Main lines, to and from Leeds and York, have been re-aligned over the site of the former Main Line route for the York direction (the completed portion of the new underbridge) and the Junction points are now located approximately 90 yards on the Leeds side of Altofts Junction signal box.

The trailing crossover between the Down and Up Leeds lines at Altofts Junction has been secured permanently out of use in the normal position and the associated disc signals abolished.

The Down and Up Goods No.1 lines are now closed to traffic, and severed between Normanton North Junction and Altofts Junction, and a new connection from Down Goods 2 to the re-aligned Down Main has been provided at Altofts Junction, immediately on the Normanton side of the signal box.

Normanton Station North

New Distant semaphore arms have been provided below the Normanton North Junction Up Goods No.2 Home signals, which apply to Up Goods and Up Passenger. The distance between the new Up Goods 2 Distant and Up Goods Home signal is now 402 yards and between Up Goods 2 Distant and Up Passenger Home 365 yards.

Normanton North Junction

The facing connection in the Down Goods has been secured in the reverse position towards Down Goods 2

The following signals have been abolished:-

The Down Goods Home to Down Goods 1, Down Goods 1 starting signal with Altofts Junction Distant below, and Up Goods Home 1 with Normanton Station North Distant below.

The Up Main Up Outer Distant Signals from the Leeds and York directions, have been replaced by a single yellow aspect incorporated in the new 3-aspect colour light Home signals for Altofts Junction. The distance between the new Up York Outer Distant to the Up Main Home signal is approximately 1355 yards and from the Up Leeds Outer Distant to the Up Main Home approximately 1280 yards.

This same yellow aspect is now the from York or from Leeds Distant for the Up Goods No.2 Home signal.

Altofts Junction**Down Direction**

The existing semaphore signalling, (with the exception of No.1 Down Goods Home signals which has been dispensed with), now applies to the re-aligned routes, and an Inner Distant arm has been provided for the Down Main below Normanton North Junction Down Starting signal. The distance between this new Distant and the Down Main Home signal is 334 yards.

Up Direction from Leeds

The Up Home signals have been replaced by a 3-aspect colour light signal, with Junction route indication (position 1) for Up Goods 2 and subsidiary signal below, situated to the left of the Up Main, 300 yards further from the signal box.

Up Distant signal has been replaced by a yellow aspect, incorporated in a new colour light starting signal, for Methley North Junction, 1440 yards on the Approach side of the new colour light Home signal.

Up Direction from York

The Up Home signals, have been replaced by a 3-aspect colour light signal, with Junction route indication (position 1) for Up Goods 2, and subsidiary below, situated to the left of the Up Branch, 130 yards further from the signal box.

The Up Distant signal, has been repositioned below the Up Starting signal for Whitwood Junction, and the distance between this Distant signal and the new colour light Up Home signal, is 1550 yards.

Methley North Junction

The Up Calder I.B. Home, together with the associated Inner and Outer Distant signals has been abolished.

The Up Starting signal has been replaced by a 4-aspect colour light (4th aspect for future use) to the left of the Up Main, 375 yards further from the signal box and a telephone linked to Methley North Junction signal box has been provided.

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

The connection between the Up Slow and Up Fast lines, on the Brough side of the signal box, has been secured permanently out of use in the normal position pending removal, and the associated signal abolished. (18)

**** BETWEEN SELBY CANAL AND SELBY SOUTH**

No.4 Down Siding is now permanently closed to traffic, and points giving access at Selby Canal and Selby South have been secured out of use in the reverse position pending removal. (18)

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 INSTRUCTIONS**BOLTON PERCY**

Vehicles are using a temporary level crossing over the Up Normanton line at 7m. 44chs.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (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. (U.F.N.)

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 West End entrance and Major Examination shed.	08 30 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 April, 1971

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 MAY—MILFORD SOUTH AND NORTH

The facing connection in the Up Goods, leading to the 'GC' Siding Shunt neck, will be abolished. (22)

SUNDAY 9 MAY—CUTSYKE JUNCTION

The Down Methley Main Inner Home with Down Methley Main Intermediate Distant below, will be abolished.

The Down Methley Main Home signal will be renewed as a 3 aspect colour light signal, and will be repositioned 111 yards on the approach side of the signal box. A telephone for communicating with Cutsyke signal box will be provided.

The Down Methley Main Distant will be renewed as a 2 aspect (Yellow/Green) colour light signal, and will be repositioned 1,105 yards from the above home signal. (22)

MONDAY 10 MAY—ALBERT DOCK

Nos. 8, 9, and 10, Sidings, will be closed to traffic pending removal. The outlet points will be abolished and the outlet points from No.7 Siding will be secured in the reverse position.

The Down Goods No.2 and the associated "limit of shunt" notice board will be abolished. The points in the connecting line from Down Siding "A" to the Down Goods No.2, will be secured permanently out use in the reverse position pending removal.

The connection between Down Goods No.1 and 2, immediately on the east of the signal box will be abolished. The associated miniature arm signals reading along Down Goods No.2, and Down Goods No.2 to Down Goods No.1, will also be abolished.

The Down Goods No.1 line will be renamed "Down Goods".

The points in the Down Goods No.2 in the connection from the Down Main Goods, west of the signal box, will be secured for movements Down Main Goods to Down Siding 'A'. (22)

TUESDAY 11 MAY—HULL PARAGON

The bracket mounted subsidiary signal applying to movements along 'C' Road, C. Road to E. Road to Washing Plant will be repositioned to the right hand side of the route indicator on the same bracket. (22)

DETAILS OF WORK ALREADY CARRIED OUT

NOSTELL

A Marker Board worded "30" has been erected 330 yards ahead of the trailing connection from the Up Main to the Up Sidings. (New item) (22)

BROUGH STATION

The points leading to the warehouse and Coal Depot sidings have been disconnected out of use pending removal of the sidings. (New item) (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****MILFORD SOUTH AND NORTH****Milford South**

The Up Goods line, 1 Shunting line and all associated points and signalling have been abolished.

The trailing points in the Up Main leading to and from the Up Goods have been secured permanently out of use in the normal position pending removal.

The following signals have also been abolished :-

- The bottom and middle miniature arms of the 3 arm shunt signal applying—Shunting—Up Main to Up Branch and Shunting along Up Main
- Disc—shunting, GC Sidings to 1 Siding
- Disc—shunting, 1 Siding to 1 Shunting line or GC Siding
- Up Branch Second Home signal

The connection points leading to and from 1 shunting line to 1 siding have been abolished.

Milford North

The Up Main to Up Goods signal (No. 25), has been abolished.

The Down Siding Shunting neck, has been shortened by 65 yards. (21)

STANNINGLEY GROUND FRAME

The Up Sidings and all associated points and signalling have been abolished. (21)

BETWEEN WAKEFIELD EAST, TURNERS LANE, PARK HILL COLLIERY, LOCKES SIDING AND CALDER BRIDGE

Revised signalling has been brought into use between Wakefield East, Turners Lane, Park Hill Colliery, Lockes Siding and Calder Bridge. Full details are published in Supplementary Signalling Notice No.24 and all staff concerned must ensure that they receive a copy.

BETWEEN BARLBY NORTH AND CHALONERS WHIN (MAGAZINE CROSSING)

The gate red target boards have been removed from the unmanned crossing situated 500 yards North of Barlby North signal box. (20)

****FILEY**

The miniature arm shunt signal, applying—Down Main to Up Main, has been replaced by a ground disc signal and is now re-positioned to the left of the Down Main line. (19)

****SELBY SOUTH AND SELBY NORTH****Selby North**

Selby North signal box has been abolished. All signals worked therefrom have also been abolished except for the following which will be retained and operated from Selby South.

Down Main Home to Down Fast with Junction Route Indicator reading to the Down Slow, has become the Down Main Starting to Down Fast or Slow and a telephone for communicating with Selby South has been provided.

Down Platform Home to Down Fast, with Junction Route Indicator reading to Down Slow, has become the Down Platform Starting to Down Fast or Slow and a telephone for communicating with Selby South has been provided.

The Up Hull Home semaphore, with right hand bracket signal—Up York Home, has been replaced by multi-aspect colour light signals carried on a gantry as follows:-

Up Hull Home—3aspect, with position "1" Junction Route Indicator reading to Up Platform. A telephone for communicating with Selby South signal box has been provided.

Up York Home—4 aspect, with position "1" Junction Route Indicator reading to Up Platform. A telephone for communicating with Selby South signal box has been provided. The distance between these new gantry signals and the Selby South Up Home, which has now become Selby South second Up Home is 608 yards. (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

* WAKEFIELD EAST, TURNERS LANE AND PARK HILL COLLIERY

The Up Goods line between Park Hill Colliery and Turners Lane has been abolished.

Turners Lane

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

- Slip Connection - Down Goods to Up Main.
- Trailing Crossover between the Down and Up Main lines.
- Down Goods to Washing Sidings.

All associated signalling has been abolished. The Down L & Y Goods Outer Home has also been abolished.

Park Hill Colliery

The facing crossover between the Up Main and Up Goods has been secured permanently out of use in a normal position pending removal, and the associated signalling has been abolished. (19)

SPRINGHEAD SOUTH AND SPRINGHEAD YARD

The trailing points in the Up Alexandra Dock line leading from Springhead Yard have been secured permanently out of use in the normal position pending removal, and a section of the Down Departure line between these points, and a point approximately 175 yards east of the Calvert Lane Coal Sidings has been removed.

Buffer stops have been erected accordingly in the Down Departure.

The position light shunt signal controlling movements from Departure line to Up Alexandra Dock line will now apply - Arrival line to Down Alexandra Dock line.

The two notice boards worded "STOP TELEPHONE" and "STOP FOR ORDERS - SOUND WHISTLE" have been interchanged.

The Springhead Branch is now worked under the "ONE ON - ONE OFF" signalling arrangement. (21)
(Amended)

* * STANNINGLEY GROUND FRAME

The trailing connection points in the Up Main leading to the Up Sidings have been secured permanently out of use in the normal position pending removal. (19)

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 INSTRUCTIONS

★ 12-TON PALVANS

Commencing forthwith the maximum speed of 12-Ton Ventilator Goods Van lettered 'PALVAN', numbered B.782274 to B.782523 inclusive must not exceed 45 m.p.h. 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. (23D)

★ WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

BOLTON PERCY

Vehicles are using a temporary level crossing over the Up Normanton line at 7m. 44chs.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching (U.F.N.)

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. (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.** (U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
★ Neville Hill Fuel Shed	Degreasing and resurfacing concrete walkway	07 30 to 17 00.	Sunday 9 May
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 West End entrance and Major Examination shed.	08 30 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 April, 1971

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-20
w/c. 15/5/71

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 17 MAY - NORMANTON SOUTH YARD ✓

All points applicable to the former Normanton No.2 signal box, will become hand worked and the points box abolished (23)

TUESDAY 18 MAY - SUDFORTH LANE ✓

The two position light signals, with route indicators, applying - Arrival and Departure lines to Line 1, Line 2, Spur and Down Goole, will be provided with repeater signals, situated 350 yards on the approach side of these signals

The repeater signals, will be in the form of ground position light signals, and will not be provided with an "On" indication. The "OFF" indication will only be illuminated when the signals, to which they apply show a proceed aspect for the Empty Sidings, via Line 1. (23)

DETAILS OF WORK ALREADY CARRIED OUT

YORK MOTIVE POWER DEPOT

York M.P.D. Yard, has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 will become the primary outlet signal for the Depot and locomotives will be advised out to the Signaller by the person in charge in the Supervisor's office. Miniature theatre type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 will be retained as a secondary outlet signal. This route will be used for DMU movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. will normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No.4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No.1 points to the head shunt and then via No.1, 2 and 8 points via the Incoming DMU line to No.4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal.

Locomotives must not be left on the D.M.U. lines.

All points and sidings are identified by numbered discs.

(New Item) (23)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT – continued.****HARROGATE SOUTH AND NORTH**

The Platforms at Harrogate have been renumbered and Nos. 3 and 8 Bay Platforms have been redesignated Up Dock 'A' and 'B' respectively.

Nos. 4, 5, 6 and 2 Platforms have been renumbered 3, 1, 2 and 4 respectively.

Harrogate South

The Route Indication '2' associated with the Up Main miniature arm backing signal has been altered to read '4'.

Harrogate North

The Up Main Second Home Routing signal no longer applies to the Up Dock 'A' and 'B' lines, and movements to these lines will be signalled with the associated miniature arm signal.

Indications 8, 3 and 6 on the associated Route Indicator have been altered to 'B', 'A' and '2' respectively.
(New Item) (23)

MILFORD SOUTH AND NORTH

The facing connections in the Up Goods, leading to the 'GC' Siding Shunt neck, has been abolished. (22)

CUTSYKE JUNCTION

The Down Methley Main Inner Home with Down Methley Main Intermediate Distant below, has been abolished.

The Down Methley Main Home signal has been renewed as a 3 aspect colour light signal, and is now repositioned 611 yards on the approach side of the signal box. A telephone for communicating with Cutsyke signal box has been provided.

The Down Methley Main Distant has been renewed as a 2 aspect (Yellow/Green) colour light signal, and is now repositioned 1,105 yards from the above home signal. (22)

ALBERT DOCK

Nos. 8, 9, and 10, Sidings, have been closed to traffic pending removal. The outlet points have been abolished and the outlet points from No.7 Siding secured in the reverse position.

The Down Goods No.2 and the associated "limit of shunt" notice board has been abolished. The points in the connecting line from Down Siding "A" to the Down Goods No.2 have been secured permanently out of use in the reverse position pending removal.

The connection between Down Goods No.1 and 2, immediately on the east of the signal box has been abolished. The associated miniature arm signals reading along Down Goods No.2, and Down Goods No.2 to Down Goods No.1, have also been abolished.

The Down Goods No.1 line is renamed "Down Goods".

The points in the Down Goods No.2 in the connection from the Down Main Goods, west of the signal box, are now secured for movements Down Main Goods to Down Siding 'A'. (22)

HULL PARAGON

The bracket mounted subsidiary signal applying to movements along 'C' Road, C. Road to E. Road and C. Road to Washing Plant has been repositioned to the right hand side of the route indicator on the same bracket. (22)

NOSTELL

A Marker Board worded "30" has been erected 330 yards ahead of the trailing connection from the Up Main to the Up Sidings. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BROUGH STATION**

The points leading to the warehouse and Coal Depot sidings have been disconnected out of use pending removal of the sidings. (22)

MILFORD SOUTH AND NORTH**Milford South**

The Up Goods line, 1 Shunting line and all associated points and signalling have been abolished.

The trailing points in the Up Main leading to and from the Up Goods have been secured permanently out of use in the normal position pending removal.

The following signals have also been abolished :-

The bottom and middle miniature arms of the 3 arm shunt signal applying–Shunting–Up Main to Up Branch and Shunting along Up Main
Disc–shunting, GC Sidings to 1 Siding
Disc–shunting, 1 Siding to 1 Shunting line or GC Siding
Up Branch Second Home signal

The connection points leading to and from 1 shunting line to 1 siding have been abolished.

Milford North

The Up Main to Up Goods signal (No. 25), has been abolished.

The Down Siding Shunting neck, has been shortened by 65 yards. (21)

STANNINGLEY GROUND FRAME

The Up Sidings and all associated points and signalling have been abolished. (21)

BETWEEN WAKEFIELD EAST, TURNERS LANE, PARK HILL COLLIERY, LOCKES SIDING AND CALDER BRIDGE

Revised signalling has been brought into use between Wakefield East, Turners Lane, Park Hill Colliery, Lockes Siding and Calder Bridge. Full details are published in Supplementary Signalling Notice No.24 and all staff concerned must ensure that they receive a copy.

**** BETWEEN BARLBY NORTH AND CHALONERS WHIN (MAGAZINE CROSSING)**

The gate red target boards have been removed from the unmanned crossing situated 500 yards North of Barlby North signal box. (20)

SPRINGHEAD SOUTH AND SPRINGHEAD YARD

The trailing points in the Up Alexandra Dock line leading from Springhead Yard have been secured permanently out of use in the normal position pending removal, and a section of the Down Departure line between these points, and a point approximately 175 yards east of the Calvert Lane Coal Sidings has been removed.

Buffer stops have been erected accordingly in the Down Departure.

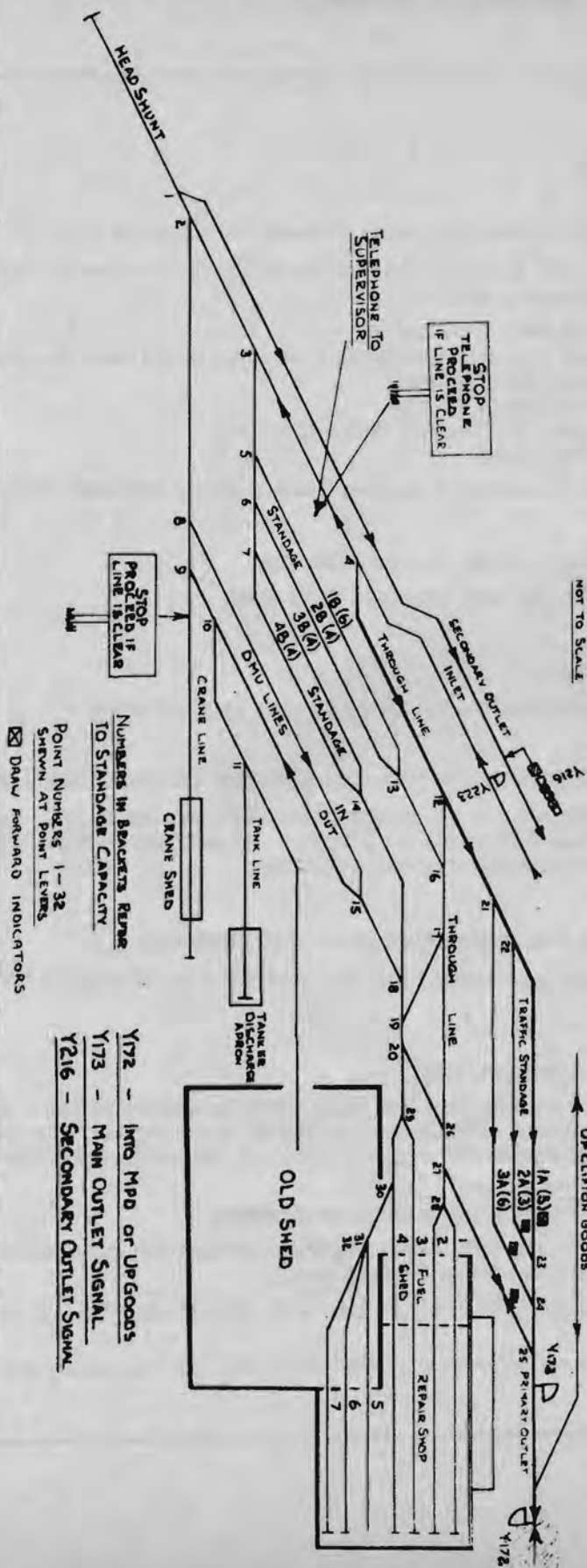
The position light shunt signal controlling movements from Departure line to Up Alexandra Dock line will now apply–Arrival line to Down Alexandra Dock line.

The two notice boards worded "STOP TELEPHONE" and "STOP FOR ORDERS – SOUND WHISTLE" have been interchanged.

The Springhead Branch is now worked under the "ONE ON – ONE OFF" signalling arrangement. (21)
(Amended)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued.

YORK MOTIVE POWER DEPOT
DIAGRAM OF NEW YARD LAYOUT



STOP TELEPHONE PROCEED IF LINE IS CLEAR

STOP TELEPHONE TO SUPERVISOR

NOT TO SCALE

Numbers in Brackets Refer to Standage Capacity

Point Numbers 1-32 Shown at Point Levels

DAW Forward Indicators

Y172 - INTO MPD or UP GOODS

Y173 - MAIN OUTLET SIGNAL

Y216 - SECONDARY OUTLET SIGNAL

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 INSTRUCTIONS

12-TON PALVANS

Commencing forthwith the maximum speed of 12-Ton Ventilator Goods Van lettered 'PALVAN', numbered B.782274 to B.782523 inclusive must not exceed 45 m.p.h. 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. (23D)

★ YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

BOLTON PERCY

Vehicles are using a temporary level crossing over the Up Normanton line at 7m. 44chs.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Fuel Shed	Degreasing and resurfacing concrete walkway	07 30 to 17 00.	Sunday 16 May
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 West End entrance and Major Examination shed.	08 30 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
7 May, 1971

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

NETS 21
W/22/5/71

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 22 and 23 MAY – BETWEEN GELDERD ROAD JUNCTION, ADWICK JUNCTION, MOORTHORPE STATION, WAKEFIELD KIRKGATE WEST AND OAKENSHAW

The signal boxes at Wakefield Westgate North and South Kirkby will be abolished, and the control of the junctions and signalling transferred to Leeds signal box.

All signals previously prefixed "WN" and "SK" will be prefixed "L" the numbers remaining unaltered.

All telephones previously communicating with Wakefield Westgate North or South Kirkby will in future communicate with Leeds signal box.

Track Circuit Block Regulations, will apply between Leeds signal box and the boxes at Wakefield Kirkgate West, Oakenshaw, Moorthorpe Station and Skellow Junction. (25)

SUNDAY 23 MAY – BETWEEN THORNHILL JUNCTION AND LOW MOOR

The Down and Up lines will be permanently closed to through traffic.

The Up line between signal HM.31, and Heckmondwike Junction and the Down line between Heckmondwike Junction and the Yorkshire Tar Distillers Sidings at Cleckheaton will be renamed "Arrival Line" and the Up line between these Sidings and Heckmondwike Junction and the Down line between Heckmondwike Junction and signal HM.28 will be renamed "Departure Line".

All catch points in the Arrival Line, except those immediately ahead of signal HM.31, and those approximately 1½ miles before reaching the notice board (see below) at Cleckheaton, will be secured for through running.

Heckmondwike

Heckmondwike Junction signal box and all associated signals will be abolished. All points will be secured permanently out of use pending removal.

Signal HM.31 will be altered to show a Red aspect only, and will be provided with a position light subsidiary signal applying to the Arrival Line.

Cleckheaton

The following redundant points and crossovers will be brought back into use and will become hand-worked.

Trailing crossover

Trailing crossover at Bridge No.9, at the north end of the Yorkshire Tar Distillers Sidings, and the trailing connection in the Departure Line at the exit from these sidings.

The facing points in the Departure Line leading to the Up Through Siding.

The trailing connection in the Departure line from the Up Through Siding, formerly worked by a ground frame, will also become hand-worked, and the Sidings end of these points, also the Sidings end points at the north end of the Up Through sidings, will be secured permanently in the reverse position. A moveable scotch block will be provided 35 yards on the Heckmondwike side of the trailing connection in the Departure line from Up Through Siding connection, which will be padlocked across the rails. The padlock key will be kept at Healey Mills Up Departure Inspector's Office. Guards must be in possession of the key prior to departure from Healey Mills.

The outlet points at the south end of the Yorkshire Tar Distillers Sidings leading on to the connection to the Departure line will be secured permanently in the reverse position.

The trailing points in the Arrival line, leading from the Down Siding at Cleckheaton Station will become spring worked, and laid normally for movements to the Down Siding. The Siding end of these points will be secured permanently in the reverse position.

Buffer stops will be erected at the extreme limit beyond the crossover at Bridge No.9.

A double sided notice board will be erected between the Arrival line, and the Down Siding to the south of the connection to the Down Sidings, and will be worded as follows:-

"STOP PROCEED IF LINE IS CLEAR" –facing movements on the Arrival Line

"TRAINS MUST NOT PASS THIS POINT" –facing movements on the Arrival Line (25)

SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS

DETAILS OF WORK ALREADY CARRIED OUT

BOOTHAM JUNCTION

The trailing Main to Main crossover and the associated disc signals have been abolished.

(New Item) (24)

NORMANTON SOUTH YARD

All points applicable to the former Normanton No.2 signal box, have become hand worked and the points box abolished.

(23)

SUDFORTH LANE

The two position light signals, with route indicators, applying—Arrival and Departure lines to Line 1, Line 2, Spur and Down Goole, have been provided with repeater signals, situated 350 yards on the approach side of these signals.

The repeater signals, are in the form of ground position light signals, and will not be provided with an "On" indication. The "OFF" indication will only be illuminated when the signals, to which they apply show a proceed aspect for the Empty Sidings, via Line 1.

(23)

YORK MOTIVE POWER DEPOT

York M.P.D. Yard, has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 has become the primary outlet signal for the Depot and locomotives will be advised out to the Signaller by the person in charge in the Supervisor's office. Miniature theatre type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will only be used for D.M.U. movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No.4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No.1 points to the head shunt and then via No.1, 2 and 8 points via the Incoming DMU line to No.4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal.

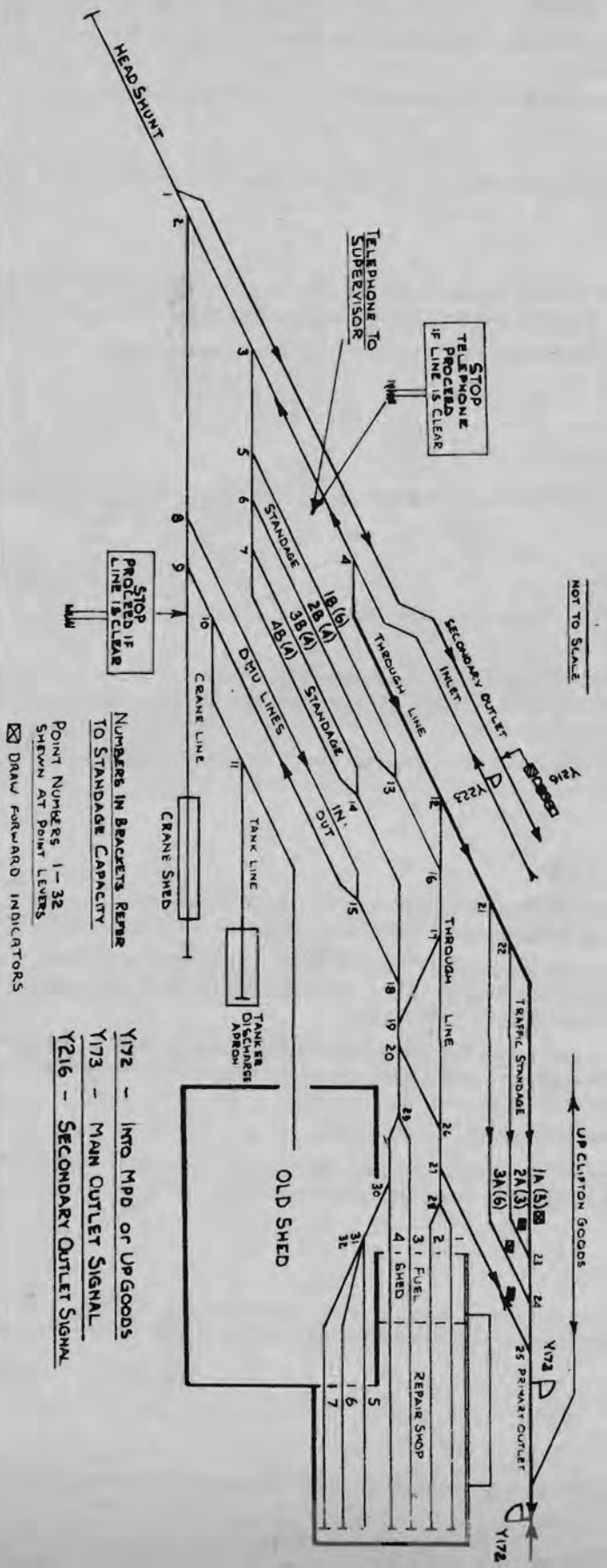
Locomotives must not be left on the D.M.U. lines.

All points and sidings are identified by numbered discs.

(23)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued.

YORK MOTIVE POWER DEPOT
DIAGRAM OF NEW YARD LAYOUT



NOT TO SCALE

STOP TELEPHONE PROCEED IF LINE IS CLEAR

TELEPHONE TO SUPERVISOR

Numbers in Brackets Refer to Standage Capacity

Point Numbers 1-32 Shown at Point Levers

☒ DRAW FORWARD INDICATORS

Y172 - INTO MPD or UP GOODS

Y173 - MAIN OUTLET SIGNAL

Y216 - SECONDARY OUTLET SIGNAL

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

DETAILS OF WORK ALREADY CARRIED OUT -- continued.

HARROGATE SOUTH AND NORTH

The Platforms at Harrogate have been renumbered and Nos. 3 and 8 Bay Platforms have been redesignated Up Dock 'A' and 'B' respectively.

Nos. 4, 5, 6 and 2 Platforms have been renumbered 3, 1, 2 and 4 respectively.

Harrogate South

The Route Indication '2' associated with the Up Main miniature arm backing signal has been altered to read '4'.

Harrogate North

The Up Main Second Home Routing signal no longer applies to the Up Dock 'A' and 'B' lines, and movements to these lines will be signalled with the associated miniature arm signal.

Indications 8, 3 and 6 on the associated Route Indicator have been altered to 'B', 'A' and '2' respectively. (23)

MILFORD SOUTH AND NORTH

The facing connections in the Up Goods, leading to the 'GC' Siding Shunt neck, has been abolished. (22)

CUTSYKE JUNCTION

The Down Methley Main Inner Home with Down Methley Main Intermediate Distant below, has been abolished.

The Down Methley Main Home signal has been renewed as a 3 aspect colour light signal, and is now repositioned 611 yards on the approach side of the signal box. A telephone for communicating with Cutsyke signal box has been provided.

The Down Methley Main Distant has been renewed as a 2 aspect (Yellow/Green) colour light signal, and is now repositioned 1,105 yards from the above home signal. (22)

ALBERT DOCK

Nos. 8, 9, and 10, Sidings, have been closed to traffic pending removal. The outlet points have been abolished and the outlet points from No.7 Siding secured in the reverse position.

The Down Goods No.2 and the associated "limit of shunt" notice board has been abolished. The point in the connecting line from Down Siding "A" to the Down Goods No.2 have been secured permanently out of use in the reverse position pending removal.

The connection between Down Goods No.1 and 2, immediately on the east of the signal box has been abolished. The associated miniature arm signals reading along Down Goods No.2, and Down Goods No.2 to Down Goods No.1, have also been abolished.

The Down Goods No.1 line is renamed "Down Goods".

The points in the Down Goods No.2 in the connection from the Down Main Goods, west of the signal box, are now secured for movements Down Main Goods to Down Siding 'A'. (22)

HULL PARAGON

The bracket mounted subsidiary signal applying to movements along 'C' Road, C. Road to E. Road and C. Road to Washing Plant has been repositioned to the right hand side of the route indicator on the same bracket. (22)

NOSTELL

A Marker Board worded "30" has been erected 330 yards ahead of the trailing connection from the Up Main to the Up Sidings. (22)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BROUGH STATION**

The points leading to the warehouse and Coal Depot sidings have been disconnected out of use pending removal of the sidings. (22)

****MILFORD SOUTH AND NORTH****Milford South**

The Up Goods line, 1 Shunting line and all associated points and signalling have been abolished.

The trailing points in the Up Main leading to and from the Up Goods have been secured permanently out of use in the normal position pending removal.

The following signals have also been abolished :-

- The bottom and middle miniature arms of the 3 arm shunt signal applying—Shunting—Up Main to Up Branch and Shunting along Up Main
- Disc—shunting, GC Sidings to 1 Siding
- Disc—shunting, 1 Siding to 1 Shunting line or GC Siding
- Up Branch Second Home signal

The connection points leading to and from 1 shunting line to 1 siding have been abolished.

Milford North

The Up Main to Up Goods signal (No. 25), has been abolished.

The Down Siding Shunting neck, has been shortened by 65 yards. (21)

****STANNINGLEY GROUND FRAME**

The Up Sidings and all associated points and signalling have been abolished. (21)

BETWEEN WAKEFIELD EAST, TURNERS LANE, PARK HILL COLLIERY, LOCKES SIDING AND CALDER BRIDGE

Revised signalling has been brought into use between Wakefield East, Turners Lane, Park Hill Colliery, Lockes Siding and Calder Bridge. Full details are published in Supplementary Signalling Notice No.24 and all staff concerned must ensure that they receive a copy.

SPRINGHEAD SOUTH AND SPRINGHEAD YARD

The trailing points in the Up Alexandra Dock line leading from Springhead Yard have been secured permanently out of use in the normal position pending removal and a section of the Down Departure line beyond these points to a point approximately 380 yds west has been removed.

Buffer Stops have been erected on the Down Departure line East of the Calvert Lane Bridge.

The position light shunt signal controlling movements from the Departure to Up Alexandra Dock line will now apply – Arrival Line to Down Alexandra Dock line.

The Springhead Branch is now worked under the "ONE ON – ONE OFF" signalling arrangements.

Notice boards applying to the arrival (single) line have been erected as follows:

- (a) Adjacent to the Yard Foreman's office worded 'STOP TELEPHONE' facing movements towards Springhead Junction.
- (b) Facing movements towards Springhead Yard and situated approximately 250 yards from the 'STOP TELEPHONE' notice board on the Springhead Junction side and worded 'STOP FOR ORDERS – SOUND WHISTLE.' (Amended item) (26)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

★ SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

12-TON PALVANS

Commencing forthwith the maximum speed of 12-Ton Ventilator Goods Van lettered 'PALVAN', numbered B.782274 to B.782523 inclusive must not exceed 45 m.p.h. 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. (23D)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

BOLTON PERCY

Vehicles are using a temporary level crossing over the Up Normanton line at 7m. 44chs.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (U.F.N.)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY TO FRIDAY 31 MAY TO 4 JUNE – BETWEEN SKELLOW JUNCTION (MOORHOUSE JUNCTION) AND LEEDS CITY (WAKEFIELD WESTGATE) INCLUSIVE.

During the above period A.W.S. will be brought into use at the following signals:—

Between Moorhouse Junction and Wakefield Westgate

Down Lines L.661 to L.237 inclusive

Up Lines L.234 to L.662 inclusive

Between Moorthorpe Station and South Kirkby

Down Branch L.655

Moorthorpe Station

Down Main Colour Light Distant for Signal L.655

Between Wakefield Kirkgate and Wakefield Westgate

Up West Curve WW.47 and L.249

Between Crofton West Junction and Hare Park Junction

Up Crofton Branch O.302 and L.262

Note: All Main Line Inductors will be 200 yards before reaching the signal. Inductors on Goods and Platform lines will be 20 yards before reaching the signal. (26)

SATURDAY TO MONDAY 5 TO 7 JUNE—SKELTON

The following searchlight type signals will be renewed on the same site as multi-aspect signals:—

Up Main signal U2, renewed as 4 aspect

Up Independent signal S.104, renewed as 3 aspect, with position light subsidiary signal, will also be provided with two way stencil type route indicator with indications.

U – Independent

S – Up Sidings

Down Main signal D.2, renewed as 4 aspect

Down Main signal S.172, renewed as 4 aspect with position "1" junction route indicator

Down Independent S.171, renewed as 3 aspect, with position "4" junction route indicator (26)

DETAILS OF WORK ALREADY CARRIED OUT

EXCHANGE SIDINGS—DRAPERS YARD (HULL DOCKS)

The switches and crossings at the entrance to Drapers Yard have been remodelled and access is now from No.7 Exchange Sidings only, over a single track which joins up to the northermost of the two existing sidings into Drapers Yard. (New Item) (26)

BETWEEN GELDERD ROAD JUNCTION, ADWICK JUNCTION, MOORTHORPE STATION, WAKEFIELD KIRKGATE WEST AND OAKENSHAW

The signal boxes at Wakefield Westgate North and South Kirkby have been abolished, and the control of the junctions and signalling transferred to Leeds signal box.

All signals previously prefixed "WN" and "SK" will be prefixed "L" the numbers remaining unaltered.

SECTION C SIGNALLING AND PERMANENT WAY ALTERATIONS

DETAILS OF WORK ALREADY CARRIED OUT - continued.

BETWEEN GELDERD ROAD JUNCTION, ADWICK JUNCTION, MOORTHORPE STATION, WAKEFIELD KIRKGATE WEST AND OAKENSHAW - continued

All telephones previously communicating with Wakefield Westgate North or South Kirkby now communicate with Leeds signal box.

Track Circuit Block Regulations, apply between Leeds signal box and the boxes at Wakefield Kirkgate West, Oakenshaw, Moorthorpe Station and Skellow Junction. (25)

** BETWEEN THORNHILL JUNCTION AND LOW MOOR (THIS WORK HAS NOT BEEN CARRIED OUT)

The Down and Up lines will be closed to through traffic.

The Up line between signal HM.31, and Heckmondwike Junction and the Down line between Heckmondwike Junction and the Yorkshire Tar Distillers Sidings at Cleckheaton have been renamed "Arrival Line" and the Up line between these Sidings and Heckmondwike Junction and the Down line between Heckmondwike Junction and signal HM.28 renamed "Departure Line".

All catch points in the Arrival Line, except those immediately ahead of signal HM.31, and those approximately 1½ miles before reaching the notice board (see below) at Cleckheaton, have been secured for through running.

Heckmondwike

Heckmondwike Junction signal box and all associated signals has been abolished. All points secured permanently out of use pending removal.

Signal HM.31 has been altered to show a Red aspect only, and provided with a position light subsidiary signal applying to the Arrival Line.

Cleckheaton

The following redundant points and crossovers have been brought back into use and become hand-worked.

Trailing crossover

Trailing crossover at Bridge No.9, at the north end of the Yorkshire Tar Distillers Sidings, and the trailing connection in the Departure Line at the exit from these sidings.

The facing points in the Departure Line leading to the Up Through Siding.

The trailing connection in the Departure line from the Up Through Siding, formerly worked by a ground frame, has also become hand-worked, and the Sidings end of these points, also the Sidings end points at the north end of the Up Through sidings secured permanently in the reverse position. A moveable scotch block has been provided 35 yards on the Heckmondwike side of the trailing connection in the Departure line from Up Through Siding connection and padlocked across the rails. The padlock key is kept at Healey Mills Up Departure Inspector's Office. Guards must be in possession of the key prior to departure from Healey Mills.

The outlet points at the south end of the Yorkshire Tar Distillers Sidings leading on to the connection to the Departure line have been secured permanently in the reverse position.

The trailing points in the Arrival line, leading from the Down Siding at Cleckheaton Station are now spring worked, and laid normally for movements to the Down Siding. The Siding end of these points have been secured permanently in the reverse position.

Buffer stops have been erected at the extreme limit beyond the crossover at Bridge No.9.

A double sided notice board has been erected between the Arrival line, and the Down Siding to the south of the connection to the Down Sidings, and worded as follows:-

"STOP PROCEED IF LINE IS CLEAR" -facing normal movements on the Arrival Line.

"TRAINS MUST NOT PASS THIS POINT" -facing wrong direction movements on the Arrival Line. (25)

BOOTHAM JUNCTION

The trailing Main to Main crossover and the associated disc signals have been abolished.

(New Item) (24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** NORMANTON SOUTH YARD

All points applicable to the former Normanton No.2 signal box, have become hand worked and the points box abolished. (23)

** SUDFORTH LANE

The two position light signals, with route indicators, applying—Arrival and Departure lines to Line 1, Line 2, Spur and Down Goole, have been provided with repeater signals, situated 350 yards on the approach side of these signals.

The repeater signals, are in the form of ground position light signals, and will not be provided with an "On" indication. The "OFF" indication will only be illuminated when the signals, to which they apply show a proceed aspect for the Empty Sidings, via Line 1. (23)

YORK MOTIVE POWER DEPOT

York M.P.D. Yard, has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 has become the primary outlet signal for the Depot and locomotives will be advised out to the Signaller by the person in charge in the Supervisor's office. Miniature theatre type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will only be used for D.M.U. movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No.4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No.1 points to the head shunt and then via No.1, 2 and 8 points via the Incoming DMU line to No.4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal.

Locomotives must not be left on the D.M.U. lines.

No.4 points are spring points set for the direction of the Through line and Trainmen leaving the Depot via signal Y.223 must ensure that these points are held correctly for the movement towards signal Y.22?

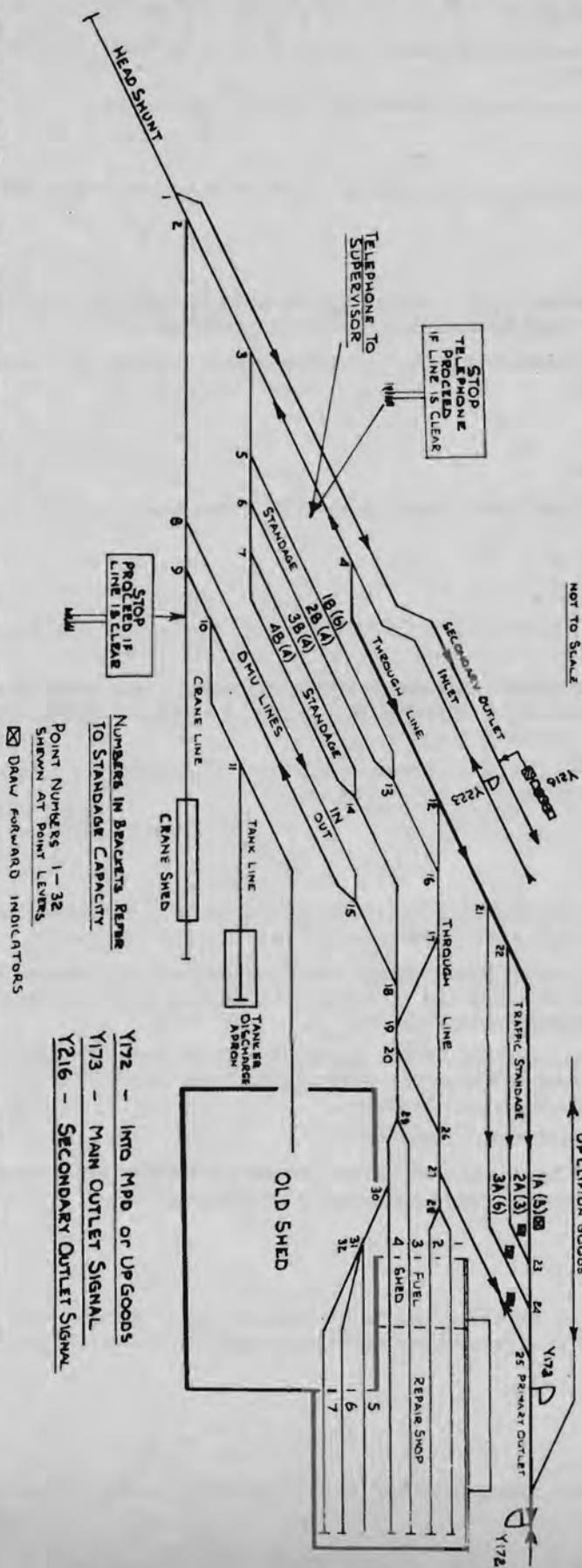
All points and sidings are identified by numbered discs.

Amended (26,

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued.

YORK MOTIVE POWER DEPOT
DIAGRAM OF NEW YARD LAYOUT

NOT TO SCALE



STOP TELEPHONE PROCEED IF LINE IS CLEAR

NUMBERS IN BRACKETS REFER TO STANDAGE CAPACITY
POINT NUMBERS 1-32 SHOWN AT POINT LEVERS
☒ DRAW FORWARD INDICATORS

Y172 - INTO MPD or UP GOODS
Y173 - MAIN OUTLET SIGNAL
Y216 - SECONDARY OUTLET SIGNAL

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT – continued******HARROGATE SOUTH AND NORTH**

The Platforms at Harrogate have been renumbered and Nos. 3 and 8 Bay Platforms have been redesignated Up Dock 'A' and 'B' respectively.

Nos. 4, 5, 6 and 2 Platforms have been renumbered 3, 1, 2 and 4 respectively.

Harrogate South

The Route Indication '2' associated with the Up Main miniature arm backing signal has been altered to read '4'.

Harrogate North

The Up Main Second Home Routing signal no longer applies to the Up Dock 'A' and 'B' lines, and movements to these lines will be signalled with the associated miniature arm signal.

Indications 8, 3 and 6 on the associated Route Indicator have been altered to 'B', 'A' and '2' respectively. (23)

****MILFORD SOUTH AND NORTH**

The facing connections in the Up Goods, leading to the 'GC' Siding Shunt neck, has been abolished. (22)

****CUTSYKE JUNCTION**

The Down Methley Main Inner Home with Down Methley Main Intermediate Distant below, has been abolished.

The Down Methley Main Home signal has been renewed as a 3 aspect colour light signal, and is now repositioned 611 yards on the approach side of the signal box. A telephone for communicating with Cutsyke signal box has been provided.

The Down Methley Main Distant has been renewed as a 2 aspect (Yellow/Green) colour light signal, and is now repositioned 1,105 yards from the above home signal. (22)

****ALBERT DOCK**

Nos. 8, 9, and 10, Sidings, have been closed to traffic pending removal. The outlet points have been abolished and the outlet points from No.7 Siding secured in the reverse position.

The Down Goods No.2 and the associated "limit of shunt" notice board has been abolished. The points in the connecting line from Down Siding 'A' to the Down Goods No.2 have been secured permanently out of use in the reverse position pending removal.

The connection between Down Goods No.1 and 2, immediately on the east of the signal box has been abolished. The associated miniature arm signals reading along Down Goods No.2, and Down Goods No.2 to Down Goods No.1, have also been abolished.

The Down Goods No.1 line is renamed "Down Goods".

The points in the Down Goods No.2 in the connection from the Down Main Goods, west of the signal box, are now secured for movements Down Main Goods to Down Siding 'A'. (22)

****HULL PARAGON**

The bracket mounted subsidiary signal applying to movements along 'C' Road, C. Road to E. Road and C. Road to Washing Plant has been repositioned to the right hand side of the route indicator on the same bracket. (22)

****NOSTELL**

A Marker Board worded "30" has been erected 330 yards ahead of the trailing connection from the Up Main to the Up Sidings. (22)

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

The points leading to the warehouse and Coal Depot sidings have been disconnected out of use pending removal of the sidings. (22)

BETWEEN WAKEFIELD EAST, TURNERS LANE, PARK HILL COLLIERY, LOCKES SIDING AND CALDER BRIDGE

Revised signalling has been brought into use between Wakefield East, Turners Lane, Park Hill Colliery, Lockes Siding and Calder Bridge. Full details are published in Supplementary Signalling Notice No.24 and all staff concerned must ensure that they receive a copy.

SPRINGHEAD SOUTH AND SPRINGHEAD YARD

The trailing points in the Up Alexandra Dock line leading from Springhead Yard have been secured permanently out of use in the normal position pending removal and a section of the Down Departure line beyond these points to a point approximately 380 yds west has been removed.

Buffer Stops have been erected on the Down Departure line East of the Calvert Lane Bridge.

The position light shunt signal controlling movements from the Departure to Up Alexandra Dock line will now apply — Arrival Line to Down Alexandra Dock line.

The Springhead Branch is now worked under the "ONE ON — ONE OFF" signalling arrangements.

Notice boards applying to the arrival (single) line have been erected as follows:

- (a) Adjacent to the Yard Foreman's office worded 'STOP TELEPHONE' facing movements towards Springhead Junction.
 - (b) Facing movements towards Springhead Yard and situated approximately 250 yards from the 'STOP TELEPHONE' notice board on the Springhead Junction side and worded 'STOP FOR ORDERS — SOUND WHISTLE.' (Amended item) (26)
-

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

★ SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

12-TON PALVANS

Commencing forthwith the maximum speed of 12-Ton Ventilator Goods Van lettered 'PALVAN', numbered B.782274 to B.782523 inclusive must not exceed 45 m.p.h. 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. (23D)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

BOLTON PERCY

Vehicles are using a temporary level crossing over the Up Normanton line at 7m. 44chs.

Drivers to keep a sharp lookout and sound their horns when approaching the crossing. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

GENERAL INSTRUCTIONS AND NOTICES ND NO. 19D BOOK

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page ND16

Delete:-

Page 54

Amend:-CHURCH FENTON AND YORK (CHALONERS WHIN) 90 90 MAXIMUM PERMISSIBLE SPEED ON LEEDS LINES (22/23)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Diesel Depot	Contractors renewing protective cladding on Carriage Washing Machine. Ladders and scaffolding in use.	Until further notice 08 00 to 17 00 daily.	11.6.71
Neville Hill Fuel Shed	Degreasing and resurfacing concrete walkway	07 30 to 17 00.	
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 West End entrance and Major Examination shed.	08 30 to 17 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical 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
21 May, 1971

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 13 JUNE-CARLTON MAIN COLLIERY SIDINGS**

The Down Siding leading to Wharnccliffe Colliery together with the connections from Carlton Main Colliery, will be abolished. The redundant points, will be secured permanently out of use in the normal position pending removal, and the associated signalling abolished. (27)

DETAILS OF WORK ALREADY CARRIED OUT**ALBERT DOCK (HULL)**

Down Siding 'B' has been abolished. The connection between Down Siding 'A' and Down Siding 'B' (with Dairycoates West end points in Down Siding 'B') has been secured permanently out of use in the normal position pending removal, and the associated signalling abolished.

The points in Down Siding 'B' (at the signal box end of the other half of the scissor crossing) have been secured in the reverse position.

The route indicators associated with these connections will now read to Down Siding 'A' or Up Main Goods only. (New item) (27)

BETWEEN SKELLOW JUNCTION (MOORHOUSE JUNCTION) AND LEEDS CITY (WAKEFIELD WESTGATE) INCLUSIVE

A.W.S. equipment has been brought into use at the following signals:-

Between Moorhouse Junction and Wakefield Westgate

Down Lines L.661 to L.237 inclusive

Up Lines L.234 to L.662 inclusive

Between Moorthorpe Station and South Kirkby

Down Branch L.655

Moorthorpe Station

Down Main Colour Light Distant for Signal L.655

Between Wakefield Kirkgate and Wakefield Westgate

Up West Curve WW.47 and L.249

Between Crofton West Junction and Hare Park Junction

Up Crofton Branch O.302 and L.262

Note: All Main Line Inductors are situated 200 yards before reaching the signal. Inductors on Goods and Platform lines are situated 20 yards before reaching the signal. (26)

SKELTON

The following searchlight type signals have been renewed on the same site as multi-aspect signals:-

Up Main signal U2, renewed as 4 aspect

Up Independent signal S.104, renewed as 3 aspect, with position light subsidiary signal, and also provided with two-way stencil type route indicator.

U - Independent

S - Up Sidings

Down Main signal D.2, renewed as 4 aspect

Down Main signal S.172, renewed as 4 aspect with position "1" junction route indicator

Down Independent S.171, renewed as 3 aspect, with position "4" junction route indicator

(26)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****EXCHANGE SIDINGS-DRAPERS YARD (HULL DOCKS)**

The switches and crossings at the entrance to Drapers Yard have been remodelled and access is now from No.7 Exchange Sidings only, over a single track which joins up to the northermost of the two existing sidings into Drapers Yard. (26)

BETWEEN GELDERD ROAD JUNCTION, ADWICK JUNCTION, MOORTHORPE STATION, WAKEFIELD KIRKGATE WEST AND OAKENSHAW

The signal boxes at Wakefield Westgate North and South Kirkby have been abolished and the control of the junctions and signalling transferred to Leeds signal box.

All signals previously prefixed "WN" and "SK" will be prefixed "L" the numbers remaining unaltered.

All telephones previously communicating with Wakefield Westgate North or South Kirkby now communicate with Leeds signal box.

Track Circuit Block Regulations, apply between Leeds signal box and the boxes at Wakefield Kirkgate West, Oakenshaw, Moorthorpe Station and Skellow Junction. (25)

*** * BOOTHAM JUNCTION**

The trailing Main to Main crossover and the associated disc signals have been abolished.

(24)

YORK MOTIVE POWER DEPOT

York M.P.D. Yard, has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 has become the primary outlet signal for the Depot and locomotives will be advised out to the Signaller by the person in charge in the Supervisor's office. Miniature theatre type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will only be used for D.M.U. movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No.4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No.1 points to the head shunt and then via No.1, 2 and 8 points via the Incoming DMU line to No.4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal.

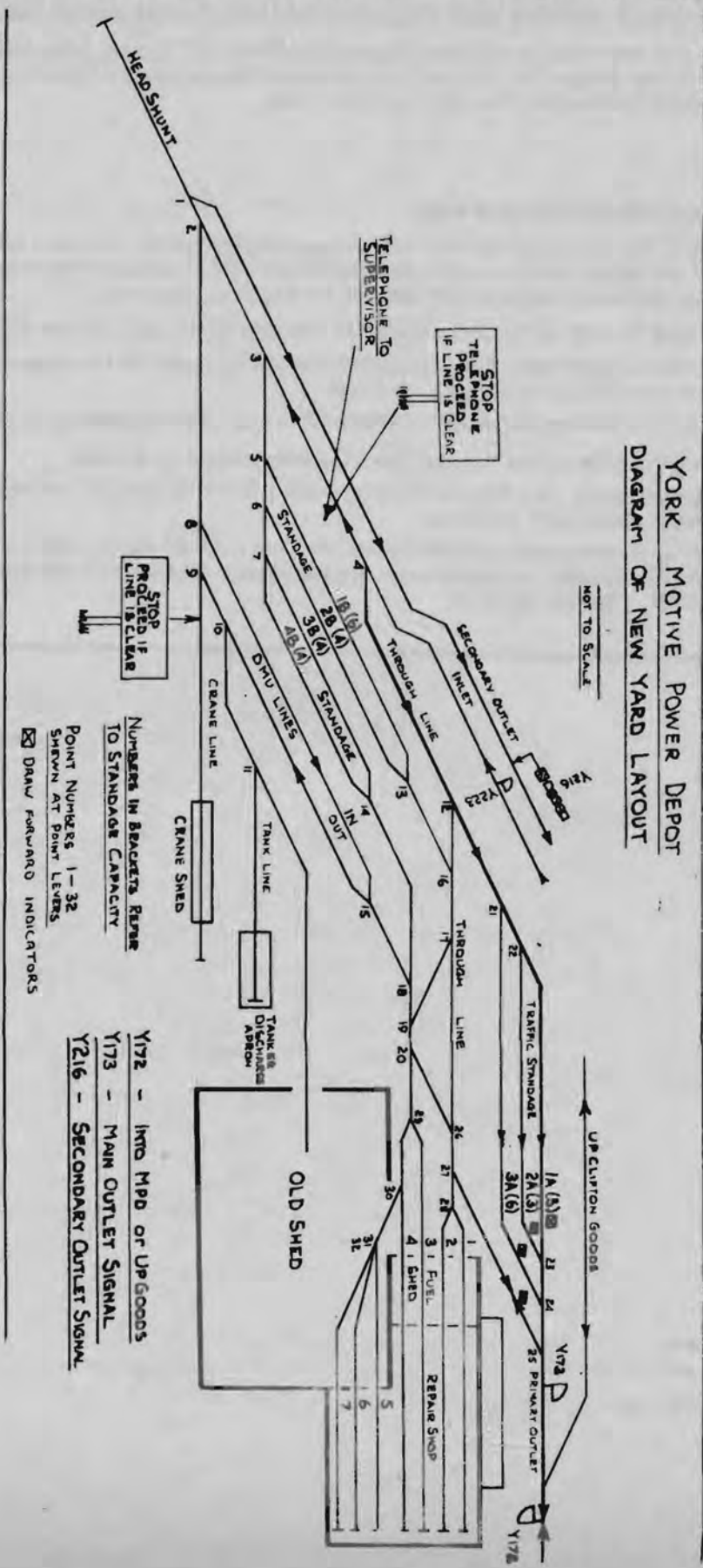
Locomotives must not be left on the D.M.U. lines.

No.4 points are spring points set for the direction of the Through line and Trainmen leaving the Depot via signal Y.223 must ensure that these points are held correctly for the movement towards signal Y.223.

All points and sidings are identified by numbered discs. (26)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued.

YORK MOTIVE POWER DEPOT
DIAGRAM OF NEW YARD LAYOUT



NOT TO SCALE

STOP TELEPHONE PROCEED IF LINE IS CLEAR

NUMBERS IN BRACKETS REFER TO STANDAGE CAPACITY
POINT NUMBERS 1-32 SHOWN AT POINT LEVELS
DAW FORWARD INDICATORS

Y172 - INTO MPD or UP GOODS
Y173 - MAIN OUTLET SIGNAL
Y216 - SECONDARY OUTLET SIGNAL

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT— continued****** BETWEEN WAKEFIELD EAST, TURNERS LANE, PARK HILL COLLIERY, LOCKES SIDING AND CALDER BRIDGE**

Revised signalling has been brought into use between Wakefield East, Turners Lane, Park Hill Colliery, Lockes Siding and Calder Bridge. Full details are published in Supplementary Signalling Notice No.24 and all staff concerned must ensure that they receive a copy.

SPRINGHEAD SOUTH AND SPRINGHEAD YARD

The trailing points in the Up Alexandra Dock line leading from Springhead Yard have been secured permanently out of use in the normal position pending removal and a section of the Down Departure line beyond these points to a point approximately 380 yds west has been removed.

Buffer Stops have been erected on the Down Departure line East of the Calvert Lane Bridge.

The position light shunt signal controlling movements from the Departure to Up Alexandra Dock line will now apply – Arrival Line to Down Alexandra Dock line.

The Springhead Branch is now worked under the "ONE ON – ONE OFF" signalling arrangements.

Notice boards applying to the arrival (single) line have been erected as follows:

- (a) Adjacent to the Yard Foreman's office worded 'STOP TELEPHONE' facing movements towards Springhead Junction.
- (b) Facing movements towards Springhead Yard and situated approximately 250 yards from the 'STOP TELEPHONE' notice board on the Springhead Junction side and worded 'STOP FOR ORDERS – SOUND WHISTLE.'

(26)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Diesel Depot	Contractors renewing protective cladding on Carriage Washing Machine. Ladders and scaffolding in use.	08 00 to 17 00 daily.	
Neville Hill Fuel Shed	Degreasing and resurfacing concrete walkway	07 30 to 17 00.	
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 West End entrance and Major Examination shed.	08 30 to 17 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical 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
4 June, 1971

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 20 JUNE—BETWEEN THORNHILL JUNCTION AND LOW MOOR ✓

The Down and Up lines will be closed to through traffic.

The Up line between signal HM.31 and Heckmondwike Junction and the Down line between Heckmondwike Junction and the Yorkshire Tar Distillers Sidings at Cleckheaton will be renamed "Arrival Line" and the Up line between these Sidings and Heckmondwike Junction and the Down line between Heckmondwike Junction and signal HM.28 will be renamed "Departure Line".

All catch points in the Arrival Line, except those immediately ahead of signal HM.31, and those approximately 1½ miles before reaching the notice board (see below) at Cleckheaton, will be secured for through running.

Heckmondwike ✓

Heckmondwike Junction signal box will be closed and all associated signals removed. All points will be secured out of use.

Signal HM.31 will be altered to show a Red aspect only, and will be provided with a position light subsidiary signal applying to the Arrival Line.

Cleckheaton

The following redundant points and crossovers will be brought back into use and will become hand-worked.

Trailing crossover

Trailing crossover at Bridge No.9, at the north end of the Yorkshire Tar Distillers Sidings, and the trailing connection in the Departure Line at the exit from these sidings.

The facing points in the Departure Line leading to the Up Through Siding.

The trailing connection in the Departure line from the Up Through Siding, formerly worked by a ground frame, will also become hand-worked, and the Sidings end of these points, also the Sidings end points at the north end of the Up Through sidings, will be secured permanently in the reverse position. A moveable scotch block will be provided 35 yards on the Heckmondwike side of the trailing connection in the Departure line from Up Through Siding connection, which will be padlocked across the rails. The padlock key will be kept at Healey Mills Up Departure Inspector's Office. Guards must be in possession of the key prior to departure from Healey Mills.

The outlet points at the south end of the Yorkshire Tar Distillers Sidings leading on to the connection to the Departure line will be secured permanently in the reverse position.

The trailing points in the Arrival line, leading from the Down Siding at Cleckheaton Station will become spring worked, and laid normally for movements to the Down Siding. The Siding end of these points will be secured permanently in the reverse position.

Buffer stops will be erected at the extreme limit beyond the crossover at Bridge No.9.

A double sided notice board will be erected between the Arrival line, and the Down Siding to the south of the connection to the Down Sidings, and will be worded as follows:—

"STOP PROCEED IF LINE IS CLEAR"—facing normal running movements on the Arrival Line

"TRAINS MUST NOT PASS THIS POINT"—facing wrong direction movements on the Arrival Line.

(28)

DETAILS OF WORK ALREADY CARRIED OUT

CARLTON MAIN COLLIERY SIDINGS

The Down Siding leading to Wharnccliffe Colliery, together with the connections from Carlton Main Colliery, have been abolished. The redundant points have been secured permanently out of use in the normal position pending removal, and the associated signalling abolished.

(27)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT – continued****ALBERT DOCK (HULL)**

Down Siding 'B' has been abolished. The connection between Down Siding 'A' and Down Siding 'B' (with Dairycoates West end points in Down Siding 'B') has been secured permanently out of use in the normal position pending removal, and the associated signalling abolished.

The points in Down Siding 'B' (at the signal box end of the other half of the scissor crossing) have been secured in the reverse position.

The route indicators associated with these connections will now read to Down Siding 'A' or Up Main Goods only. (27)

BETWEEN SKELLOW JUNCTION (MOORHOUSE JUNCTION) AND LEEDS CITY (WAKEFIELD WESTGATE) INCLUSIVE

A.W.S. equipment has been brought into use at the following signals:—

Between Moorhouse Junction and Wakefield Westgate

Down Lines L.661 to L.237 inclusive

Up Lines L.234 to L.662 inclusive

Between Moorthorpe Station and South Kirkby

Down Branch L.655

Moorthorpe Station

Down Main Colour Light Distant for Signal L.655

Between Wakefield Kirkgate and Wakefield Westgate

Up West Curve WW.47 and L.249

Between Crofton West Junction and Hare Park Junction

Up Crofton Branch O.302 and L.262

Note: All Main Line Inductors are situated 200 yards before reaching the signal. Inductors on Goods and Platform lines are situated 20 yards before reaching the signal. (26)

SKELTON

The following searchlight type signals have been renewed on the same site as multi-aspect signals:—

Up Main signal U2, renewed as 4 aspect

Up Independent signal S.104, renewed as 3 aspect, with position light subsidiary signal, and also provided with two-way stencil type route indicator.

U – Independent

S – Up Sidings

Down Main signal D.2, renewed as 4 aspect

Down Main signal S.172, renewed as 4 aspect with position "1" junction route indicator

Down independent S.171, renewed as 3 aspect, with position "4" junction route indicator (26)

EXCHANGE SIDINGS—DRAPERS YARD (HULL DOCKS)

The switches and crossings at the entrance to Drapers Yard have been remodelled and access is now from No.7 Exchange Sidings only, over a single track which joins up to the northermost of the two existing sidings into Drapers Yard. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued***** ** BETWEEN GELDERD ROAD JUNCTION, ADWICK JUNCTION, MOORTHORPE STATION, WAKEFIELD KIRKGATE WEST AND OAKENSHAW**

The signal boxes at Wakefield Westgate North and South Kirkby have been abolished and the control of the junctions and signalling transferred to Leeds signal box.

All signals previously prefixed "WN" and "SK" will be prefixed "L" the numbers remaining unaltered.

All telephones previously communicating with Wakefield Westgate North or South Kirkby now communicate with Leeds signal box.

Track Circuit Block Regulations, apply between Leeds signal box and the boxes at Wakefield Kirkgate West, Oakenshaw, Moorthorpe Station and Skellow Junction. (25)

YORK MOTIVE POWER DEPOT

York M.P.D. Yard, has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 has become the primary outlet signal for the Depot and locomotives will be advised out to the Signaller by the person in charge in the Supervisor's office. Miniature theatre type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will only be used for D.M.U. movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No.4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No.1 points to the head shunt and then via No.1, 2 and 8 points via the Incoming DMU line to No.4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal.

Locomotives must not be left on the D.M.U. lines.

No.4 points are spring points set for the direction of the Through line and Trainmen leaving the Depot signal Y.223 must ensure that these points are held correctly for the movement towards signal Y.223.

All points and sidings are identified by numbered discs. (26)

SPRINGHEAD SOUTH AND SPRINGHEAD YARD

The trailing points in the Up Alexandra Dock line leading from Springhead Yard have been secured permanently out of use in the normal position pending removal and a section of the Down Departure line beyond these points to a point approximately 380 yds west has been removed.

Buffer Stops have been erected on the Down Departure line East of the Calvert Lane Bridge.

The position light shunt signal controlling movements from the Departure to Up Alexandra Dock line will now apply – Arrival Line to Down Alexandra Dock line.

The Springhead Branch is now worked under the "ONE ON – ONE OFF" signalling arrangements.

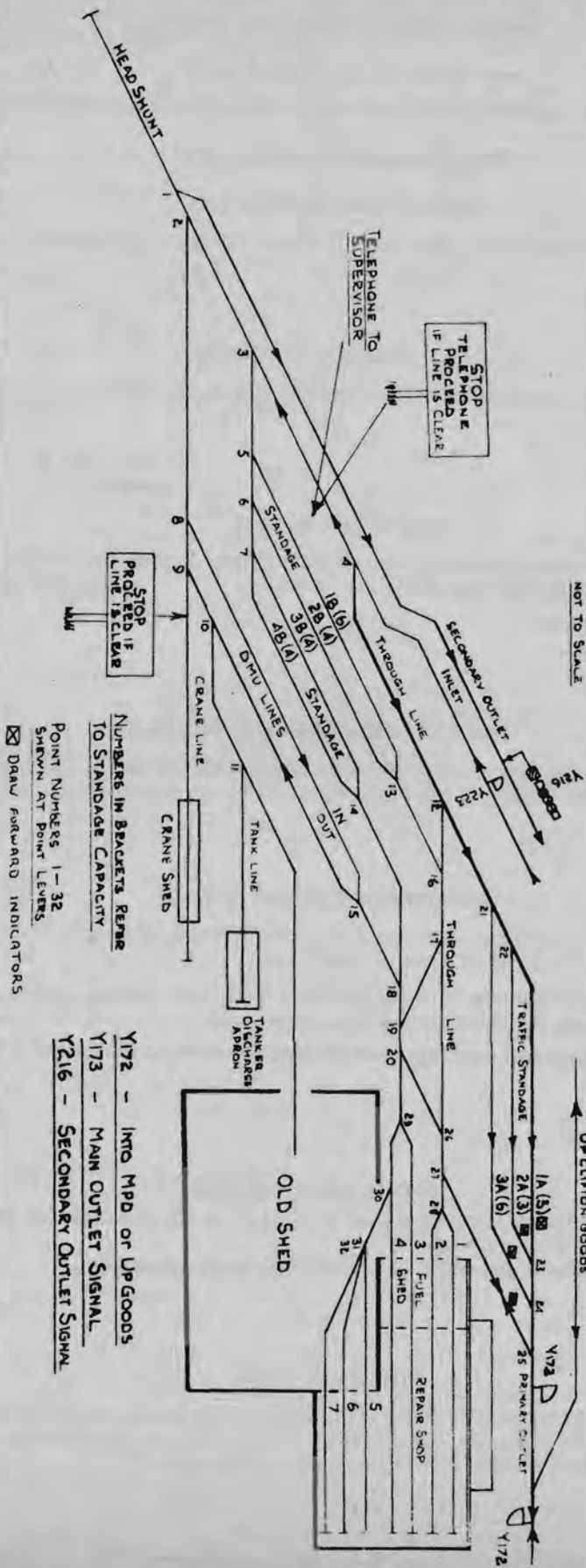
Notice boards applying to the arrival (single) line have been erected as follows:

- (a) Adjacent to the Yard Foreman's office worded 'STOP TELEPHONE' facing movements towards Springhead Junction.
- (b) Facing movements towards Springhead Yard and situated approximately 250 yards from the 'STOP TELEPHONE' notice board on the Springhead Junction side and worded 'STOP FOR ORDERS – SOUND WHISTLE.' (26)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued.

**YORK MOTIVE POWER DEPOT
DIAGRAM OF NEW YARD LAYOUT**

NOT TO SCALE



Numbers in brackets refer to standage capacity

Point numbers 1-32 shown at point levers

☐ Draw forward indicators

- Y172 - INTO MPD or UP GOODS
- Y173 - MAIN OUTLET SIGNAL
- Y216 - SECONDARY OUTLET SIGNAL

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 INSTRUCTIONS

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

YORK YARD NORTH

93
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. (U.F.N.)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B
NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN THORNHILL JUNCTION AND LOW MOOR

The Down and Up lines have been closed to through traffic.

The Up line between signal HM.31 and Heckmondwike Junction and the Down line between Heckmondwike Junction and the Yorkshire Tar Distillers Sidings at Cleckheaton have been renamed "Arrival Line" and the Up line between these Sidings and Heckmondwike Junction and the Down line between Heckmondwike Junction and signal HM.28 renamed "Departure Line".

All catch points in the Arrival Line, except those immediately ahead of signal HM.31, and those approximately 1½ miles before reaching the notice board (see below) at Cleckheaton, have been secured for through running.

Heckmondwike

Heckmondwike Junction signal box has been closed and all associated signals removed. All points have been secured out of use.

Signal HM.31 has been altered to show a Red aspect only, and provided with a position light subsidiary signal applying to the Arrival Line.

Cleckheaton

The following redundant points and crossovers have been brought back into use and become hand-worked

Trailing crossover

Trailing crossover at Bridge No.9, at the north end of the Yorkshire Tar Distillers Sidings, and the trailing connection in the Departure Line at the exit from these sidings.

The facing points in the Departure Line leading to the Up Through Siding.

The trailing connection in the Departure line from the Up Through Siding, formerly worked by a ground frame, has also become hand-worked, and the Sidings end of these points, also the Sidings end points at the north end of the Up Through sidings, have been secured permanently in the reverse position. A moveable scotch block has been provided 35 yards on the Heckmondwike side of the trailing connection in the Departure line from Up Through Siding connection, which is padlocked across the rails. The padlock key is kept at Healey Mills Up Departure Inspector's Office, Guards must be in possession of the key prior to departure from Healey Mills.

The outlet points at the south end of the Yorkshire Tar Distillers Sidings leading on to the connection to the Departure line have been secured permanently in the reverse position.

The trailing points in the Arrival line, leading from the Down Siding at Cleckheaton Station are now spring worked, and laid normally for movements to the Down Siding. The Siding end of these points have been secured permanently in the reverse position.

Buffer stops have been erected at the extreme limit beyond the crossover at Bridge No.9.

A double sided notice board has been erected between the Arrival line, and the Down Siding to the south of the connection to the Down Sidings, and is worded as follows:-

"STOP PROCEED IF LINE IS CLEAR"-facing normal running movements on the Arrival Line

"TRAINS MUST NOT PASS THIS POINT"-facing wrong direction movements on the Arrival Line.

(28)

CARLTON MAIN COLLIERY SIDINGS

The Down Siding leading to Wharncliffe Colliery, together with the connections from Carlton Main Colliery, have been abolished. The redundant points have been secured permanently out of use in the normal position pending removal, and the associated signalling abolished.

(27)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT – continued****ALBERT DOCK (HULL)**

Down Siding 'B' has been abolished. The connection between Down Siding 'A' and Down Siding 'B' (with Dairycoates West end points in Down Siding 'B') has been secured permanently out of use in the normal position pending removal, and the associated signalling abolished.

The points in Down Siding 'B' (at the signal box end of the other half of the scissor crossing) have been secured in the reverse position.

The route indicators associated with these connections will now read to Down Siding 'A' or Up Main Goods only. (27)

**** BETWEEN SKELLOW JUNCTION (MOORHOUSE JUNCTION) AND LEEDS CITY (WAKEFIELD WESTGATE) INCLUSIVE**

A.W.S. equipment has been brought into use at the following signals:—

Between Moorhouse Junction and Wakefield Westgate

Down Lines L.661 to L.237 inclusive

Up Lines L.234 to L.662 inclusive

Between Moorthorpe Station and South Kirkby

Down Branch L.655

Moorthorpe Station

Down Main Colour Light Distant for Signal L.655

Between Wakefield Kirkgate and Wakefield Westgate

Up West Curve WW.47 and L.249

Between Crofton West Junction and Hare Park Junction

Up Crofton Branch O.302 and L.262

Note: All Main Line Inductors are situated 200 yards before reaching the signal. Inductors on Goods and Platform lines are situated 20 yards before reaching the signal. (26)

**** SKELTON**

The following searchlight type signals have been renewed on the same site as multi-aspect signals:—

Up Main signal U2, renewed as 4 aspect

Up Independent signal S.104, renewed as 3 aspect, with position light subsidiary signal, and also provided with two-way stencil type route indicator.

U – Independent

S – Up Sidings

Down Main signal D.2, renewed as 4 aspect

Down Main signal S.172, renewed as 4 aspect with position "1" junction route indicator

Down Independent S.171, renewed as 3 aspect, with position "4" junction route indicator (26)

**** EXCHANGE SIDINGS—DRAPERS YARD (HULL DOCKS)**

The switches and crossings at the entrance to Drapers Yard have been remodelled and access is now from No.7 Exchange Sidings only, over a single track which joins up to the northermost of the two existing sidings into Drapers Yard. (26)

**** YORK MOTIVE POWER DEPOT**

York M.P.D. Yard, has been remodelled, and the new layout is shown on the diagram in this notice.

Signal Y173 has become the primary outlet signal for the Depot and locomotives will be advised out to the Signalman by the person in charge in the Supervisor's office. Miniature theatre type indicators are provided at the fouling points of the Departure Ends of the Traffic Standage Lines 1A, 2A, 3A and the

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** YORK MOTIVE POWER DEPOT - continued

Through line showing indications 1, 2, 3 or T respectively. Only one indication can be given at a time and the illumination of an indicator is the authority for the first locomotive on the line concerned to draw forward to outlet signal Y173 and to wait at that signal for a proceed aspect to be displayed. The indicator must not be taken as an authority to leave the Depot before signal Y173 has been cleared.

Depot Exit signal Y216 has been retained as a secondary outlet signal. This route will only be used for D.M.U. movements leaving the Depot and also as an emergency outlet point.

Locomotives etc. normally enter the Depot via the Inlet line at the North End of the Depot and Drivers must STOP at the Stop Board and advise the supervisor by telephone, the engine number, turn number, the inward train working, the fuel position and whether there are any repairs required. The driver must then leave the engine in the position instructed by the Supervisor. If the locomotive is required on Maintenance or into the "A" sidings the Driver must set back off the Inlet line to the Through line and then proceed.

DMU's will be fuelled in No.4 Road in the Maintenance Shed and incoming DMU's must, after the Driver has telephoned the Supervisor at the Stop Board, proceed over No.1 points to the head shunt and then via No.1, 2 and 8 points via the Incoming DMU line to No.4 Road in the Maintenance Shed.

DMU's leaving the Depot must run via the Outgoing DMU line and then leave the Depot via Y216 signal.

Locomotives must not be left on the D.M.U. lines.

No.4 points are **spring** points set for the direction of the Through line and Trainmen leaving the Depot via signal Y.223 must ensure that these points are held correctly for the movement towards signal Y.223.

All points and sidings are identified by numbered discs.

(26)

** SPRINGHEAD SOUTH AND SPRINGHEAD YARD

The trailing points in the Up Alexandra Dock line leading from Springhead Yard have been secured permanently out of use in the normal position pending removal and a section of the Down Departure line beyond these points to a point approximately 380 yds west has been removed.

Buffer Stops have been erected on the Down Departure line East of the Calvert Lane Bridge.

The position light shunt signal controlling movements from the Departure to Up Alexandra Dock line will now apply - Arrival Line to Down Alexandra Dock line.

The Springhead Branch is now worked under the "ONE ON - ONE OFF" signalling arrangements.

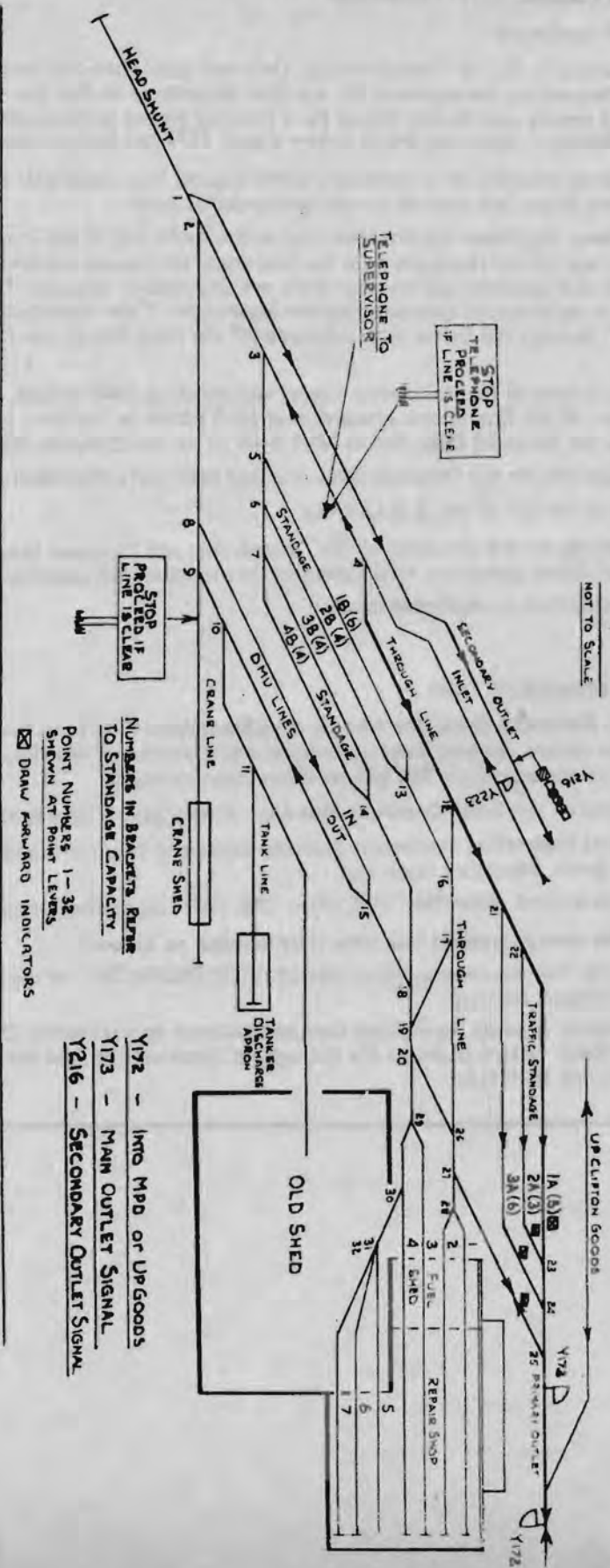
Notice boards applying to the arrival (single) line have been erected as follows:

- (a) Adjacent to the Yard Foreman's office worded 'STOP TELEPHONE' facing movements towards Springhead Junction.
- (b) Facing movements towards Springhead Yard and situated approximately 250 yards from the 'STOP TELEPHONE' notice board on the Springhead Junction side and worded 'STOP FOR ORDERS - SOUND WHISTLE.'

(26)

** SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued.

**
YORK MOTIVE POWER DEPOT
DIAGRAM OF NEW YARD LAYOUT



NE/S 27
w/c 3/7/71

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 JULY - FERRYMOOR COLLIERY SIDINGS (GRIMETHORPE)

The remaining Sidings will become single ended, with access only from the Cudworth end. Stop blocks will be placed on all sidings approximately 180 yards from the entrance to the sidings, pending the provision of buffer stops. (30)

MONDAY 5 JULY - BRODSWORTH COLLIERY : N.C.B BUNKER LOADING PLANT

Revised signalling will be installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice. (U.F.N.)

TUESDAY 6 JULY - MILFORD NORTH

The trailing crossover between the Down and Up Main lines, and the connection between the Down Siding and Down Goods, furthest from the signal box, will be secured permanently out of use in the normal position pending removal. The associated disc signals will be abolished. (30)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN THORNHILL JUNCTION AND LOW MOOR

The Down and Up lines have been closed to through traffic.

The Up line between signal HM.31 and Heckmondwike Junction and the Down line between Heckmondwike Junction and the Yorkshire Tar Distillers Siding, Cleckheaton have been renamed "Arrival Line" and the Up line between these Sidings and Heckmondwike Junction and the Down line between Heckmondwike Junction and signal HM.28 renamed "Departure Line".

All catch points in the Arrival Line, except those immediately ahead of signal HM.31, and those approximately 1½ miles before reaching the notice board (see below) at Cleckheaton, have been secured for through running.

Heckmondwike

Heckmondwike Junction signal box has been closed and all associated signals removed. All points have been secured out of use.

Signal HM.31 has been altered to show a Red aspect only, and provided with a position light subsidiary signal applying to the Arrival Line.

Cleckheaton

The following redundant points and crossovers have been brought back into use and become hand-worked

Trailing crossover

Trailing crossover at Bridge No.9, at the north end of the Yorkshire Tar Distillers Sidings, and the trailing connection in the Departure Line at the exit from these sidings.

The facing points in the Departure Line leading to the Up Through Siding.

The trailing connection in the Departure line from the Up Through Siding, formerly worked by a ground frame, has also become hand-worked, and the Sidings end of these points, also the Sidings end points at the north end of the Up Through sidings, have been secured permanently in the reverse position. A moveable scotch block has been provided 35 yards on the Heckmondwike side of the trailing connection in the Departure line from Up Through Siding connection, which is padlocked across the rails. The padlock key is kept at Healey Mills Up Departure Inspector's Office, Guards must be in possession of the key prior to departure from Healey Mills.

The outlet points at the south end of the Yorkshire Tar Distillers Sidings leading on to the connection to the Departure line have been secured permanently in the reverse position.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN THORNHILL JUNCTION AND LOW MOOR – continued****Cleckheaton – continued**

The trailing points in the Arrival line, leading from the Down Siding at Cleckheaton Station are now spring worked, and laid normally for movements to the Down Siding. The Siding end of these points have been secured permanently in the reverse position.

Buffer stops have been erected at the extreme limit beyond the crossover at Bridge No.9.

A double sided notice board has been erected between the Arrival line, and the Down Siding to the south of the connection to the Down Sidings, and is worded as follows:-

"STOP PROCEED IF LINE IS CLEAR"—facing normal running movements on the Arrival Line

"TRAINS MUST NOT PASS THIS POINT"—facing wrong direction movements on the Arrival Line.

(28)

*** * * CARLTON MAIN COLLIERY SIDINGS**

The Down Siding leading to Wharnccliffe Colliery, together with the connections from Carlton Main Colliery, have been abolished. The redundant points have been secured permanently out of use in the normal position pending removal, and the associated signalling abolished.

(27)

*** * * ALBERT DOCK (HULL)**

Down Siding 'B' has been abolished. The connection between Down Siding 'A' and Down Siding 'B' (with Dairycoates West end points in Down Siding 'B') has been secured permanently out of use in the normal position pending removal, and the associated signalling abolished.

The points in Down Siding 'B' (at the signal box end of the other half of the scissor crossing) have been secured in the reverse position.

The route indicators associated with these connections will now read to Down Siding 'A' or Up Main Goods only.

(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.

MISCELLANEOUS INSTRUCTIONS

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (U.F.N.)

ALTERATIONS TO EASTERN REGION GENERAL INSTRUCTIONS AND NOTICES BOOKLET "ND"-27.

Page ND-45

LOCAL INSTRUCTIONS

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

The amended instructions under this heading will not apply until further notice. All concerned to note and work to existing instructions.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Diesel Depot	Contractors renewing protective cladding on Carriage Washing Machine. Ladders and scaffolding in use.	08 00 to 17 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.	
Healey Mills M.P.D.	Laying pipeline between West End entrance and Major Examination shed.	08 30 to 17 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical 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
25 June 1971

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 10 JULY – STANNINGLEY

No.1 Down siding will be taken out of use pending removal.

The switches will be retained as trap points. (31)

MONDAY 12 JULY – BROOMFLEET

The Down Fast to Down Slow facing connection; the Up Slow to Up Fast facing connection, together with the Down Fast to Up Fast trailing crossover will be secured permanently out of use in the normal position pending removal.

The semaphore arm signals applying Down Fast to Down Slow and Up Slow to Up Fast together will all sound shunting signals associated with the above connections/and crossover will be abolished. (31)

DETAILS OF WORK ALREADY CARRIED OUT

FERRYMOOR COLLIERY SIDINGS (GRIMETHORPE)

The remaining Sidings have become single ended, with access only from the Cudworth end, Stop blocks have been placed on all sidings approximately 180 yards from the entrance to the sidings, pending the provision of buffer stops. (30)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice. (U.F.N.)

MILFORD NORTH

The trailing crossover between the Down and Up Main lines, and the connection between the Down Siding and Down Goods, furthest from the signal box, have been secured permanently out of use in the normal position pending removal. The associated disc signals have been abolished. (30)

*** BETWEEN THORNHILL JUNCTION AND LOW MOOR**

The Down and Up lines have been closed to through traffic.

The Up line between signal HM.31 and Heckmondwike Junction and the Down line between Heckmondwike Junction and the Yorkshire Tar Distillers Sidings at Cleckheaton have been renamed "Arrival Line" and the Up line between these Sidings and Heckmondwike Junction and the Down line between Heckmondwike Junction and signal HM.28 renamed "Departure Line".

All catch points in the Arrival Line, except those immediately ahead of signal HM.31, and those approximately 1½ miles before reaching the notice board (see below) at Cleckheaton, have been secured for through running.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued.**DETAILS OF WORK ALREADY CARRIED OUT – continued***** * BETWEEN THORNHILL JUNCTION AND LOW MOOR – continued****Heckmondwike**

Heckmondwike Junction signal box has been closed and all associated signals removed. All points have been secured out of use.

Signal HM.31 has been altered to show a Red aspect only, and provided with a position light subsidiary signal applying to the Arrival Line.

Cleckheaton

The following redundant points and crossovers have been brought back into use and become hand-worked

Trailing crossover

Trailing crossover at Bridge No.9, at the north end of the Yorkshire Tar Distillers Sidings, and the trailing connection in the Departure Line at the exit from these sidings.

The facing points in the Departure Line leading to the Up Through Siding.

The trailing connection in the Departure line from the Up Through Siding, formerly worked by a ground frame, has also become hand-worked, and the Sidings end of these points, also the Sidings end points at the north end of the Up Through sidings, have been secured permanently in the reverse position. A moveable scotch block has been provided 35 yards on the Heckmondwike side of the trailing connection in the Departure line from Up Through Siding connection, which is padlocked across the rails. The padlock key is kept at Healey Mills Up Departure Inspector's Office, Guards must be in possession of the key prior to departure from Healey Mills.

The outlet points at the south end of the Yorkshire Tar Distillers Sidings leading on to the connection to the Departure line have been secured permanently in the reverse position.

The trailing points in the Arrival line, leading from the Down Siding at Cleckheaton Station are now spring worked, and laid normally for movements to the Down Siding. The Siding end of these points have been secured permanently in the reverse position.

Buffer stops have been erected at the extreme limit beyond the crossover at Bridge No.9.

A double sided notice board has been erected between the Arrival line, and the Down Siding to the south of the connection to the Down Sidings, and is worded as follows:—

“STOP PROCEED IF LINE IS CLEAR”—facing normal running movements on the Arrival Line

“TRAINS MUST NOT PASS THIS POINT”—facing wrong direction movements on the Arrival Line.

(28)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout.

(U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO EASTERN REGION GENERAL INSTRUCTIONS AND NOTICES BOOKLET "ND"—27

Page ND-45

LOCAL INSTRUCTIONS

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

The amended instructions under this heading will not apply until further notice. All concerned to note and work to existing instructions. (U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Diesel Depot	Contractors renewing protective cladding on Carriage Washing Machine. Ladders and scaffolding in use.	08 00 to 17 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.	
Healey Mills M.P.D	Laying pipeline between West End entrance and Major Examination shed.	08 30 to 17 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical 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 July 1971

MO.45/NS

F. J. BURGE
Chief Operating Manager

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

NILE SIG. NOTICE NS

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

BROOMFLEET

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

The semaphore arm signals applying Down Fast to Down Slow and Up Slow to Up Fast, together with the ground disc signal applying – set back – Down Slow to Down Fast have been abolished.

The ground disc signal formerly applying – set back – Up Main to Down Fast or Down Slow, now only applies – set back – Up Main to Down Fast. (Amended item) (32)

FERRYMOOR COLLIERY SIDINGS (GRIMETHORPE)

The remaining Sidings have become single ended, with access only from the Cudworth end, Stop blocks have been placed on all sidings approximately 180 yards from the entrance to the sidings, pending the provision of buffer stops. (30)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice. (U.F.N.)

MILFORD NORTH

The trailing crossover between the Down and Up Main lines, and the connection between the Down Siding and Down Goods, furthest from the signal box, have been secured permanently out of use in the normal position pending removal. The associated disc signals have been abolished. (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.

MISCELLANEOUS INSTRUCTIONS

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout.

(U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching.

(U.F.N.)

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. (U.F.N.)

NS 30
wk 24/7/71

NS-25

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

BROOMFLEET

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

The semaphore arm signals applying Down Fast to Down Slow and Up Slow to Up Fast, together with the ground disc signal applying – set back – Down Slow to Down Fast have been abolished.

The ground disc signal formerly applying – set back – Up Main to Down Fast or Down Slow, now only applies – set back – Up Main to Down Fast. (32)

*
** **FERRYMOOR COLLIERY SIDINGS (GRIMETHORPE)**

The remaining Sidings have become single ended, with access only from the Cudworth end, Stop blocks have been placed on all sidings approximately 180 yards from the entrance to the sidings, pending the provision of buffer stops. (30)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice. (U.F.N.)

*
** **MILFORD NORTH**

The trailing crossover between the Down and Up Main lines, and the connection between the Down Siding and Down Goods, furthest from the signal box, have been secured permanently out of use in the normal position pending removal. The associated disc signals have been abolished. (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.

MISCELLANEOUS INSTRUCTIONS

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO EASTERN REGION GENERAL INSTRUCTIONS AND NOTICES BOOKLET "ND"—27.

Page ND-45

LOCAL INSTRUCTIONS

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

The amended instructions under this heading will not apply until further notice. All concerned to note and work to existing instructions. (U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Diesel Depot	Contractors renewing protective cladding on Carriage Washing Machine. Ladders and scaffolding in use.	08 00 to 17 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.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical 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 July 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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

NILE SIG. NOTICE NS

A LOOSE CHAIN CAN LEAVE A TRAIL OF

DAMAGE

INJURY

DELAY

FIRMLY SECURE ALL CHAINS ON EMPTY VEHICLES

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 AUGUST—BETWEEN WAKEFIELD WESTGATE NORTH AND LEEDS CITY (WEST JUNCTION); LEEDS CITY (GELDERD ROAD JUNCTION) AND HOLBECK (WEST JUNCTION)**

A.W.S. will be brought into use at the following signals:—

- Down Doncaster line — L.227 to L.67 inclusive.
- Up Doncaster line — L.64 to L.226 inclusive.
- Down Viaduct line — DV.41, DV.42 and L.95 signals.
- Up Viaduct line — UV.42, L.65 signals.

The A.W.S. Inductors will be positioned 200 yards before reaching the signals concerned.

A.W.S. Gap Signs will be provided as follows:—

- Down Doncaster line — Commencement of Gap sign after passing L.67 signal.
- Up Doncaster line — Termination of Gap sign before reaching L.64 signal.
- Down Viaduct line — Commencement of Gap sign after passing L.95 signal.
- Up Viaduct line — Termination of Gap sign before reaching UV.42 signal.

(34)

MONDAY 2 AUGUST—LEEDS CITY (EAST JUNCTION)

A.W.S. Gap Signs will be provided as follows:—

- Down Main line — Termination of Gap sign before reaching D.20 signal.
- Up Main line — Commencement of Gap sign after passing L.179 signal.

(34)

DETAILS OF WORK ALREADY CARRIED OUT**BROOMFLEET**

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

The semaphore arm signals applying Down Fast to Down Slow and Up Slow to Up Fast, together with the ground disc signal applying — set back — Down Slow to Down Fast have been abolished.

The ground disc signal formerly applying — set back — Up Main to Down Fast or Down Slow, now only applies — set back — Up Main to Down Fast.

(32)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice.

(U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

★ UNTIL 31 JULY—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.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

★ YORK YARD NORTH

SUNDAY 1 AUGUST—The connection on the Up Reception line (No. 39 points) giving access to and from the shunting line at Om. 72chs. will be relaid and the buffer stop removed from the south end of the Down/Up shunting neck. (34)

ALTERATIONS TO EASTERN REGION GENERAL INSTRUCTIONS AND NOTICES BOOKLET "ND"—27.

Page ND-45

LOCAL INSTRUCTIONS

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

The amended instructions under this heading will not apply until further notice. All concerned to note and work to existing instructions. (U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Diesel Depot	Contractors renewing protective cladding on Carriage Washing Machine. Ladders and scaffolding in use.	08 00 to 17 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.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical 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 July 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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

NILE SIG. NOTICE NS

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 AUGUST—BROOMFLEET (CAVE CROSSING) *

The Up Distant bracket signal will be renewed as a straight post signal with the arm at a reduced height of 15 ft. above rail level. The signal will be re-sited 15 yards further from the Gate Box, and will then be 1,315 yards from the Up Home Signal. (35/36)

MONDAY 9 AUGUST—WOODLESFORD STATION

The connection from Water Haigh Colliery to the Down Main, will be secured permanently out of use in the normal position pending removal. The associated disc signals will be abolished. (35/36)

DETAILS OF WORK ALREADY CARRIED OUT

**BETWEEN WAKEFIELD WESTGATE NORTH AND LEEDS CITY (WEST JUNCTION):
LEEDS CITY (GELDERD ROAD JUNCTION) AND HOLBECK (WEST JUNCTION)**

A.W.S. has been brought into use at the following signals:—

- Down Doncaster line — L.227 to L.67 inclusive.
- Up Doncaster line — L.64 to L.226 inclusive.
- Down Viaduct line — DV.41, DV.42 and L.95 signals.
- Up Viaduct line — UV.42, L.65 signals.

The A.W.S. Inductors have been positioned 200 yards before reaching the signals concerned.

A.W.S. Gap Signs have been provided as follows:—

- Down Doncaster line — Commencement of Gap sign after passing L.67 signal.
- Up Doncaster line — Termination of Gap sign before reaching L.64 signal.
- Down Viaduct line — Commencement of Gap sign after passing L.95 signal.
- Up Viaduct line — Termination of Gap sign before reaching UV.42 signal. (34)

LEEDS CITY (EAST JUNCTION)

A.W.S. Gap Signs have been provided as follows:—

- Down Main line — Termination of Gap sign before reaching D.20 signal.
- Up Main line — Commencement of Gap sign after passing L.179 signal. (34)

*** * BROOMFLEET**

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

The semaphore arm signals applying Down Fast to Down Slow and Up Slow to Up Fast, together with the ground disc signal applying — set back — Down Slow to Down Fast have been abolished.

The ground disc signal formerly applying — set back — Up Main to Down Fast or Down Slow, now only applies — set back — Up Main to Down Fast. (32)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice. (U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

HOLBECK M.P.D.

On Sunday 8 August, the water supply will be cut off between the hours of 07 30 and 17 00 while the tank is cleaned. The steel gantry of the water softening plant will be repaired at the same time.

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

YORK YARD NORTH

The connection on the Up Reception line (No.39 points) giving access to and from the shunting line at Om. 72chs. has been relaid and the buffer stop removed from the south end of the Down/Up Shunting neck.
(34)

ALTERATIONS TO EASTERN REGION GENERAL INSTRUCTIONS AND NOTICES BOOKLET "ND" - 27

Page ND-45

LOCAL INSTRUCTIONS

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

The amended instructions under this heading will not apply until further notice. All concerned to note and work to existing instructions. (U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Neville Hill Diesel Depot	Contractors renewing protective cladding on Carriage Washing Machine. Ladders and scaffolding in use.	08 00 to 17 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	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed Mechanical 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 July 1971

MO.45/NS

F. J. BURGE
Chief Operating Manager

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

NILE SIG. NOTICE NS

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 AUGUST – GOOLE GOODS JUNCTION ✓

The Down Goods Home signal, with Down Goods to Down Siding, West Dock No.2 Siding or West Dock South on the left-hand bracket, will be replaced by a two arm straight post signal.

The upper arm will become the Down Goods to Down Siding or West Dock No.2 Siding or West Dock South, and the lower arm will become the Down Goods Home. (37)

SUNDAY 15 AUGUST – THORNE JUNCTION

The Down Main Starting signal with the Down Main Starter to Down Goods on the left hand bracket will be abolished.

The Down Main Home signal from Grimsby direction will be provided with a 2 position theatre-type route indicator as follows:—

Indication	Application towards
'M'	Down Main
'G'	Down Goods

The Up 2nd Home signal from Hull direction will become the Up Starting signal and will be provided with a 2 position theatre-type route indicator with indications and applications as for the Down Main Home as above. This signal will be reduced in height to 18ft. above rail level.

The ground disc shunting signal applying – set back – Up Main to Down Main, will be provided with a 2-way stencil-Type route indicator as follows:—

Indication	Application towards
'M'	Up Main to Down Main
'G'	Up Main to Down Goods

(37)

SUNDAY 15 AUGUST – BETWEEN GOOSE HILL JUNCTION AND ALTOFTS JUNCTION ✓

The South end of No.2 Down Goods line between North Junction and Altofts Junction will be re-aligned approximately 5 yards to the left, returning to the existing alignment at Altofts Junction.

The connection from Normanton North Sidings, will be repositioned accordingly, and worked by a new 2 lever Ground Frame (to be known as Normanton Ground Frame) released by Normanton North Junction.

The associated disc signals will be abolished. (37)

DETAILS OF WORK ALREADY CARRIED OUT

BROOMFLEET (CAVE CROSSING)

The Up Distant bracket signal has been renewed as a straight post signal with the arm at a reduced height of 15 ft. above rail level. The signal has been re-sited 15 yards further from the Gate Box, and is now 1,315 yards from the Up-Home Signal. (35/36)

WOODLESFORD STATION

The connection from Water Haigh Colliery to the Down Main, has been secured permanently out of use in the normal position pending removal. The associated disc signals have been abolished. (35/36)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

**BETWEEN WAKEFIELD WESTGATE NORTH AND LEEDS CITY (WEST JUNCTION):
LEEDS CITY (GELDERD ROAD JUNCTION) AND HOLBECK (WEST JUNCTION)**

A.W.S. has been brought into use at the following signals:—

- Down Doncaster line — L.227 to L.67 inclusive.
- Up Doncaster line — L.64 to L.226 inclusive.
- Down Viaduct line — DV.41, DV.42 and L.95 signals.
- Up Viaduct line — UV.42, L.65 signals.

The A.W.S. Inductors have been positioned 200 yards before reaching the signals concerned.

A.W.S. Gap Signs have been provided as follows:—

- Down Doncaster line — Commencement of Gap sign after passing L.67 signal.
- Up Doncaster line — Termination of Gap sign before reaching L.64 signal.
- Down Viaduct line — Commencement of Gap sign after passing L.95 signal.
- Up Viaduct line — Termination of Gap sign before reaching UV.42 signal.

(34)

LEEDS CITY (EAST JUNCTION)

A.W.S. Gap Signs have been provided as follows:—

- Down Main line — Termination of Gap sign before reaching D.20 signal.
- Up Main line — Commencement of Gap sign after passing L.179 signal.

(34)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice.

(U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

★ GREETLAND AND DRYCLOUGH JUNCTION

Commencing Monday 16 August, until further notice, contractors vehicles and plant will be using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

YORK YARD NORTH

The connection on the Up Reception line (No.39 points) giving access to and from the shunting line at 0m. 72chs. has been relaid and the buffer stop removed from the south end of the Down/Up Shunting neck.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

★ MAXIMUM SPEED OF FREIGHT ROLLING STOCK

25½ TON SAND/IRONSTONE HOPPERS with a wheelbase of 10 feet or less when working in FULL TRAIN LOADS (Loaded or empty) are limited to a maximum speed of 35 m.p.h. (34)

ALTERATIONS TO EASTERN REGION GENERAL INSTRUCTIONS AND NOTICES BOOKLET "ND"-27.

Page ND-45

LOCAL INSTRUCTIONS

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

The amended instructions under this heading will not apply until further notice. All concerned to note and work to existing instructions. (U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical 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 August 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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

NILE SIG. NOTICE NS

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

HARROGATE STATION YARD

The points – Dock 'A' line to Up siding on Station Goods line have been secured permanently out of the normal position, pending the removal of the points, the Up Siding and the associated Up siding disc signal. (New item) (38)

GOOLE GOODS JUNCTION

The Down Goods Home signal, with Down Goods to Down Siding, West Dock No.2 Siding or West Dock South on the left-hand bracket, has been replaced by a two arm straight post signal.

The upper arm is now the Down Goods to Down Siding or West Dock No.2 Siding or West Dock South, and the lower arm is now the Down Goods Home. (37)

THORNE JUNCTION

The Down Main Starting signal with the Down Main Starter to Down Goods on the left hand bracket has been abolished.

The Down Main Home signal from Grimsby direction is provided with a 2 position theatre-type route indicator as follows:–

Indication	Application towards
'M'	Down Main
	Down Goods

The Up 2nd Home signal from Hull direction is now the Up Starting signal and is provided with a 2 position theatre-type route indicator with indications and applications as for the Down Main Home as above. This signal has been reduced in height to 18ft. above rail level.

The ground disc shunting signal applying – set back – Up Main to Down Main, is now provided with a 2-way stencil-Type route indicator as follows:–

Indication	Application towards
'M'	Up Main to Down Main
'G'	Up Main to Down Goods

(37)

BETWEEN GOOSE HILL JUNCTION AND ALTOFTS JUNCTION

The South end of No.2 Down Goods line between North Junction and Altofts Junction has been re-aligned approximately 5 yards to the left, returning to the existing alignment at Altofts Junction.

The connection from Normanton North Sidings, has been repositioned accordingly, and worked by a new 2 lever Ground Frame (known as Normanton Ground Frame) released by Normanton North Junction. The associated disc signals have been abolished. (37)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BROOMFLEET (CAVE CROSSING)**

The Up Distant bracket signal has been renewed as a straight post signal with the arm at a reduced height of 15 ft. above rail level. The signal has been re-sited 15 yards further from the Gate Box, and is now 1,315 yards from the Up-Home Signal. (35/36)

WOODLESFORD STATION

The connection from Water Haigh Colliery to the Down Main, has been secured permanently out of use in the normal position pending removal. The associated disc signals have been abolished. (35/36)

*** * * BETWEEN WAKEFIELD WESTGATE NORTH AND LEEDS CITY (WEST JUNCTION):
LEEDS CITY (GELDERD ROAD JUNCTION) AND HOLBECK (WEST JUNCTION)**

A.W.S. has been brought into use at the following signals:—

- Down Doncaster line — L.227 to L.67 inclusive.
- Up Doncaster line — L.64 to L.226 inclusive.
- Down Viaduct line — DV.41, DV.42 and L.95 signals.
- Up Viaduct line — UV.42, L.65 signals.

The A.W.S. Inductors have been positioned 200 yards before reaching the signals concerned.

A.W.S. Gap Signs have been provided as follows:—

- Down Doncaster line — Commencement of Gap sign after passing L.67 signal.
- Up Doncaster line — Termination of Gap sign before reaching L.64 signal.
- Down Viaduct line — Commencement of Gap sign after passing L.95 signal.
- Up Viaduct line — Termination of Gap sign before reaching UV.42 signal. (34)

*** * * LEEDS CITY (EAST JUNCTION)**

A.W.S. Gap Signs have been provided as follows:—

- Down Main line — Termination of Gap sign before reaching D.20 signal.
- Up Main line — Commencement of Gap sign after passing L.179 signal. (34)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice. (U.F.N.)

GENERAL INSTRUCTIONS AND NOTICES

★ *Denotes new or amended item*

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

MISCELLANEOUS INSTRUCTIONS**★ WEDNESDAY 25 AUGUST—NORMANTON NORTH SIDINGS**

The long siding adjacent to the Down Goods line will be shortened by approximately 250 yards and the buffer stops repositioned accordingly.

GREETLAND AND DRYCLOUGH JUNCTION

Commencing Monday 16 August, until further notice, contractors vehicles and plant will be using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

* * YORK YARD NORTH

The connection on the Up Reception line (No.39 points) giving access to and from the shunting line at 0m. 72chs. has been relaid and the buffer stop removed from the south end of the Down/Up Shunting neck.
(34)

* * * MAXIMUM SPEED OF FREIGHT ROLLING STOCK

25½ TON SAND/IRONSTONE HOPPERS (Loaded or empty) with a wheelbase of 10 feet or less are limited to a maximum speed of 35 m.p.h.
(34)

ALTERATIONS TO EASTERN REGION GENERAL INSTRUCTIONS AND NOTICES BOOKLET "ND"—27.

Page ND-45

LOCAL INSTRUCTIONS

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

The amended instructions under this heading will not apply until further notice. All concerned to note and work to existing instructions.
(U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical 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 August, 1971

MO.45 / NS

F. J. BURGE
Chief Operating Manager

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

NILE SIG. NOTICE NS

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 SEPTEMBER – NORMANTON STATION NORTH, NORMANTON NORTH JUNCTION AND ALTOFTS JUNCTION

The Down and Up Main lines between Normanton North Junction and Altofts Junction will be realigned over the site of the former Down No.1 and Up No.1 Goods lines, returning to the existing alignment between Normanton North Junction and Normanton Station North.

The Up Through Siding line between Normanton North Junction and Station North will be abandoned as a running line, the Station North End being retained to the "limit of shunt" indicator for local movements.

The Down No.2 and Up No.2 Goods lines between North Junction and Altofts Junction will become redundant except that shunting movements may take place over No.2 Down Goods through the Ground Frame connection to Normanton North Sidings.

Normanton North Junction will cease to control movements over the realigned Main Lines and Absolute Block Working will apply between Station North and Altofts Junction. North Junction will continue to signal the Down and Up Goods for local movements between that box and Goose Hill Junction.

The following signalling alterations will take place:—

Normanton Station North

The Up Main Distant signal will be replaced by the single yellow aspect incorporated in Altofts Junction's colour light Home signals from both the Leeds and York directions (formerly applicable to Normanton North Junction) and will be approximately 1,600 yards from the Up Main Home signals.

Normanton North Junction

All Main Line and Up No.2 Goods line signals will be dispensed with except the Down and Up Main Distant signals which will be retained to apply for Altofts Junction and Normanton Station North respectively. The associated points will be spiked in the normal position pending removal.

Normanton North Sidings Ground Frame

An illuminated notice board will be provided to the left of the Departure Siding at the Ground Frame exit points worded "TRAP POINTS AHEAD".

Altofts Junction

The signalling and points formerly applicable to No.2 Up Goods line together with the Up Main starting signal will be dispensed with.

The Down Main junction Home signals will be replaced by a straight post carrying two full semaphore arms, the top arm applying for the Leeds direction and the lower arm towards York. This signal will be approximately 130 yards nearer the junction points (immediately on the Leeds side of the signal box) and the diamond sign will be removed.

The Down Main Inner and Outer signals will be replaced by the former Main Line Distant for Normanton North Junction (below the starting signal and Home signals for Normanton Station North) and will approximately 1,350 yards from the new Junction Home signals. The Distant signal for the York direction will be dispensed with.

The existing colour light Home signals from the Leeds and York directions will apply to the realigned Up Main line and become the Section signals.

The trap points in No.2 Down Goods line will be secured in the run off position and the relevant Home signals will be retained, fixed at danger, as a limiting point for shunting movements taking place at Normanton North Sidings Ground Frame. (39)

DETAILS OF WORK ALREADY CARRIED OUT

HEALEY MILLS

The telephone applicable to signal HM222 has been moved to the abutment of Bridge No.219 approximately 20 yards on the Healey Mills side of its present position.

(New Item) (39)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

HARROGATE STATION YARD

The points - Dock 'A' line to Up siding on Station Goods line have been secured permanently out of use in the normal position, pending the removal of the points, the Up Siding and the associated Up siding disc signal. (38)

GOOLE GOODS JUNCTION

The Down Goods Home signal with Down Goods to Down Siding, West Dock No.2 Siding or West Dock South on the left-hand bracket, has been replaced by a two arm straight post signal.

The upper arm is now the Down Goods to Down Siding or West Dock No.2 Siding or West Dock South, and the lower arm is now the Down Goods Home. (37)

THORNE JUNCTION

The Down Main Starting signal with the Down Main Starter to Down Goods on the left hand bracket has been abolished.

The Down Main Home signal from Grimsby direction is provided with a 2 position theatre-type route indicator as follows:-

Indication	Application towards
'M'	Down Main
'G'	Down Goods

The Up 2nd Home signal from Hull direction is now the Up Starting signal and is provided with a 2 position theatre-type route indicator with indications and applications as for the Down Main Home as above. This signal has been reduced in height to 18ft. above rail level.

The ground disc shunting signal applying - set back - Up Main to Down Main, is now provided with a 2-way stencil-type route indicator as follows:-

Indication	Application towards
'M'	Up Main to Down Main
'G'	Up Main to Down Goods

(37)

BETWEEN GOOSE HILL JUNCTION AND ALTOFTS JUNCTION

The South end of No.2 Down Goods line between North Junction and Altofts Junction has been re-aligned approximately 5 yards to the left, returning to the existing alignment at Altofts Junction.

The connection from Normanton North Sidings, has been repositioned accordingly, and worked by a new 2 lever Ground Frame (known as Normanton Ground Frame) released by Normanton North Junction. The associated disc signals have been abolished. (37)

**BROOMFLEET (CAVE CROSSING)

The Up Distant bracket signal has been renewed as a straight post signal with the arm at a reduced height of 15 ft. above rail level. The signal has been re-sited 15 yards further from the Gate Box, and is now 1,315 yards from the Up-Home Signal. (35/36)

**WOODLESFORD STATION

The connection from Water Haigh Colliery to the Down Main, has been secured permanently out of use in the normal position pending removal. The associated disc signals have been abolished. (35/36)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice. (U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

★ BRADFORD CITY ROAD GOODS YARD

The Departure (or straight down) road and No.1 Outside road have been shortened by approximately 10 yards.

Gates have been provided across Nos. 1, 2 and 3 Warehouse roads.

The remainder of the sidings have been fenced off and secured out of use.

★ WORKING TIMETABLES COMMENCING 4 OCTOBER 1971

"Mandatory" working timetables will shortly be issued to come into effect on 4 October, 1971. These books will have blue manilla covers and include passenger, parcels and freight trains for which mandatory conditions apply and cover the services at present included in the following working timetable

Passenger Sections A, B, C, D, E, G, J, K, L & M

Freight Sections A, C, D, E, F, G, H & K

The passenger books listed above dated 3 May, 1971 to 30 April, 1972 will, therefore, only operate until 3 October, 1971 inclusive.

Train services which do not qualify for mandatory status will be included in a "Conditional" working timetable which will also be issued to come into effect on 4 October, 1971, which will supersede the freight working timetables mentioned above. (40)

** NORMANTON NORTH SIDINGS

The long siding adjacent to the Down Goods line has been shortened by approximately 250 yards and the buffer stops repositioned accordingly. (35/36)

GREETLAND AND DRYCLOUGH JUNCTION

Commencing Monday 16 August, until further notice, contractors vehicles and plant will be using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS—continued

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching (U.F.N.)

ALTERATIONS TO EASTERN REGION GENERAL INSTRUCTIONS AND NOTICES BOOKLET "ND"—27.

Page ND-45

LOCAL INSTRUCTIONS

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

The amended instructions under this heading will not apply until further notice. All concerned to note and work to existing instructions. (U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical 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 Dairvcoates West to Mineral Yard.

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

York
20 August, 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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

NILE SIG. NOTICE NS

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 TO SUNDAY 11 TO 12 SEPTEMBER – BETWEEN MILFORD SOUTH AND SHERBURN-IN-ELMET-NORTH**

Milford North signal box will be abolished. Milford South signal box will be re-named Milford and the Block Section will now be between Milford and Sherburn In-Elmet South.

The Down Goods line between Milford South and Milford North will become Down Siding 1 and the Down Siding will become Down Siding 2.

Milford North

All points and signals worked by Milford North signal box will be dispensed with except for those altered as shown hereunder.

Altered signals

Up Main Starting will become Milford Outer Home and the Milford (South) Up Distant below, will be abolished.

Up Main Distant below Sherburn South Starting signal will become Milford Up Main Distant.

Altered points

The trailing points in the Down Main (opposite the former Milford North signal box) of the connection from Down Main to Down Siding and the Sidings end points of this connection will become motor operated under control of Milford signal box.

The points at the Milford North end between Down Sidings 2 and 1 will be converted to hand operated points and a "STOP TELEPHONE" notice board with telephone to Milford will be provided applying to the Down Siding 2 for controlling movements through these hand points.

The shunt neck (extension of Down Siding 2 at the Milford North end) has already been shortened by 65 yards.

Milford (formally Milford South)

The Down and Up Goods lines will be abolished between the Goods to Main connections and the Branch to Goods connections. The points Down and Up Branch to Down and Up Main, will be secured permanently out of use in the reverse position pending removal.

The facing points Down Goods to Down Main will be retained to form trap points.

The trailing points, No.1 Siding to Up Goods, will be secured permanently out of use in the reverse position, and the ground shunt signal applying – set back along Up Goods, or to No.1 Siding will now apply to No.1 Siding only. A diamond sign will be provided on this signal.

Altered Signals

The Down Goods to Down Main Home signal will be abolished, and the Down Goods Home signal will become the Down Goods to Down Main Home signal.

Signal abolished

Down Main to Down Goods Home.

New Multi-unit colour light signals

The existing Down Main Starting semaphore signal with former Milford North Down Main Distant below, will be renewed as a 4 aspect signal (No.10), temporarily capable of displaying Red, Yellow or Green aspects only, incorporating the Down Main Distant signal to Sherburn South (red aspect 12ft above rail level.)

This signal will be situated 750 yards (181 yards further) from the signal box, and a telephone to Milford signal box will be provided.

The former Milford North Down Goods Home No.2 bracket signal will be renewed as a 3 aspect colour light signal (No.27) and become Milford Down Siding to Down Main Starting signal incorporating Sherburn South Down Siding to Down Main Distant (Red aspect 6ft above rail level). A telephone to Milford signal box is provided.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B—continued****SATURDAY TO SUNDAY 11 TO 12 SEPTEMBER — BETWEEN MILFORD SOUTH AND SHERBURN-IN-ELMET-NORTH — continued****New Shunting Signals**

A ground Disc signal will be provided at the Milford (South) end of Down Siding 1, applying — set back — Down Sidings No.1 to Down Main and will be sited to the left of the Down Siding 1 in the direction to which it applies. This disc will be opposite the ground disc signal applying Down Siding 2 to Down Main.

A telephone connected to Milford signal box will be provided adjacent to these disc signals.

A ground position light signal will be provided at the former Milford North end applying; set back — Down Main to Down Sidings, situated to the right of the Down Main in the direction to which it applies.

Sherburn South and North

The existing Sherburn South semaphore Down Main Home signal with Sherburn North Down Distant below, will be renewed as a 4 aspect multi-unit type signal (No.19), temporarily capable of displaying Red, Yellow, or Green aspects only, and will incorporate the Sherburn North Down Distant. (Red aspect 12ft above rail level). This signal will be sited approximately 700 yards (569 yards further) from the signal box. A telephone to Sherburn South signal box will be provided.

The Sherburn South Down Main semaphore Distant signal on the same post as the former Milford North Down Starting signal will be abolished along with that signal, and the Distant signal incorporated in the new Milford Down Main Starting colour light signal (No.10). (40)

SUNDAY 12 SEPTEMBER — LOCKINGTON

The Up Home No.1 signal will be abolished.

The Up Home No.2 will become the Up Home signal, and will be renewed as a straight post signal 84 yards (78 yards further) from the signalbox. (40)

SUNDAY 12 SEPTEMBER — CARLTON SOUTH SIDINGS

The Exchange sidings ground frame will be dispensed with and all points will become hand worked, except the connection from the Up sidings to shunt neck, at present secured out of use, which will be permanently abandoned.

All associated shunt signals will be dispensed with and 'STOP TELEPHONE' notice boards applicable to Nos 1 and 2 Reception lines will be provided to the left of each line at the clearance point with the South end of the Up sidings. The associated telephone will be linked to Cudworth North Junction signal (40)

DETAILS OF WORK ALREADY CARRIED OUT**NORMANTON STATION NORTH, NORMANTON NORTH JUNCTION AND ALTOFTS JUNCTION**

The Down and Up Main lines between Normanton North Junction and Altofts Junction have been realigned over the site of the former Down No.1 and Up No.1 Goods lines, returning to the existing alignment between Normanton North Junction and Normanton Station North.

The Up Through Siding line between Normanton North Junction and Station North has been abandoned as a running line, the Station North End being retained to the "limit of shunt" indicator for local movements.

The Down No.2 and Up No.2 Goods lines between North Junction and Altofts Junction have become redundant except that shunting movements may take place over No.2 Down Goods through the Ground Frame connection to Normanton North Sidings.

Normanton North Junction has ceased to control movements over the realigned Main Lines and Absolute Block Working applies between Station North and Altofts Junction. North Junction will continue to signal the Down and Up Goods for local movements between that box and Goose Hill Junction.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****NORMANTON STATION NORTH, NORMANTON NORTH JUNCTION AND ALTOFTS JUNCTION — continued**

The following signalling alterations have been made:—

Normanton Station North

The Up Main Distant signal has been replaced by the single yellow aspect incorporated in Altofts Junction's colour light Home signals from both the Leeds and York directions (formerly applicable to Normanton North Junction) and are approximately 1,600 yards from the Up Main Home signals.

Normanton North Junction

All Main Line and Up No.2 Goods line signals have been dispensed with except the Down and Up Main Distant signals which have been retained to apply for Altofts Junction and Normanton Station North respectively. The associated points have been spiked in the normal position pending removal.

Normanton North Sidings Ground Frame

An illuminated notice board has been provided to the left of the Departure Siding at the Ground Frame exit points worded "TRAP POINTS AHEAD".

Altofts Junction

The signalling and points formerly applicable to No.2 Up Goods line together with the Up Main starting signal have been dispensed with.

The Down Main junction Home signals have been replaced by a straight post carrying two full semaphore arms, the top arm applying for the Leeds direction and the lower arm towards York. This signal is approximately 130 yards nearer the junction points (immediately on the Leeds side of the signal box) and the diamond sign has been removed.

The Down Main Inner and Outer signals have been replaced by the former Main Line Distant for Normanton North Junction (below the starting signal and Home signals for Normanton Station North) and are approximately 1,350 yards from the new Junction Home signals. The Distant signal for the York direction has been dispensed with.

The existing colour light Home signals from the Leeds and York directions apply to the realigned Up Main line and become the Section signals.

The trap points in No.2 Down Goods line have been secured in the run off position and the relevant Home signals retained, fixed at danger, as a limiting point for shunting movements taking place at Normanton North Sidings Ground Frame. (39)

HEALEY MILLS

The telephone applicable to signal HM222 has been moved to the abutment of Bridge No.219 approximately 20 yards on the Healey Mills side of its former position. (39)

HARROGATE STATION YARD

The points — Dock 'A' line to Up siding on Station Goods line have been secured permanently out of use in the normal position, pending the removal of the points, the Up Siding and the associated Up siding disc signal. (38)

*** * GOOLE GOODS JUNCTION**

The Down Goods Home signal, with Down Goods to Down Siding, West Dock No.2 Siding or West Dock South on the left-hand bracket, has been replaced by a two arm straight post signal.

The upper arm is now the Down Goods to Down Siding or West Dock No.2 Siding or West Dock South, and the lower arm is now the Down Goods Home. (37)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

** THORNE JUNCTION

The Down Main Starting signal with the Down Main Starter to Down Goods on the left hand bracket has been abolished.

The Down Main Home signal from Grimsby direction is provided with a 2 position theatre-type route indicator as follows:—

Indication	Application towards
'M'	Down Main
'G'	Down Goods

The Up 2nd Home signal from Hull direction is now the Up Starting signal and is provided with a 2 position theatre-type route indicator with indications and applications as for the Down Main Home as above. This signal has been reduced in height to 18ft. above rail level.

The ground disc shunting signal applying — set back — Up Main to Down Main, is now provided with a 2-way stencil-Type route indicator as follows:—

Indication	Application towards
'M'	Up Main to Down Main
'G'	Up Main to Down Goods

(37)

** BETWEEN GOOSE HILL JUNCTION AND ALTOFTS JUNCTION

The South end of No.2 Down Goods line between North Junction and Altofts Junction has been re-aligned approximately 5 yards to the left, returning to the existing alignment at Altofts Junction.

The connection from Normanton North Sidings, has been repositioned accordingly, and worked by a new 2 lever Ground Frame (known as Normanton Ground Frame) released by Normanton North Junction. The associated disc signals have been abolished.

(37)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice.

(U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

BRADFORD CITY ROAD GOODS YARD

The Departure (or straight down) road and No.1 Outside road have been shortened by approximately 10 Yards.

Gates have been provided across Nos. 1, 2 and 3 Warehouse roads.

The remainder of the sidings have been fenced off and secured out of use.

WORKING TIMETABLES COMMENCING 4 OCTOBER 1971

"Mandatory" working timetables will shortly be issued to come into effect on 4 October, 1971. These books will have blue manilla covers and include passenger, parcels and freight trains for which mandatory conditions apply and cover the services at present included in the following working timetables

Passenger Sections A, B, C, D, E, G, J, K, L & M

Freight Sections A, C, D, E, F, G, H & K

The passenger books listed above dated 3 May, 1971 to 30 April, 1972 will, therefore, only operate until 3 October, 1971 inclusive.

Train services which do not qualify for mandatory status will be included in a "Conditional" working timetable which will also be issued to come into effect on 4 October, 1971, which will supersede the freight working timetables mentioned above. (40)

GREETLAND AND DRYCLOUGH JUNCTION

Until further notice, contractors vehicles and plant will be using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

★YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)



NS

EASTERN REGION

No.38

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

**SATURDAY 18 SEPTEMBER
TO
FRIDAY 24 SEPTEMBER 1971
INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good lookout 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.

FREIGHTLINER VEHICLES

Until further notice between the hours of 12 00 and 21 00, Freightliner trains or trains conveying Freightliner vehicles, must not exceed 65 m.p.h.

On trains starting prior to 12 00 but which will be running after 12 00, and trains starting during the period, the Guard must remind the Driver before commencement of the journey, and at points where relief is afforded, that he is conveying Freightliner vehicles and that the speed of the train must not exceed 65 m.p.h. between 12 00 and 21 00.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS CITY (GELDERD ROAD JUNCTION) TO LEEDS CITY (HOLBECK WEST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Holbeck West Junction and Wortley South Junction	Up Main	07 30 to 16 30. Mechanical excavator in use between 184½ and 184¼ m.p.
BRODSWORTH COLLIERY BRANCH		
DAILY UNTIL FURTHER NOTICE		
Brodsworth Colliery	Single	08 00 to 17 00. Alterations to ground frame connections.
WAKEFIELD (WESTGATE) SOUTH TO WAKEFIELD (KIRKGATE) WEST		
DAILY UNTIL FURTHER NOTICE		
Wakefield (Kirkgate) West	All	08 00 to 16 00. Work in connection with signal alterations.
LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE		
Wortley Junction and Horsforth	All	07 30 to 16 00. Cleaning and painting bridges between ¼ m.p. and 4m. 70chs. Scaffolding, ladders and trestles in use.
Horsforth Station	Down and Up Main	07 30 to 16 30. Demolishing station buildings between 4½ and 4¾m.p.
Horsforth and Rigton	23 15 (Sun to Fri) to 06 30 (Mon to Sat) Down and Up Main (BLOCKED except as shown in remarks) 06 30 to 23 15 (Mon to Fri) Down and Up Main (BETWEEN TRAINS)	Contractors repairing Bramhope tunnel between 5m. 65chs. and 6m. 72chs. and repairing shaft No.3 between 6m. 74chs. and 6m. 75chs. Scaffolding and rail centres in use. 23 15 (Sun to Fri) to 06 30 (Mon to Sat). Arrangements made to pass 2L75, 04 10 Leeds to Harrogate and relief if required. Both signal boxes open.
Horsforth and Rigton	Down and Up Main	07 30 to 17 00. Demolishing platform walls, water tank and signal box at Arthington Station between 8 and 9m.p. Mechanical excavator in use.
Horsforth and Rigton	Down and Up Main	07 30 to 17 00. Repairing platforms at Weeton station between 10¼ and 11m.p.
YORK (WATERWORKS) TO SCARBOROUGH		
DAILY UNTIL FURTHER NOTICE		
Strensall and Flaxton	All	08 00 to 18 00. Laying cable troughing.
Seamer East and Falsgrave	Down and Up Main	07 30 to 18 00. Contractors painting bridge No.20A at 40m. 63chs. Ladders in use.
SATURDAY to SUNDAY 18 to 19 SEPTEMBER		
Kirkham Abbey and Malton	Down and Up Main (BLOCKED)	22 30 (Sat) to 08 30 (Sun). Repairs to bridge No. 11 at 17m. 42chs. Crane in use. Strengthening embankment between 17m. 48chs. and 17m. 55chs. Mechanical plant in use. Both signal boxes open.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS CITY TO HULL PARAGON—continued		
DAILY UNTIL FURTHER NOTICE — continued		
Broomfleet and Hessle Station	Down and Up Main	08 00 to 16 00. Ballasting between 14¼ and 5m.p. Mechanical plant in use.
Brough Station	Down Fast and Up Slow	08 00 to 16 00. Repairs to Platform between 10m. 43chs. and 10m. 33chs.
Ferriby Station	Down Fast and Down Slow	07 00 to 17 00. Building new platform face to Down Main between 7m. 43chs. and 7m. 38chs. Mechanical plant in use.
SATURDAY to SUNDAY 18 to 19 SEPTEMBER		
Gascoigne Wood and Selby West	Down and Up Main (BLOCKED except as shown in remarks)	23 30 (Sat) to 08 30 (Sun). Renewing culvert at 3m. 41chs. Mechanical plant in use. Arrangements made to pass 1Z22 23 45 Blackpool to Hull and 1H52 03 00 Leeds to Hull over the Up Main under Single Line Working arrangements. Gascoigne Wood, Selby West and Thorpe Gates signal boxes and Thorpe Hall gate box open. Hambleton and Hagg Lane Crossings manned.
Staddlethorpe and Brough West	23 00 (Sat) to 09 00 (Sun) Up Main (BLOCKED) Down Main (BETWEEN TRAINS) 09 00 to 12 30 (Sun) Down and Up Main (BETWEEN TRAINS)	23 30 (Sat) to 12 30 (Sun). Relaying and reballasting through Cave Level Crossing between 13m. 68chs. and 13m. 52chs. Crane in use. 23 30 (Sat) to 09 00 (Sun). All traffic to travel over the Down Main under Single Line Working conditions.
Hessle Station and Hessle Haven	23 00 (Sat) to 07 00 (Sun) Down and Up Main (BLOCKED) Down Goods (BETWEEN TRAINS) 07 00 to 08 30 Down Main (BLOCKED)	23 00 (Sat) to 08 30 (Sun). Abandoning connection between 4m. 52chs. and 4m. 49chs. Crane in use. All Down traffic to travel over the Down Goods and then via No.3 Reception Hull Yard, No.1 Down North Main, Dairycoates West and Hessle Road in accordance with the special instructions in force. Both signal boxes open.
SUNDAY 19 SEPTEMBER		
Leeds City East End	All	07 00 to 18 00. Renewing points and crossings. (Nos.448 and 449).
Neville Hill West Junction and Leeds City East Junction	00 01 to 16 00 Up Main (BLOCKED)	} 00 01 to 20 00. Deep reballasting and relaying between 19m. 4 chs. and 19m. 49chs. Tracklayer, traxcavator and tamping machines in use. 00 01 to 16 00. Single line working over the Down Main. 16 00 to 20 00. Up traffic to travel over the Up Main.
Neville Hill East Junction and Marsh Lane Junction	00 01 to 20 00 Up Goods (BLOCKED)	
Neville Hill West Junction and Garforth	All	07 30 to 17 00. Testing cables.
Garforth and Peckfield	00 01 to 16 00 Down and Up Main (BLOCKED) 16 00 to 20 00 Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	00 01 to 20 00. Relaying between 12m. 59chs. and 11m. 75chs. Tracklayer, crane, traxcavator and tamping machine in use. 00 01 to 16 00. All traffic diverted. See separate advice for altered train arrangements. 16 00 to 20 00. Single line working over the Down Main.
Thorpe Gates	All	07 00 to 17 00. Cleaning and overhauling interlocking and cleaning ducts and stop boxes. Signal box open.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS CITY TO HULL PARAGON — continued		
SUNDAY 19 SEPTEMBER — continued		
Thorpe Hall Gate Box	All	07 00 to 17 00. Cleaning and overhauling interlocking. 11 00 to 16 00. Changing crossing and retimbering.
Botanic Gardens M.P.D.	All (BLOCKED by local arrangement)	
Hull Paragon	Nos. 8 and 9 Platform Lines (BLOCKED)	08 00 to 11 00. Changing crossing and retimbering at 0m. 10chs. Trains replatformed as necessary.
MONDAY to TUESDAY 20 to 21 SEPTEMBER		
Neville Hill West Junction and Marsh Lane Junction	Up Goods (BLOCKED)	23 00 (Mon) to 06 00 (Tue). Unloading continuous welded rail between 19m. 4chs. and 19m. 49chs. Up traffic to travel over the Up Main.
WEDNESDAY to FRIDAY 22 to 24 SEPTEMBER		
Broomfleet and Brough West	Down Main (BLOCKED)	22 45 (Wed and Thu) to 04 00 (Thu and Fri). Tamping between 13m. 68chs. and 13m. 52chs. Single line working over Up Main.
THURSDAY to FRIDAY 23 to 24 SEPTEMBER		
Neville Hill West Junction and Marsh Lane Junction	Up Goods (BLOCKED)	23 00 (Thu) to 06 00 (Fri). Tamping machines in use between 19m. 4chs. and 19m. 49chs. Up traffic to travel over the Up Main.
MICKLEFIELD TO CHURCH FENTON		
DAILY UNTIL FURTHER NOTICE		
Micklefield Station Junction and Church Fenton	Down and Up Main	07 00 to 18 00. Contractors thrust boring under tracks at Rose Lane level crossing at 11 m.p.
CASTLEFORD OLD STATION AND ALLERTON MAIN (BOWERS OPENCAST)		
DAILY UNTIL FURTHER NOTICE		
Allerton Main Ground Frame	Single	09 30 to 18 30. Contractors removing redundant sidings between 3¼m.p. and 3m. 51chs. and re-laying at 3m. 22chs.
NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN)		
DAILY UNTIL FURTHER NOTICE		
Altofts Junction	All	08 00 to 18 00. Contractors constructing underbridge. Cranes and plant in use.
Altofts Jn. and Whitwood Jn.	All	07 30 to 17 00. Preparing for alterations to signalling and layout.
Whitwood Junction and Fryston	All	08 00 to 16 00. Preparatory work for signalling alterations.
Castleford Gates and Castleford Station	All	08 00 to 18 00. Excavating for cable ducts adjacent to tracks at 21m. 6chs.. Mechanical plant in use.
Castleford Old Station and Fryston	Down Main	07 30 to 18 30. Contractors removing redundant sidings between 20m. 6chs. and 20m. 36chs. Plant in use.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
SHAFTHOLME JUNCTION TO FERRYBRIDGE		
DAILY UNTIL FURTHER NOTICE		
Askern and Norton	All	08 00 to 16 00. Preparatory work for signalling alterations.
Norton and Womersley	Down Main	07 00 to 18 00. Contractors demolishing cottage at 64m. 71chs.
HULL (WEST PARADE) TO SEAMER WEST		
DAILY UNTIL FURTHER NOTICE		
Lowthorpe and Burton Agnes	Down and Up Main	08 00 to 17 30. Contractors demolishing cottage at 25m. 10chs.
SUNDAY 19 SEPTEMBER		
Botanic Gardens MPD	All (BLOCKED by local arrangement)	11 00 to 16 00. Changing crossing and retimbering.
TUESDAY to THURSDAY 21 to 23 SEPTEMBER		
Beverley Station	Down and Up Main (BLOCKED)	23 15 (Tue and Wed) to 05 45 (Wed and Thu) Reballasting through platforms. Beverley Station Signal box open.
HESSLE ROAD TO ALEXANDRA DOCK		
SUNDAY 19 SEPTEMBER		
Hossle Road and Alexandra Dock	Down and Up Main (BLOCKED)	08 00 to 16 00. Repairs to Hull River bridge No.16 at 1m.62chs.
FRICKLEY COLLIERY BRANCH (GOODS LINES)		
DAILY UNTIL FURTHER NOTICE		
Frickley Colliery and Moorhouse Jn.	Single	07 30 to 18 30. Contractors removing redundant track between 0m.p. and 0m.24chs.
Frickley Colliery Branch	All	08 00 to 16 00. Repairing bridges Nos. 1 and 2.
STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Thorne Junction	All	08 00 to 17 00. Preparing for signalling alterations.
Dutch River	Up Main	08 00 to 16 00. Erecting cable ducts on bridge No.13 at 7m. 65chs.
Potters Grange and Boothferry Road	Down and Up Main	06 00 to 18 00. Contractors installing main at 6m. 66chs.
SUNDAY 19 SEPTEMBER		
Thorne Moor and Dutch River	Down Main	06 30 to 16 30. Repairs to bridge No.21 at 11m. 43chs.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
METHLEY NORTH JUNCTION TO PONTEFRACT (PRINCE OF WALES WEST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Cutsyke	Down and Up Main	08 00 to 16 00. Work in connection with signalling 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.
BRAMWITH (EXCLUSIVE) TO SKELLOW (ADWICK JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Bramwith and Applehurst Jn.	All	07 30 to 16 30. Work in connection with signalling alterations and laying cables.
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.
Hare Park and Crofton West Junction	All	07 30 to 19 00. Contractors demolishing Charlston West signal box.
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Leeds City Whitehall Jn. and St. Dunstons	All	07 30 to 16 00. Painting signals, signal boxes and lineside equipment. Ladders in use. Commencing Monday 20 September.
Whitehall Road Shunt Neck	All	07 00 to 17 00. Cleaning and painting bridges.
Wortley West Jn. and Laisterdyke Ground Frame	Down and Up Main	07 30 to 16 30. Removing Stanningley platforms and buildings and filling in subway at 4m. 8chs.
Laisterdyke and Hammerton Street	All	07 30 to 16 30. Repairing steelwork and waterproofing bridge No.3 at 191m. 6chs.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HEBDEN BRIDGE TO NORMANTON (GOOSE HILL)		
DAILY UNTIL FURTHER NOTICE		
Eastwood and Hebden Bridge	Down and Up	08 00 to 16 00. Painting bridge No.117. Ladders in use.
Mytholmroyd West and Sowerby Bridge West	Down and Up Main	08 00 to 17 00. Demolishing Luddenfoot signal box at 26m.15chs. Plant in use.
Greetland and Elland	All	08 00 to 16 00. Repairing lining of Elland Tunnel between 31 and 32 m.p. Scaffolding and rail centres in use.
Elland and Heaton Lodge Junction	All	07 30 to 19 00. Contractors constructing new viaduct at 35m.32chs. Cranes and plant in use.
Elland and Heaton Lodge Junction	All	08 00 to 16 00. Repairs to bridge No. 185 (culvert) between 36½ and 36¾ m.p.
Elland and Heaton Lodge Junction	All	08 00 to 16 00. Repairs to bridge No.186 at 37m.p. Ladders and scaffolding in use.
Elland and Healey Mills	All	07 30 to 17 00. Work in connection with alterations.
Bradley Wood Junction and L.N.W. Junction	All	08 00 to 16 00. Repairs to bridge No.190 between 37 and 37¼m.p.
Heaton Lodge Junction and L.N.W. Junction	Down and Up Slow	07 00 to 17 00. Digging out platform at Mirfield Station. Plant in use.
L.N.W. Junction and Wakefield East	All	07 30 to 17 00 daily. Preparatory work for installing A.W.S. equipment.
Healey Mills	All	08 00 to 16 00. Renewing cables.
Healey Mills Marshalling Yard	All Sidings (BLOCKED by local arrangement)	08 00 to 17 00. Contractors weed spraying. Trolleys in use.
Healey Mills Marshalling Yard	A to F Retarders and R and V Engine lines	08 30 to 17 00. Contractors laying pipeline. Plant in use.
L.N.W. Junction and Healey Mills	All	07 30 to 17 00. Repairs to bridge No.207 between 40½ and 40¾ m.p. Trestles in use.
Healey Mills and Horbury Junction	All	07 30 to 18 00. Contractors demolishing station buildings at former Horbury and Ossett Station between 43m. 70chs. and 44m.p.
Wakefield Kirkgate Station	Up Passenger Loop and Up Platform Road	08 00 to 16 00. Repairs to No.2 and No.3 platforms between 47 and 48 m.p.
Wakefield (Kirkgate) West and Lockes Siding	All	07 30 to 17 00. Preparing for alterations to signalling and laying cables.
Park Hill Colliery and Lockes Siding	All	07 30 to 16 30. Installing cable troughs and cables.
SUNDAY 19 SEPTEMBER		
Eastwood and Hebden Bridge	Down and Up (BLOCKED)	00 01 to 09 15. Relaying and tamping between 22 and 23 m.p. Crane and machinery in use.
Hebden Bridge and Eastwood	Up (BLOCKED)	09 15 to 17 00. Relaying and tamping between 22 and 23 m.p. Crane and machinery in use. Single line working over Down.
Hebden Bridge and Eastwood	Up	17 00 to 18 00. S & T. operations between 23 and 22 m.p.
Sowerby Bridge West and Eastwood	Up Main (BLOCKED)	00 01 to 09 00. Tamping machines in use between 27¼ and 22¼m.p. Both signal boxes open.
Milner Royd Junction and Elland	Down and Up Main	07 00 to 17 00. Renewing timbers between 30½ and 31m.p. Greetland signal box open.

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		
Huddersfield and Heaton Lodge Junction	All	07 30 to 17 00. Demolishing redundant buildings between 25m. 62chs. and 29m. 21chs.
Hillhouse Ground Frame and Heaton Lodge Junction	Down Main	08 00 to 18 00. Contractors excavating for drain and attaching pipe to bridge No.103 between 28¼ and 28½m.p. Plant in use.
SUNDAY 19 SEPTEMBER		
Gledholt Junction and Marsden	Up Main (BLOCKED)	07 00 to 17 00. Loading refuse between 24 and 19 m.p. All Up traffic to travel over the Up Goods.
Gledholt Junction and Huddersfield	Down and Up Slow (BLOCKED)	06 00 to 22 00. Excavating for sewer over Huddersfield Tunnel between 25 and 25¼m.p. Traffic to travel over the Down and Up Fast.
Hillhouse and Bradley Junction	Down Main (BLOCKED)	07 00 to 16 00. Loading refuse between 26½ and 28½ m.p. Single line working over the Up Main.
Heaton Lodge South Junction and Heaton Lodge Junction	Down and Up Fast (BLOCKED)	07 00 to 17 00. Loading rails between 38½ and 38¾ m.p. (Hebden Bridge to Normanton line). Hydrocon crane in use. Traffic to travel over the Down and Up Underpass.

PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)

DAILY UNTIL FURTHER NOTICE		
Penistone Huddersfield Junction and Huddersfield (Springwood Junction)	All	07 30 to 17 00. Installing cables and dismantling pole route.
Penistone (Huddersfield Junction) and Huddersfield (Springwood Junction)	All	08 00 to 16 00. Demolitions, repairs and renewals to buildings between 13m.p. and 0m. 0chs.
Clayton West Jn. and Springwood Jn.	All	08 00 to 16 30. Repairs to Thurstoneland Tunnel between 5¾ and 4¾ m.p.
SUNDAY 19 SEPTEMBER		
Clayton West Junction and Huddersfield (Springwood Junction)	Down and Up Main	07 00 to 17 00. Pointing bridge No. 33 at 6m. 25chs.

HECKMONDWIKE CURVE

DAILY UNTIL FURTHER NOTICE		
Cleckheaton	All	08 00 to 18 00. Contractors demolishing buildings and platforms between 2m. 30chs. and 2m. 50chs.

BARNSELY (EXCHANGE) TO HORBURY JUNCTION

DAILY UNTIL FURTHER NOTICE		
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 Sundays.
Crigglestone Jn. and Horbury Junction	All	07 30 to 17 00. Installing cable troughs, ducts and cables.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
HORBURY STATION JUNCTION TO CRIGGLESTONE JUNCTION		
WEDNESDAY to THURSDAY 22 to 23 SEPTEMBER		
Crigglestone Junction and Horbury Station Jn.	Up Main (BLOCKED)	23 30 (Wed) to 05 15 (Thur). Tamping machines in use between 45m. 50chs. and 44m. 30chs. Crigglestone Junction signal box open.
THURSDAY to FRIDAY 23 to 24 SEPTEMBER		
Horbury Station Junction and Crigglestone Jn.	Down Main (BLOCKED)	23 15 (Thu) to 06 00 (Fri). Tamping machines in use between 44m. 30chs. and 45m. 50chs. Crigglestone Junction signal box open.
WATH NORTH (NORTH) TO LEEDS CITY (NORTH JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Wath North (North) and Houghton Colliery Sidings	Down and Up Main	08 00 to 16 00. Digging trial holes on bridge No.165 at 169m. 47chs.
Wath North (North) and Dearne Valley Colliery Sidings	Down and Up Goods	07 30 to 16 00. Preparation for reconstruction on bridge No.16A at 171½m.p.
Cudworth Station and Dearne Valley Colliery Sidings	Up Goods	07 30 to 18 30. Contractors removing redundant sidings between 172m. 14chs. and 172m. 66chs.
Houghton Colliery Sidings and Cudworth Station	All	08 00 to 18 00. Contractors constructing flood bank adjacent to railway at bridge No.181 at 174m. 42chs. Mechanical plant in use.
Cudworth Station	All	08 00 to 18 00. Demolishing former platform walls between 175 and 175½ m.p. Mechanical excavator in use.
Cudworth Station and Royston Junction	All	07 30 to 17 00. Installing cable troughs and ducts and dismantling pole route.
Normanton North and Methley North Jn.	All	07 30 to 17 00. Preparing for alterations to signalling and layout.
Altofts Junction	All	08 00 to 18 00. Contractors constructing under-bridge. Cranes and plant in use.
Methley North Sidings and Woodlesford	All	07 30 to 17 30. Repairing bridge No.230 at 188m. 64chs.
Woodlesford Station and Waterloo Colliery Sidings	Down and Up Main	08 00 to 18 00. Contractors constructing pipe supports adjacent to bridge No.240 at 190m. 22chs.
Hunslet South Junction and Hunslet Station Junction	Down and Up Main	07 30 to 16 30. Mechanical excavator in use between 193m. 38chs. and 194m. 5chs.
Hunslet Station Junction and Hunslet South Junction	Up Through Siding	07 30 to 18 00. Contractors removing redundant sidings between 194m. 5chs. and 193m. 70chs. Plant in use.
Hunslet Goods Junction	All	08 00 to 19 00. Contractors reconstructing bridge No.256 at 194m. 32chs. Cranes and mechanical plant in use.
Hunslet Goods Junction and Engine Shed Jn.	All	08 00 to 20 00. Contractors constructing new overbridges. No.1A at 194m. 53chs, No.2A at 194m. 63chs. and No.2B at 194m. 65chs. Cranes and plant in use.
Hunslet Goods Junction and Engine Shed	All	08 00 to 18 00. Contractors demolishing footbridge No.3 at 194m. 66chs. Crane and plant in use.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 19 SEPTEMBER—BETWEEN SNAITH AND HENSALL

The Absolute Block System will be discontinued on the Up Goole. Track Circuit Block Working will be introduced on the Up Goole between Snaith signal box and Hensall Station signal box.

Hensall

New colour light signals applying to the Up Goole will be provided as follows:—

No. 498 Up Goole Distant — 2 aspect (Yellow/Green) sited 1,300 yards on the approach side of signal 490.

No. 490 — 3 aspect — sited 1,550 yards on the approach side of No. 486. A telephone linked to Hensall signal box is provided.

No. 486 — 3 aspect — sited 1,294 yards from the signal box. A telephone linked to Hensall signal box is provided.

The Up Goole Home No.1 and Up Goole Distant semaphore signals will be abolished.

The Up Goole Home (formerly Home No.2) will be converted to a 3 aspect colour light signal on the same bracket. (41)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN MILFORD SOUTH AND SHERBURN-IN-ELMET-NORTH

Milford North signal box has been abolished. Milford South signal box has been renamed Milford and the Block Section is now between Milford and Sherburn-in-Elmet South.

The Down Goods line between Milford South and Milford North has become Down Siding 1 and the Down Siding has become Down Siding 2.

Milford North

All points and signals worked by Milford North signal box have been dispensed with except for those altered as shown hereunder.

Altered signals

The Up Main Starting has become Milford Outer Home and the Milford (South) Up Distant below has been abolished.

Up Main Distant below Sherburn South Starting signal has become Milford Up Main Distant.

Altered points

The trailing points in the Down Main (opposite the former Milford North signal box) of the connection from Down Main to Down Siding and the Sidings end points of this connection have become motor-operated under the control of Milford signal box.

The points at the Milford North end between Down Sidings 2 and 1 have been converted to hand operated points and a "STOP TELEPHONE" notice board with telephone to Milford has been provided applying to the Down Siding 2 for controlling movements through these hand points.

The shunt neck (extension of Down Siding 2 at the Milford North end) has been shortened by 65 yards.

Milford (formerly Milford South)

The Down and Up Goods lines have been abolished between the Goods to Main connections and the Branch to Goods connections. The points Down and Up Branch to Down and Up Main, have been secured permanently out of use in the reverse position pending removal.

The facing points Down Goods to Down Main have been retained to form trap points.

The trailing points, No. 1 Siding to Up Goods have been secured permanently out of use in the reverse position, and the ground shunt signal applying — set back along Up Goods, or to No. 1 Siding now apply to No.1 Siding only. A diamond sign has been provided on this signal.

Altered Signals

The Down Goods to Down Main Home signal has been abolished, and the Down Goods Home signal has become the Down Goods to Down Main Home signal.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued
DETAILS OF WORK ALREADY CARRIED OUT — continued
BETWEEN MILFORD SOUTH AND SHERBURN-IN-ELMET-NORTH — continued

Signal abolished

Down Main to Down Goods Home.

New Multi-unit colour light signals

The Down Main Starting semaphore signal with former Milford North Down Main Distant below, has been renewed as a 4-aspect signal (No.10), temporarily capable of displaying Red, Yellow or Green aspects only, incorporating the Down Main Distant signal to Sherburn South (red aspect 12 ft. above rail level). This signal has been situated 750 yards (181 yards further) from the signal box, and a tepephone to Milford signal box has been provided.

The former Milford North Down Goods Home No.2 bracket signal has been renewed as a 3-aspect colour light signal (No.27) and become Milford Down Siding to Down Main Starting signal incorporating Sherburn South Down Siding to Down Main Distant (Red aspect 6ft. above rail level). A telephone to Milford signal box has been provided.

New Shunting Signals

A ground Disc signal has been provided at the Milford (South) end of Down Siding 1, applying — set back— Down Sidings No.1 to Down Main and has been sited to the left of the Down Siding 1 in the direction to which it applies. This disc is opposite the ground disc signal applying Down Siding 2 to Down Main.

A telephone connected to Milford signal box has been provided adjacent to these disc signals.

A ground position light signal has been provided at the former Milford North end applying; set back— Down Main to Down Sidings, situated to the right of the Down Main in the direction to which it applies.

Sherburn South and North

The Sherburn South semaphore Down Main Home signal with Sherburn North Down Distant below, has been renewed as a 4 aspect multi-unit type signal (No.19) temporarily capable of displaying Red, Yellow, or Green aspects only, and incorporates the Sherburn North Down Distant. (Red aspect 12 ft above rail level). This signal has been sited approximately 700 yards (569 yards further) from the signal box. A telephone to Sherburn South signal box has been provided.

The Sherburn South Down Main semaphore Distant signal on the same post as the former Milford North Down Starting signal has been abolished along with that signal, and the Distant signal has been incorporated in the new Milford Down Main Starting colour light signal (No.10). (40)

LOCKINGTON

The Up Home No.1 signal has been abolished.

The Up Home No.2 has become the Up Home signal, and has been renewed as a straight post signal 84 yards (78 yards further) from the signalbox. (40)

CARLTON SOUTH SIDINGS

The Exchange sidings ground frame has been dispensed with and all points have become hand worked, except the connection from the Up sidings to shunt neck, which was secured out of use, and has now been permanently abandoned.

All associated shunt signals have been dispensed with and 'STOP TELEPHONE' notice boards applicable to Nos.1 and 2 Reception lines have been provided to the left of each line at the clearance point with the South end of the Up sidings. The associated telephone has been linked to Cudworth North Junction signal box. (40)

NORMANTON STATION NORTH, NORMANTON NORTH JUNCTION AND ALTOFTS JUNCTION

The Down and Up Main lines between Normanton North Junction and Altofts Junction have been realigned over the site of the former Down No.1 and Up No.1 Goods lines, returning to the existing alignment between Normanton North Junction and Normanton Station North.

The Up Through Siding line between Normanton North Junction and Station North has been abandoned as a running line, the Station North End being retained to the "limit of shunt" indicator for local movements.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****NORMANTON STATION NORTH, NORMANTON NORTH JUNCTION AND ALTOFTS JUNCTION — continued**

The Down No.2 and Up No.2 Goods lines between North Junction and Altofts Junction have become redundant except that shunting movements may take place over No.2 Down Goods through the Ground Frame connection to Normanton North Sidings.

Normanton North Junction has ceased to control movements over the realigned Main Lines and Absolute Block Working applies between Station North and Altofts Junction. North Junction will continue to signal the Down and Up Goods for local movements between that box and Goose Hill Junction.

The following signalling alterations have been made:—

Normanton Station North

The Up Main Distant signal has been replaced by the single yellow aspect incorporated in Altofts Junction's colour light Home signals from both the Leeds and York directions (formerly applicable to Normanton North Junction) and are approximately 1,600 yards from the Up Main Home signals.

Normanton North Junction

All Main Line and Up No.2 Goods line signals have been dispensed with except the Down and Up Main Distant signals which have been retained to apply for Altofts Junction and Normanton Station North respectively. The associated points have been spiked in the normal position pending removal.

Normanton North Sidings Ground Frame

An illuminated notice board has been provided to the left of the Departure Siding at the Ground Frame exit points worded "TRAP POINTS AHEAD".

Altofts Junction

The signalling and points formerly applicable to No.2 Up Goods line together with the Up Main starting signal have been dispensed with.

The Down Main junction Home signals have been replaced by a straight post carrying two full semaphore arms, the top arm applying for the Leeds direction and the lower arm towards York. This signal is approximately 130 yards nearer the junction points (immediately on the Leeds side of the signal box) and the diamond sign has been removed.

The Down Main Inner and Outer signals have been replaced by the former Main Line Distant for Normanton North Junction (below the starting signal and Home signals for Normanton Station North) and are approximately, 1350 yards from the new Junction Home signals. The Distant signal for the York direction has been dispensed with.

The existing colour light Home signals from the Leeds and York directions apply to the realigned Up Main line and become the Section signals.

The trap points in No.2 Down Goods line have been secured in the run off position and the relevant Home signals retained, fixed at danger, as a limiting point for shunting movements taking place at Normanton North Sidings Ground Frame. (39)

HEALEY MILLS

The telephone applicable to signal HM222 has been moved to the abutment of Bridge No.219 approximately 20 yards on the Healey Mills side of its former position. (39)

**** HARROGATE STATION YARD**

The points — Dock 'A' line to Up siding on Station Goods line have been secured permanently out of use in the normal position, pending the removal of the points, the Up Siding and the associated Up siding disc signal. (38)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice. (U.F.N.)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

BRADFORD CITY ROAD GOODS YARD

The Departure (or straight down) road and No.1 Outside road have been shortened by approximately 10 yards.

Gates have been provided across Nos. 1, 2 and 3 Warehouse roads.

The remainder of the sidings have been fenced off and secured out of use.

WORKING TIMETABLES COMMENCING 4 OCTOBER 1971

"Mandatory" working timetables will shortly be issued to come into effect on 4 October, 1971. These books will have blue manilla covers and include passenger, parcels and freight trains for which mandatory conditions apply and cover the services at present included in the following working timetables

Passenger Sections A, B, C, D, E, G, J, K, L & M

Freight Sections A, C, D, E, F, G, H & K

The passenger books listed above dated 3 May, 1971 to 30 April, 1972 will, therefore, only operate until 3 October, 1971 inclusive.

Train services which do not qualify for mandatory status will be included in a "Conditional" working timetable which will also be issued to come into effect on 4 October, 1971, which will supersede the freight working timetables mentioned above. (40)

GREETLAND AND DRYCLOUGH JUNCTION

Until further notice, contractors vehicles and plant will be using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot. (U.F.N.)

Drivers to keep a sharp lookout.

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman.

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 INSTRUCTIONS

BRADFORD CITY ROAD GOODS YARD

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Gates have been provided across Nos. 1, 2 and 3 Warehouse roads.

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Passenger Sections A, B, C, D, E, G, J, K, L & M

Freight Sections A, C, D, E, F, G, H & K

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GREETLAND AND DRYCLOUGH JUNCTION

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SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman.

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 ¼ mile at one time.

In the case of items marked † the Warning Board(s) will be lit by propane gas.

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.

WARNING BOARDS AND SPEED INDICATORS

Trainmen should specially note that differential speed restrictions are now applicable in this Region. Where a differential speed does operate the item will show two speeds, one above the other, and the provisions of Rule 218(i) apply.

Location of Work at or between	Lines affected	Mileage at or between		Speed Restriction	Remarks
		M. Chs.	M. Chs.		
SHAFTHOLME JUNCTION TO SKELTON BRIDGE					
Bentley Colliery and Shaftholme	Down and Up Main	159 44	160 3	90	Colliery subsidence.
CARCROFT TO LEEDS CITY (WEST JUNCTION)					
Nostell and Hare Park	Down and Up Main	170 48	171 64	20	Subsidence.
FOSS ISLANDS BRANCH					
Foss Islands Branch	Single	0 42	0 48	10	Condition of track.
LEEDS CITY TO HULL (PARAGON)					
Neville Hill West Junction and Marsh Lane Junction	Up Goods	19 04	19 49	20	Deep re-ballasting and relaying. Until 15 00 Monday, 27 September.
Peckfield and Garforth	Up Main	11 75	12 59	20	Ballast cleaning and relaying. Until 15 00 Monday, 27 September.
Brough West and Broomfleet	Up Main	13 46	14 29	20	Ballast cleaning.
NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN)					
Altofts Junction	All	23 40	23 50	20	Remodelling and construction of under- bridge.
Burton Salmon and Milford South	Down Main	16 54	16 49	30	Reballasting. Until 15 00, Thursday, 30 September.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 26 SEPTEMBER—ALTOFTS JUNCTION

During the period of this work on Sunday 26 September, the signal box at Normanton North Junction will be abolished, the track remodelled to provide Down and Up Fast and Down and Up Slow lines between Altofts Junction and Goose Hill Junction and certain signals will be altered, or replaced by colour light signals.

A diagram of the new layout and list of signals is included in this notice.

Track Circuit Block Signalling will be introduced between Altofts Junction and Methley North Junction (Absolute Block to Methley Sidings when Methley North Junction closes) over Up and Down Main lines.

DESCRIPTION OF SIGNALS

AJ = Altofts Junction NS = Normanton Station South NN = Normanton Station North
MJ = Methley Jn. W = Whitwood

The numbers of semaphore signals are quoted for reference purposes only

No.	Location or Description	Aspect M=Main S=Sub	Junction or Route Indicator	Application to or towards
DOWN DIRECTION RUNNING SIGNALS				
NN 62	Down Slow Home	Semaphore	—	AJ 985
AJ 985	Down Slow	M M	— Position 4	MJ 981 AJ 983 (existing)
NN 14	Down Fast Starting (existing)	Semaphore	—	AJ 987
AJ 987	Down Fast	M M	— Position 4	MJ 981 AJ 983 (existing)
MJ 981	Down Main Auto	M	—	MJ 23
MJ 23	Down Main	M	—	MJ 18 (existing not on plan)
UP DIRECTION RUNNING SIGNALS				
MJ 6	Methley Junction (not on Up Main Home plan)	Semaphore	} —	AJ 980
and	Altofts Junction Up Main Distant	Colour light head		
AJ 980	Up Main Auto	M	—	AJ 982
AJ 982	Up Main	M M	— Position 4	NN 45/52 (existing) NN 17 (existing not on plan)
W 14	Up Branch (existing not on plan)	Semaphore	—	AJ 986
AJ 984	Up Branch Distant	M	—	AJ 986
AJ 986	Up Branch	M M	— Position 4	NN 45/52 (existing) NN 17 (existing not on plan)
GROUND POSITION LIGHT SIGNAL				
AJ 988	Down Main	—	—	Up Slow towards NN 17 Signal

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

BETWEEN SNAITH AND HENSALL

The Absolute Block System has been discontinued on the Up Goole and Track Circuit Block Working introduced on the Up Goole between Snaith signal box and Hensall Station signal box.

Hensall

New colour light signals applying to the Up Goole have been provided as follows:—

No. 498 Up Goole Distant — 2 aspect (Yellow/Green) sited 1,300 yards on the approach side of signal 490.

No. 490 — 3 aspect — sited 1,550 yards on the approach side of No. 486. A telephone linked to Hensall signal box is provided.

No. 486 — 3 aspect — sited 1,294 yards from the signal box. A telephone linked to Hensall signal box is provided.

The Up Goole Home No.1 and Up Goole Distant semaphore signals have been abolished.

The Up Goole Home (formerly Home No.2) has been converted to a 3 aspect colour light signal on the same bracket. (41)

BETWEEN MILFORD SOUTH AND SHERBURN-IN-ELMET-NORTH

Milford North signal box has been abolished. Milford South signal box has been renamed Milford and the Block Section is now between Milford and Sherburn-in-Elmet South.

The Down Goods line between Milford South and Milford North has become Down Siding 1 and the Down Siding has become Down Siding 2.

Milford North

All points and signals worked by Milford North signal box have been dispensed with except for those altered as shown hereunder.

Altered signals

The Up Main Starting has become Milford Outer Home and the Milford (South) Up Distant below has been abolished.

Up Main Distant below Sherburn South Starting signal has become Milford Up Main Distant.

Altered points

The trailing points in the Down Main (opposite the former Milford North signal box) of the connection from Down Main to Down Siding and the Sidings end points of this connection have become motor-operated under the control of Milford signal box.

The points at the Milford North end between Down Sidings 2 and 1 have been converted to hand operated points and a "STOP TELEPHONE" notice board with telephone to Milford has been provided applying to the Down Siding 2 for controlling movements through these hand points.

The shunt neck (extension of Down Siding 2 at the Milford North end) has been shortened by 65 yards.

Milford (formerly Milford South)

The Down and Up Goods lines have been abolished between the Goods to Main connections and the Branch to Goods connections. The points Down and Up Branch to Down and Up Main, have been secured permanently out of use in the reverse position pending removal.

The facing points Down Goods to Down Main have been retained to form trap points.

The trailing points, No. 1 Siding to Up Goods have been secured permanently out of use in the reverse position, and the ground shunt signal applying — set back along Up Goods, or to No. 1 Siding now apply to No. 1 Siding only. A diamond sign has been provided on this signal.

Altered Signals

The Down Goods to Down Goods Home signal has been abolished, and the Down Goods Home signal has become the Down Goods to Down Main Home signal. The Down Goods Home to Down Branch now applies via the Down Main.

Signal abolished

Down Main to Down Goods Home.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN MILFORD SOUTH AND SHERBURN-IN-ELMET-NORTH — continued****New Multi-unit colour light signals**

The Down Main Starting semaphore signal with former Milford North Down Main Distant below, has been renewed as a 4-aspect signal (No.10), temporarily capable of displaying Red, Yellow or Green aspects only, incorporating the Down Main Distant signal to Sherburn South (red aspect 12 ft. above rail level).

This signal has been situated 750 yards (181 yards further) from the signal box, and a telephone to Milford signal box has been provided.

The former Milford North Down Goods Home No.2 bracket signal has been renewed as a 3-aspect colour light signal (No.27) and become Milford Down Siding to Down Main Starting signal incorporating Sherburn South Down Siding to Down Main Distant (Red aspect 6ft. above rail level). A telephone to Milford signal box has been provided.

New Shunting Signals

A ground Disc signal has been provided at the Milford (South) end of Down Siding 1, applying — set back— Down Sidings No.1 to Down Main and has been sited to the left of the Down Siding 1 in the direction to which it applies. This disc is opposite the ground disc signal applying Down Siding 2 to Down Main.

A telephone connected to Milford signal box has been provided adjacent to these disc signals.

A ground position light signal has been provided at the former Milford North end applying; set back— Down Main to Down Sidings, situated to the right of the Down Main in the direction to which it applies.

Sherburn South and North

The Sherburn South semaphore Down Main Home signal with Sherburn North Down Distant below, has been renewed as a 4 aspect multi-unit type signal (No.19) temporarily capable of displaying Red, Yellow, or Green aspects only, and incorporates the Sherburn North Down Distant. (Red aspect 12 ft above rail level). This signal has been sited approximately 700 yards (569 yards further) from the signal box. A telephone to Sherburn South signal box has been provided.

The Sherburn South Down Main semaphore Distant signal on the same post as the former Milford North Down Starting signal has been abolished along with that signal, and the Distant signal has been incorporated in the new Milford Down Main Starting colour light signal (No.10). (40)

LOCKINGTON

The Up Home No.1 signal has been abolished.

The Up Home No.2 has become the Up Home signal, and has been renewed as a straight post signal 84 yards (78 yards further) from the signalbox. (40)

CARLTON SOUTH SIDINGS

The Exchange sidings ground frame has been dispensed with and all points have become hand worked, except the connection from the Up sidings to shunt neck, which was secured out of use, and has now been permanently abandoned.

All associated shunt signals have been dispensed with and 'STOP TELEPHONE' notice boards applicable to Nos.1 and 2 Reception lines have been provided to the left of each line at the clearance point with the South end of the Up sidings. The associated telephone has been linked to Cudworth North Junction signal box. (40)

**** NORMANTON STATION NORTH, NORMANTON NORTH JUNCTION AND ALTOFTS JUNCTION**

The Down and Up Main lines between Normanton North Junction and Altofts Junction have been realigned over the site of the former Down No.1 and Up No.1 Goods lines, returning to the existing alignment between Normanton North Junction and Normanton Station North.

The Up Through Siding line between Normanton North Junction and Station North has been abandoned as a running line, the Station North End being retained to the "limit of shunt" indicator for local movements.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued******NORMANTON STATION NORTH, NORMANTON NORTH JUNCTION AND ALTOFTS JUNCTION — continued**

The Down No.2 and Up No.2 Goods lines between North Junction and Altofts Junction have become redundant except that shunting movements may take place over No.2 Down Goods through the Ground Frame connection to Normanton North Sidings.

Normanton North Junction has ceased to control movements over the realigned Main Lines and Absolute Block Working applies between Station North and Altofts Junction. North Junction will continue to signal the Down and Up Goods for local movements between that box and Goose Hill Junction.

The following signalling alterations have been made:—

Normanton Station North

The Up Main Distant signal has been replaced by the single yellow aspect incorporated in Altofts Junction's colour light Home signals from both the Leeds and York directions (formerly applicable to Normanton North Junction) and are approximately 1,600 yards from the Up Main Home signals.

Normanton North Junction

All Main Line and Up No.2 Goods line signals have been dispensed with except the Down and Up Main Distant signals which have been retained to apply for Altofts Junction and Normanton Station North respectively. The associated points have been spiked in the normal position pending removal.

Normanton North Sidings Ground Frame

An illuminated notice board has been provided to the left of the Departure Siding at the Ground Frame exit points worded "TRAP POINTS AHEAD".

Altofts Junction

The signalling and points formerly applicable to No.2 Up Goods line together with the Up Main starting signal have been dispensed with.

The Down Main junction Home signals have been replaced by a straight post carrying two full semaphore arms, the top arm applying for the Leeds direction and the lower arm towards York. This signal is approximately 130 yards nearer the junction points (immediately on the Leeds side of the signal box) and the diamond sign has been removed.

The Down Main Inner and Outer signals have been replaced by the former Main Line Distant for Normanton North Junction (below the starting signal and Home signals for Normanton Station North) and are approximately, 1350 yards from the new Junction Home signals. The Distant signal for the York direction has been dispensed with.

The existing colour light Home signals from the Leeds and York directions apply to the realigned Up Main line and become the Section signals.

The trap points in No.2 Down Goods line have been secured in the run off position and the relevant Home signals retained, fixed at danger, as a limiting point for shunting movements taking place at Normanton North Sidings Ground Frame. (39)

****HEALEY MILLS**

The telephone applicable to signal HM222 has been moved to the abutment of Bridge No.219 approximately 20 yards on the Healey Mills side of its former position. (39)

BRODSWORTH COLLIERY: N.C.B. BUNKER LOADING PLANT

Revised signalling has been installed at Brodsworth Colliery in connection with the N.C.B. Bunker Loading Plant. Details are published in Supplementary Signalling Notice No.25, and all staff must ensure that they receive a copy. It will not come into operation on the date shown and should be retained. The operative date will be advised to all concerned through this notice. (U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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MISCELLANEOUS INSTRUCTIONS

★ FERRIBY STATION

As from Monday 27 September the Down Slow platform will be shortened from the Hull end to a length of 360 feet.

As from Monday 11 October the platform face will be to the Down Main, initially 120 feet long and progressively lengthened at the Brough end to the full length of 360 feet. Temporary "Stop" boards will be provided for the new platform whilst the work is in progress.

Drivers must sound the horn/whistle when approaching.

(U.F.N.)

BRADFORD CITY ROAD GOODS YARD

The Departure (or straight down) road and No.1 Outside road have been shortened by approximately 10 yards.

Gates have been provided across Nos. 1, 2 and 3 Warehouse roads.

The remainder of the sidings have been fenced off and secured out of use.

WORKING TIMETABLES COMMENCING 4 OCTOBER 1971

"Mandatory" working timetables will shortly be issued to come into effect on 4 October, 1971. These books will have blue manilla covers and include passenger, parcels and freight trains for which mandatory conditions apply and cover the services at present included in the following working timetables

Passenger Sections A, B, C, D, E, G, J, K, L & M

Freight Sections A, C, D, E, F, G, H & K

The passenger books listed above dated 3 May, 1971 to 30 April, 1972 will, therefore, only operate until 3 October, 1971 inclusive.

Train services which do not qualify for mandatory status will be included in a "Conditional" working timetable which will also be issued to come into effect on 4 October, 1971, which will supersede the freight working timetables mentioned above.

(40)

GREETLAND AND DRYCLOUGH JUNCTION

Until further notice, contractors vehicles and plant will be using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos.1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York M.P.D. due to the Sidings being remodelled.

(U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS—continued****WAKEFIELD KIRKGATE**

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout.

(U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened.

(U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman.

(U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching.

(U.F.N.)

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.

ALTERATIONS TO EASTERN REGION GENERAL INSTRUCTIONS AND NOTICES BOOKLET "ND"—39

Page ND-59

LOCAL INSTRUCTIONS**BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION**

The amended instructions under this heading will not apply until further notice. All concerned to note and work to existing instructions.

(U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Royston M.P.D. Yard	Contractors demolishing redundant buildings	08 00 to 18 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed. Mechanical plant in use.	08 00 to 17 00 daily.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE F

From	To	Line	Number of vehicles and special conditions
Page 243 (Page 87 Supp. No.1)			
CUDWORTH NORTH JUNCTION TO MONK BRETTON			
Amend:-			
Cudworth North	Monk Bretton	Single	25 wagons, brake van leading. Clear weather only.

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

York
17 September, 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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

" NILE SIG. NOTICE NS No:-"

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 10 OCTOBER – MILFORD

The facing points in the Down Goods, leading to the Down Main, will be converted to trap points. (44)

SUNDAY 10 OCTOBER – BEVERLEY NORTH ✓

The trailing crossover between the Down and Up Main lines will be secured permanently out of use in the normal position pending removal, and the associated disc signal abolished. (44)

SUNDAY AND MONDAY 10 AND 11 OCTOBER – BRODSWORTH COLLIERY.
I.C.B. BUNKER LOADING PLANT

The revised signalling shown in Supplementary Signalling Notice No. 25 (dated Mon. 5 July) will be commissioned. All concerned should be in possession of a copy. (44)

DETAILS OF WORK ALREADY CARRIED OUT

ALTOFTS JUNCTION

The signal box at Normanton North Junction has been abolished, the track remodelled to provide Down and Up Fast and Down and Up Slow lines between Altofts Junction and Goose Hill Junction and certain signals have been altered, or replaced by colour light signals.

A diagram of the new layout and list of signals is included in this notice.

Track Circuit Block Signalling has been introduced between Altofts Junction and Methley North Junction (Absolute Block to Methley Sidings when Methley North Junction closes) over Up and Down Main lines.

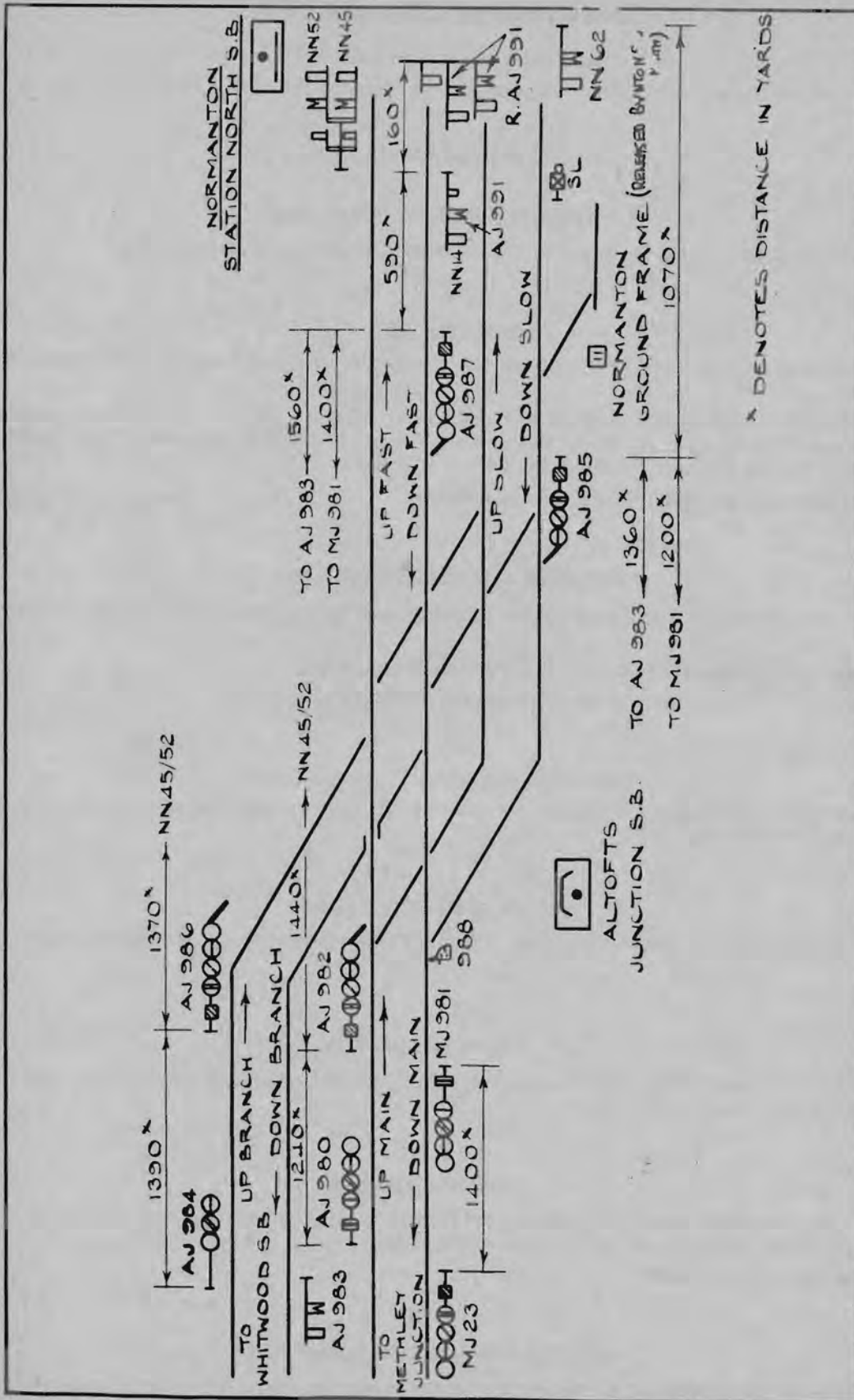
DESCRIPTION OF SIGNALS

AJ = Altofts Junction NS = Normanton Station South NN = Normanton Station North
MJ = Methley Jn. W = Whitwood

The numbers of semaphore signals are quoted for reference purposes only

No.	Location or Description	Aspect M=Main S=Sub	Junction or Route Indicator	Application to or towards
DOWN DIRECTION RUNNING SIGNALS				
NN 62	Down Slow Home	Semaphore	—	AJ 985
AJ 985	Down Slow	M M	— Position 4	MJ 981 AJ 983 (existing)
NN 14 (existing)	Down Fast Starting	Semaphore	—	AJ 987
AJ 987	Down Fast	M M	— Position 4	MJ 981 AJ 983 (existing)
MJ 981	Down Main Auto	M	—	MJ 23
MJ 23	Down Main	M	—	MJ 18 (existing not on plan)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS-continued



* DENOTES DISTANCE IN YARDS

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 INSTRUCTIONS

WAKEFIELD KIRKGATE GOODS YARD

The Normanton Road is being shortened by 170 yards and the buffer stops repositioned.

FERRIBY STATION

As from Monday 27 September the Down Slow platform will be shortened from the Hull end to a length of 360 feet.

As from Monday 11 October the platform face will be to the Down Main, initially 120 feet long and progressively lengthened at the Brough end to the full length of 360 feet. Temporary "Stop" boards will be provided for the new platform whilst the work is in progress.

Drivers must sound the horn/whistle when approaching.

(U.F.N.)

BRADFORD CITY ROAD GOODS YARD

The Departure (or straight down) road and No. 1 Outside road have been shortened by approximately 10 yards.

Gates have been provided across Nos. 1, 2 and 3 Warehouse roads.

The remainder of the sidings have been fenced off and secured out of use.

GREETLAND AND DRYCLOUGH JUNCTION

Until further notice, contractors vehicles and plant will be using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

SHIPLEY TOWN GOODS YARD

A fence has been erected across siding Nos. 1 and 2. These sidings will be temporarily secured out of use.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York M.P.D. due to the Sidings being remodelled.

(U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot, Scaffolding will be erected and there will be restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout.

(U.F.N.)

HALIFAX NORTH BRIDGE GOODS YARD

Contractors will be dismantling chimney adjoining the railway boundary. Rubble will be removed through the Goods Yard. The Sidings to the scrap dock will be temporarily shortened.

(U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS—continued****BRODSWORTH COLLIERY SIDINGS**

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to a standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Royston M.P.D. Yard	Contractors demolishing redundant buildings.	08 00 to 18 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed Mechanical plant in use.	08 00 to 17 00 daily.	

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA) BETWEEN HENSALL AND SNAITH

The alteration to Block signalling between Hensall station signal box and Snaith signal box (Page 83 of the Appendix) over the Up Goole line, referred to in the weekly signalling programme and the 4 weekly ND books has not been carried out, therefore the Absolute Block Working between these two points still applies until further notice.

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

York
1 October, 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:—"

NS No. 44 Sat 30 Oct

NS-3

Fri 5 Nov 1971

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	Remodelling and construction of underbridge.
Milford and Burton Salmon	Up Main	16 49	16 54	50	Rerailing. Until 20 30 Saturday 30 October.
Burton Salmon and Milford	Down Main	16 49	16 44	10	Reballasting. Commencing 20 30 Saturday 30 October until 15 00 Thursday 4 November.
Burton Salmon and Milford	Down Main	16 49	16 44	30	Reballasting. Commencing 15 00 Thursday 4 November.
Milford and Burton Salmon	Up Main	16 44	16 54	30	Reballasting. Commencing 20 30 Saturday 30 October until 15 00 Thursday 4 November.
SWINTON (DEARNE JUNCTION) TO BURTON SALMON					
Dearne Junction and Hickleton Main Colliery Sidings	Down and Up	16 62	16 37	20	Subsidence.
Hickleton Main Colliery Sidings and Frickley Colliery Sidings	Down and Up Main	12 70	13 20	20	Subsidence.
SHAFTHOLME JUNCTION TO FERRYBRIDGE					
Womersley and Norton	Up Main	62 60	63 60	20	Condition of track.
HULL (WEST PARADE) TO SEAMER WEST					
West Parade	Down and Up Main	0 46	0 50	20	Abandoning switches and crossings. Until 15 00 Wednesday 3 November.
WAKEFIELD (K) EAST TO GOOLE (GOODS JUNCTION)					
Crofton East Jn. and Prince of Wales West Jn.	Down and Up Main	55 20	55 70	20	Subsidence.
METHLEY NORTH JUNCTION TO PONTEFRACT (PRINCE OF WALES WEST JN.)					
Prince of Wales and Cutsyke Junction	Down and Up Main	57 38	57 20	15	Colliery subsidence.

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 1 NOVEMBER – FERRIBY

The Up Slow No. 2 Home signal will be abolished. (47)

DETAILS OF WORK ALREADY CARRIED OUT

STADDLETHORPE (This work has not been carried out)

The facing connection between the Down Fast and Down Slow lines (on the Eastington side of the signal box) has been secured permanently out of use in the normal position pending removal.

(Amended item) (45)

BEVERLEY NORTH

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal, and the associated disc signal abolished. (47)

THORNE JUNCTION

The Up Starting signal from Hull direction has been renewed in the same position with the arm at an increased height of 28 ft. above rail level. (46)

BETWEEN HENSALL AND SNAITH

Track Circuit Block Working has been introduced over the Up Goole between Snaith West and Hensall. (46)

HARROGATE NORTH

The connection – Goods line to Down Main has become redundant, and the points in the Up Goods and the slip connection to Down Main have been secured permanently out of use in the normal position pending removal. The associated disc signal has been abolished.

The facing connection – Up Main to Dock line has been secured permanently out of use in the normal position pending removal.

The points in the Goods line, leading to No.3 Platform, has been secured out of use in the reverse position pending replacement by plain line to form a route, Goods line to No.3 Platform.

All access to Dock lines A and B has been severed, pending removal of these lines. (45)

BETWEEN HENSALL AND SNAITH**Hensall****Altered Signal**

HL25 – a yellow aspect has been incorporated to convert this signal to a 3 aspect automatic (4th aspect for future use) and the signal has been re-plated **H485**.

New Down Goole colour light signals

H487 3 aspect – Down Goole to Snaith Home with position "1" junction route indicator reading to Down Drax **H491**. This signal is sited 300 yards before reaching the Down Goole/Down Drax Junction points, and 1,395 yards after passing **H485**. A telephone to Hensall Station signal box has been provided.

H491 2 aspect (R/G) Down Drax automatic, with telephone to Hensall Station signal box, and sited 950 yards ahead of **H487**.

The Track Circuit Block Regulations on the Down Goole have been extended to apply between Sudforth Lane signal box and signal **H487**.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

BETWEEN HENSALL AND SNAITH—continued

Hensall—continued

New Up Drax colour light signal

H488 — 3 aspect, Up Drax sited approximately 440 yards before reaching the Up Drax/Up Goole junction points and 1,640 yards before reaching Up Goole **H486**. A telephone to Hensall Station signal box is provided.

Note:—

The junction points to and from Drax have not been connected to the signal box, and until further notice, the new colour light signalling apply to and from the Branch will be out of use, and the present method of entering or leaving the Branch will continue. (46)

*** * MILFORD**

The facing points in the Down Goods, leading to the Down Main, have been converted to trap points. (44)

BRODSWORTH COLLIERY N.C.B. BUNKER LOADING PLANT

The commissioning date has been postponed.

Supplementary Signalling Notice No.25 should be retained and a new date will be advised in due course. (U.F.N.)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 14 NOVEMBER—SHAFTHOLME

The following automatic signals will be converted to semi-automatic (under control of Shaftholme signal box) and replated accordingly :-

Down - SH853
SH855

Up- SH856
SH854

The gate boards will be removed from the following crossing gates :-

Dormer Green
Noblethorpe
Barcroft
Heyworth

(49)

SUNDAY 14 NOVEMBER—STANNINGLEY GROUND FRAME

The points at the siding end of the connection—Up Main to Down Siding, will be secured out of use in the reverse position pending substitution by plain line, to form a route, Up Main to Down Sidings.

The double disc signals applying—Down Siding to Down Shunt Siding and Down Siding to Up Main, will be replaced by a single yellow faced disc signal applying—Down Siding to Up Main.

The double disc signals applying—Down Shunt Siding to Down Siding and Down Siding to Down Main, will be replaced by a single yellow faced disc signal applying—Down Siding to Down Main.

The disc signal applying—set back Up Main to Down Sidings, will be moved to the point ends (66 yards nearer to the ground frame).

The Down Shunt Sidings outlet disc signal will be abolished.

(49)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BARLBY AND BARLBY NORTH

The No. 2 Up Goods line has been abolished, and the points giving access secured out of use.

(48)

WATH NORTH STATION AND WATH NORTH (NORTH)

The Lie-bye Siding has been abolished.

Wath North Station

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

Trailing crossover, Down Passenger to Up Passenger.

Trailing connection Up Passenger to Lie-bye Siding.

Slip connection, Up Goods to Lie-bye Siding.

Trailing crossover, Down Goods to Up Goods.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WATH NORTH STATION AND WATH NORTH (NORTH) – continued****Wath North Station – continued**

The following signals have been abolished:—

Disc, Up Passenger to Down Passenger or Lie-bye Siding.

Disc, Lye-bye Siding to Up Passenger.

Disc, Lie-bye Siding to Up Goods.

Disc, Up Goods to Lie-bye Siding or Down Goods.

Wath North (North)

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

Facing connection Up Goods to Up Passenger, with associated slip connections from Down Goods and Lie-bye Siding.

Slip connection, Down Passenger to Lie-bye Siding.

Trailing crossover, Down Passenger to Up Passenger.

The following signals have been abolished:—

Up Goods Home to Up Passenger, together with Wath North Station Up Passenger Distant from Up Goods.

Miniature arm, Up Goods Home to Lie-bye Siding.

Disc, Down Goods to Lie-bye Siding.

Disc, Down Goods to Up Passenger.

Disc, Lie-bye Siding to Down Goods.

Disc, Lie-bye Siding to Down Passenger.

Disc, Down Passenger to Lie-bye Siding or Up Passenger. (48)

FERRIBY

The Up Slow No.2 Home signal has been abolished. (47)

BEVERLEY NORTH

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal, and the associated disc signal abolished. (47)

*** THORNE JUNCTION**

The Up Starting signal from Hull direction has been renewed in the same position with the arm at an increased height of 28 ft. above rail level. (46)

*** BETWEEN HENSALL AND SNAITH**

Track Circuit Block Working has been introduced over the Up Goole between Snaith West and Hensall. (46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

*
*
* BETWEEN HENSALL AND SNAITH

Hensall

Altered Signal

H425 - a yellow aspect has been incorporated to convert this signal to a 3 aspect automatic (4th aspect for future use) and the signal has been re-plated H485.

New Down Goole colour light signals

H487 3 aspect - Down Goole to Snaith Home with position "1" junction route indicator reading to Down Drax H491. This signal is sited 300 yards before reaching the Down Goole/Down Drax Junction points, and 1,395 yards after passing H485. A telephone to Hensall Station signal box has been provided.

H491 2 aspect (R/G) Down Drax automatic, with telephone to Hensall Station signal box, and sited 950 yards ahead of H487.

The Track Circuit Block Regulations on the Down Goole have been extended to apply between Sudforth Lane signal box and signal H487.

New Up Drax colour light signal

H488 - 3 aspect, Up Drax sited approximately 440 yards before reaching the Up Drax/Up Goole junction points and 1,640 yards before reaching Up Goole H486. A telephone to Hensall Station signal box is provided.

Note:-

The junction points to and from Drax have not been connected to the signal box, and until further notice, the new colour light signalling applying to and from the Branch will be out of use, and the present method of entering or leaving the Branch will continue. (46)

BRODSWORTH COLLIERY N.C.B. BUNKER LOADING PLANT

Bunker Line "N" has been commissioned and brought into use. The Sectional Appendix Instructions relating to this Line, together with the relevant Instructions as set out in Supplementary Signalling Notice No.25 must be observed. The commissioning date for Bunker Line "S" will be advised in due course.

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 INSTRUCTIONS

MARK 11D COACHING STOCK

The existing door locks on Mark 11D coaches are now being modified to render the mechanism inoperative from the inside of the vehicles.

Concurrently, and until new type of locks and handles are fitted, the door drop-lights will be unlocked to enable passengers to open the doors when alighting at stations.

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by the station staff, guards, travelling ticket inspectors, restaurant car and other staff on duty on the trains, to the closing of the drop-lights—the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation.

WAKEFIELD C. & W. DEPOT

The Down Siding has been shortened by 414 yards.

(47)

***RAVENSTHORPE — RECEPTION SIDINGS FOR C.E.G.B.

The connections at the West end of No. 2 and 3 Sidings have been abandoned and No. 2 Sidings shortened by 40 yards. Buffer stops are to be erected.

(46)

★ WAKEFIELD KIRKGATE GOODS YARD

The Normanton road has been shortened by 170 yards and the buffer stops re-positioned.

The G.N. road is being shortened by 170 yards and the buffer stops re-positioned. The crossover road will be abandoned.

FERRIBY STATION

The Down Slow platform has been shortened from the Hull end to a length of 360 feet.

The platform face is to the Down Main, initially 120 feet long and progressively lengthened at the Brough end to the full length of 360 feet. Temporary "Stop" boards are provided for the new platform whilst the work is in progress.

Drivers must sound the horn/whistle when approaching.

(U.F.N.)

GREETLAND AND DRYCLOUGH JUNCTION

Until further notice, contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

(U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS—continued

★ SHIPLEY TOWN GOODS YARD

A fence has been erected across Nos. 2, 3, 4 and 5 sidings. Nos. 2, 3 and 4 sidings will be temporarily secured out of use and No.5 siding has been provided with a gate. Drivers to beware of limited clearance on either side of track in Siding No.5. (U.F.N.)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York M.P.D. due to the Sidings being remodelled. (U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding has been erected and there is restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout. (U.F.N.)

BRODSWORTH COLLIERY SIDINGS

Contractors are using a temporary level crossing situated across the Empty Arrival line and exits from the Loading Sidings, 94 yards from the ground frame.

Also contractors vehicles working in close proximity to Colliery Sidings in connection with the construction of rapid loading facilities. Crane and plant in use.

Drivers to keep sharp lookout and must not proceed over the level crossing until authorised by the handsignalman. (U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to a standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching. (U.F.N.)

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. (U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Royston M.P.D. Yard	Contractors demolishing redundant buildings.	08 00 to 18 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed Mechanical 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 November, 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"



NS

EASTERN REGION

No.47

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

SATURDAY 20 NOVEMBER
TO
FRIDAY 26 NOVEMBER 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 B - TEMPORARY ENGINEERING WORKS -continued

At or between	Lines affected	Remarks
FRICKLEY COLLIERY BRANCH (GOODS LINES)		
DAILY UNTIL FURTHER NOTICE		
Frickley Colliery and Moorhouse Jn.	Single	07 30 to 18 30. Contractors removing redundant track between 0 m.p. and 0 m. 24chs.
STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Thorne Junction	All	08 00 to 17 00. Contractors installing underground cable alongside and under track. Commencing Monday 22 November.
Thorne Junction and Thorne Moor	Down and Up Main	08 00 to 18 00. Contractors felling trees adjacent to track between 13¼m and 12¼m.
Dutch River	Up Main	08 00 to 16 00. Erecting cable ducts on bridge No.13 at 7m. 65chs.
Potters Grange and Boothferry Road	Down and Up Main	06 00 to 18 00. Contractors installing main at 6m. 66chs.
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Kirkgate East and Calder Bridge	All	08 00 to 16 00. Reconstructing bridge No.2 at 48m. 10chs. Plant in use.
Calder Bridge and Oakenshaw Junction	All	08 00 to 16 00. Repairing bridge No.4 at 48m. 35chs.
Calder Bridge and Oakenshaw Junction	All	08 00 to 16 00. Reconstructing footbridge No.5 between 48½ and 48¾m.p. Cranes and 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 16 00. Welding crossings between 48 and 56 m.p.
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.
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	06 00 to 18 00. Relaying track on Drax Branch between 64½ m.p. and 68m. 10chs.
Hensall and Snaith	Down and Up Main	07 30 to 17 30. Contractors erecting scaffolding alongside tracks at 67½ m.p.
SUNDAY 21 NOVEMBER		
Calder Bridge and Oakenshaw Junction	10 00 to 15 00 All (BETWEEN TRAINS) 15 00 to 18 00 All (BLOCKED)	10 00 to 18 00. Removing footbridge No.5 at Wakefield C & W Depot at 48½m.p. Healey Mills M.P.D. Crane in use.
Knottingley East Jn. and Knottingley	Down Main (BLOCKED)	07 00 to 17 00. Tamping machine in use between 58m. 78chs. and 59m. 22chs. Knottingley signal box open. England Lane Gate box manned.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Leeds City Whitehall Jn. and St. Dunstons	All	07 30 to 16 00. Painting signals, signal boxes and lineside equipment. Ladders in use.
Whitehall Road Shunt Neck	All	07 00 to 17 00. Cleaning and painting bridges.
Wortley West Jn. and Laisterdyke Ground Frame	Down and Up Main	07 30 to 16 30. Removing Stanningley platforms and buildings and filling in subway at 4m. 8chs.
Wortley West Jn. and Laisterdyke Ground Frame	Down and Up Main	07 30 to 17 00. Grading embankment between 5m. 5chs. and 5m. 15chs. Mechanical plant in use.
Laisterdyke and Hammerton Street	All	07 30 to 16 30. Repairing steelwork and water-proofing bridge No. 3 at 191m. 6chs.
SUNDAY 21 NOVEMBER		
Bradford Exchange	No. 1 to 5 Platforms (BLOCKED by local arrangement)	08 00 to 17 00. Descaling roof members. Trains to be re-platformed as necessary.
MONDAY to FRIDAY 22 to 26 NOVEMBER		
Wortley West Junction and Laisterdyke Ground Frame	Down Main	08 00 to 16 00 daily. Clearing track side and embankment between 2¼ m.p. and 2m 50chs. Mechanical excavator in use.
BRADFORD (ST. DUNSTANS) TO HORTON PARK JUNCTION		
TUESDAY 23 NOVEMBER		
St. Dunstons and Horton Park Jn.	All	10 00 to 14 00. Examination of Ripley Street and Manchester Road Tunnels between 0m. 14chs. and 0m. 67chs.
CITY ROAD GOODS BRANCH		
TUESDAY 23 NOVEMBER		
City Road Branch	All	10 00 to 14 00. Examination of Gt. Horton Tunnel between 0m. 25chs. and 0m. 28chs.
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Dryclough Junction and Halifax	All	08 00 to 17 30. Contractors demolishing former Holdsworth Bridge and Dryclough Junction signal boxes and other buildings between 31m. 36chs. and 31m. 73chs. Plant in use.
Halifax	North Bridge Yard Sidings	08 00 to 18 00. Contractors excavating for and laying gas main under lines and roadways.
Halifax and Low Moor	All	08 00 to 16 00. Repairs to Beacon Hill Tunnel between 32 and 34m.p.

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SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE - continued		
DAILY UNTIL FURTHER NOTICE-continued		
Low Moor and Bowling Junction	All	07 00 to 18 00. Repairing Bowling Tunnel.
Low Moor and Bowling Junction	All	07 00 to 20 00. Contractors reducing height of No.2 shaft in Bowling tunnel.
SUNDAY 21 NOVEMBER		
Milner Royd Junction	Down and Up Main	07 00 to 17 00. Renewing switches, turning rails and changing timbers at 29¼ m.p. Signal box open.
Drycrough Junction and Halifax	Down and Up Main (BETWEEN TRAINS) Reception Line (BLOCKED)	05 00 to 17 00. Turning rails and taking down redundant signal gantry between 31m. 70chs. and 32m. 10chs. Rail crane in use. Halifax signal box open.
Bradford Exchange	No.1 to 5 Platforms (BLOCKED by local arrangement)	08 00 to 17 00. Descaling roof members. Trains to be re-platformed as necessary.
MONDAY to FRIDAY 22 to 26 NOVEMBER		
Lightcliffe	All	08 00 to 16 00 daily. Alterations to signalling. (See Section 'C') Signal box open.
GREETLAND TO DRYCROUGH JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Greetland and Drycrough Junction	Down and Up Main	07 30 to 17 00. Contractors removing spoil over level crossings at 1m. 5chs. (See Section 'D').
LAISTERDYKE GROUND FRAME TO BOWLING JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Laisterdyke Ground Frame and Hall Lane	Single	08 00 to 17 30. Contractors demolishing former Bowling signal box and other buildings at 191m. 25chs. Plant in use.
HEBDEN BRIDGE TO NORMANTON (GOOSE HILL)		
DAILY UNTIL FURTHER NOTICE		
Hebden Bridge and Mytholmroyd	Down and Up Main	08 00 to 16 00. Repairs to footbridge No. 134 at 24m 38chs. Cutting equipment in use.
Mytholmroyd West and Sowerby Bridge West	Down and Up Main	08 00 to 17 00. Demolishing Luddenfoot signal box at 26m. 15chs. Plant in use.
Mytholmroyd and Sowerby Bridge West	All	08 00 to 17 00. Contractors demolishing retaining walls and columns and constructing new bank and toe wall adjacent to Down Main between 26m. 48chs. and 26m. 52chs. Crane and mechanical plant in use. Drivers to keep a sharp look out.
Greetland and Elland	All	08 00 to 16 00. Repairing lining of Elland Tunnel between 31 and 32m.p. Scaffolding and rail centres in use.
Elland and Heaton Lodge Jn.	All	07 30 to 18 30. Contractors removing redundant track between 34m. 32chs. and 34m. 50chs. Plant in use.

SECTION B - TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)—continued		
SUNDAY 21 NOVEMBER - continued		
Marsden and Huddersfield	02 30 to 12 30 Down and Up Main (BLOCKED) 12 30 to 14 30 Down Main (BLOCKED)	02 30 to 14 30. Removal of Golcar Station platforms between 22 and 23 m.p. and relaying between 23m. 10chs. and 24m. 21chs. Tracklayer and tamping machine in use. All traffic diverted. See separate advice for altered train arrangements.
Hillhouse	Down and Up Fast (BLOCKED)	06 00 to 18 00. Contractors relaying 26m. 21chs. and 26m. 28chs. Crane and plant in use. Traffic to travel over the Down and Up Slow.
PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)		
DAILY UNTIL FURTHER NOTICE		
Penistone Huddersfield Junction and Huddersfield (Springwood Junction)	All	07 30 to 17 00. Installing cables and dismantling pole route
Penistone (Huddersfield Junction) and Huddersfield (Springwood Junction)	All	08 00 to 16 00. Demolitions, repairs and renewals to buildings between 13m.p. and 0m. 0chs.
Clayton West Jn. and Springwood Jn.	All	08 00 to 16 30. Repairs to Thurstoneland Tunnel between 5¼ and 4¾m.p.
SUNDAY 21 NOVEMBER		
Huddersfield Springwood Junction and Clayton West Junction	Up Main	07 30 to 17 00. Clearing vegetation from cutting face between 2¼ and 2½m.p.
HECKMONDWIKE CURVE		
DAILY UNTIL FURTHER NOTICE		
Cleckheaton	All	08 00 to 18 00. Contractors demolishing buildings and platforms between 2m. 30chs. and 2m. 50chs.
BARNSELY (EXCHANGE) TO HORBURY JUNCTION		
DAILY UNTIL FURTHER NOTICE		
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 Sundays.
Crigglestone Jn. and Horbury Junction	All	07 30 to 17 00. Installing cable troughs, ducts and cables.
SUNDAY 21 NOVEMBER		
Crigglestone and Darton	Up Main (BLOCKED except as shown in remarks)	06 00 to 17 00. Lowering cesses, changing timbers in points and crossings between 47½ and 48¾m.p. Arrangements made to pass 2J51 13 15 Leeds to Barnsley and 2J54 15 46 Leeds to Sheffield. Woolley Colliery signal box open.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 NOVEMBER – BETWEEN SHAFTHOLME AND BRAYTON

The following automatic signals will be converted to semi-automatic, and re-plated accordingly:-

Down	859)	Brought under the control of Moss Gate Box.
Up	860)	

Down	861)	Brought under the control of Balne Gate Box.
Up	862)	

The gate boards will be removed from Fenwick and Balne Low crossing gates. (50)

MONDAY 22 NOVEMBER – NOSTELL UP SIDINGS

An illuminated notice board will be provided on the approach side of the hand worked points between Nos. 1 and 2 Up Sidings (North End) worded:- (50)

'STOP – EXAMINE POINTS'

SUNDAY 21 NOVEMBER – HULL PARAGON

"A" and "B" Roads will be severed at a point approximately opposite the signal box, pending removal of No.1 Platform line, the Dock line and North Sidings. All points and connections leading thereto will be secured out of use pending removal. All associated signals and signal routes will be abolished.

All points and connections between Nos. 2 and 3 Platform lines, and "B" Road, will be secured permanently out of use pending removal, and the associated signals and signal routes abolished.

The connections between the Shed line and "A" Road, and between "A" and "B" Roads, will be abolished. The points in "B" Road, are to the signal box end of the connection between "A" Road and "B" Road will be secured out of use in the normal position pending removal, and the slip connection, leading from this connection to "D" Road, will be secured out of use in the reverse position.

The facing points in "B" Road, leading to "C", "E", "F", or "G" Roads, will be secured out of use in the reverse position.

Signalling alterations

The stencil type route indicator associated with the bracket mounted searchlight type signal applying to "B" Road, will be provided with additional indications "2" and "3" and these apply as follows:-

No. "2" indication read in conjunction with a yellow aspect applies "B" Road to No.2 platform.

Nos. "2" or "3" indications, read in conjunction with the subsidiary signal, applies "B" Road to No.2 or 3 Platform lines occupied respectively. (50)

SUNDAY 21 NOVEMBER—ASKERN—SELBY ROAD GATE BOX, AND NORTON

The semaphore signal acting as Askern Down Main Starting signal, and Selby Road Gate Box Home signal, also the Norton Down Main Distant Semaphore signal, will be abolished, and replaced by a single 3-aspect colour light signal (red aspect 12ft. above rail level), which will act as the Selby Road Gate Box Home signal, and the Norton Down Main Distant.

The distance from Selby Road Gate Box Outer Distant to the new colour-light signal will be 1,573 yards, and from the new colour light signal to the Norton Home Signal, the distance will be 1,309 yards. (50)


SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****MONDAY 22 NOVEMBER—LIGHTCLIFFE**

The Down and Up Sidings will be abolished, and the following points will be secured permanently out of use in the normal position pending removal :-

- Down Main to Down Sidings (Trailing)
- Trailing Main to Main crossover, and slip connection to the Up Sidings.
- Up Main to Brookes Sidings (Trailing)

The Ground Frame controlling the access to Brookes Siding and the following signals will be abolished :

- Down Main Starting signal and associated Banner Repeating signal
- Up Main Starting
- Miniature arm shunt signal Up Sidings to Down Main
- Miniature arm shunt signal Up Main to Down Main
- Miniature arm shunt signals (2 arm) Down Main to Up Main or Up Sidings
- Miniature arm shunt signal Down Sidings to Down Main
- Miniature arm shunt signal (2 arm) Down Main to Down Sidings or Shunting along Down Main.

A  sign will be provided on the Up Main Home signal.

(50)

DETAILS OF WORK ALREADY CARRIED OUT**SHAFTHOLME**

The following automatic signals have been converted to semi-automatic (under control of Shaftholme signal box) and replated accordingly :-

Down – SH853
SH855

Up – SH856
SH854

The gate boards have been removed from the following crossing gates :-

- Dormer Green
- Noblethorpe
- Barcroft
- Heyworth

(49)

STANNINGLEY GROUND FRAME

The points at the siding end of the connection—Up Main to Down Siding have been secured out of use in the reverse position pending substitution by plain line, to form a route, Up Main to Down Sidings.

The double disc signals applying—Down Siding to Down Shunt Siding and Down Siding to Up Main, have been replaced by a single yellow faced disc signal applying—Down Siding to Up Main.

The double disc signals applying—Down Shunt Siding to Down Siding and Down Siding to Down Main, have been replaced by a single yellow faced disc signal applying—Down Siding to Down Main

The disc signal applying—set back Up Main to Down Sidings, has been moved to the point ends (66 yards nearer to the ground frame).

The Down Shunt Sidings outlet disc signal has been abolished

(49)

BETWEEN BARLBY AND BARLBY NORTH

The No. 2 Up Goods line has been abolished, and the points giving access secured out of use.

(48)

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

WATH NORTH STATION AND WATH NORTH (NORTH)

The Lie-bye Siding has been abolished.

Wath North Station

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

Trailing crossover, Down Passenger to Up Passenger.

Trailing connection Up Passenger to Lie-bye Siding.

Slip connection, Up Goods to Lie-bye Siding.

Trailing crossover, Down Goods to Up Goods.

The following signals have been abolished:-

Disc, Up Passenger to Down Passenger or Lie-bye Siding.

Disc, Lie-bye Siding to Up Passenger.

Disc, Lie-bye Siding to Up Goods.

Disc, Up Goods to Lie-bye Siding or Down Goods.

Wath North (North)

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

Facing connection Up Goods to Up Passenger, with associated slip connections from Down Goods and Lie-bye Siding.

Slip connection, Down Passenger to Lie-bye Siding.

Trailing crossover, Down Passenger to Up Passenger.

The following signals have been abolished:-

Up Goods Home to Up Passenger, together with Wath North Station Up Passenger Distant from Up Goods.

Miniature arm, Up Goods Home to Lie-bye Siding.

Disc, Down Goods to Lie-bye Siding.

Disc, Down Goods to Up Passenger.

Disc, Lie-bye Siding to Down Goods.

Disc, Lie-bye Siding to Down Passenger.

Disc, Down Passenger to Lie-bye Siding or Up Passenger.

(48)

**** FERRIBY**

The Up Slow No.2 Home signal has been abolished.

(47)

**** BEVERLEY NORTH**

The trailing crossover between the Down and Up Main lines has been secured permanently out of use in the normal position pending removal, and the associated disc signal abolished.

(47)

*** BRODSWORTH COLLIERY N.C.B. BUNKER LOADING PLANT**

Bunker lines 'N' and 'S' have been brought into use. The Sectional Appendix Instructions relating to these lines must be observed. (See Section 'D').

(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.

MISCELLANEOUS INSTRUCTIONS

*** MARK 11D COACHING STOCK

The existing door locks on Mark 11D coaches are now being modified to render the mechanism inoperative from the inside of the vehicles.

Concurrently, and until new type of locks and handles are fitted, the door drop-lights will be unlocked to enable passengers to open the doors when alighting at stations.

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by the station staff, guards, travelling ticket inspectors, restaurant car and other staff on duty on the trains, to the closing of the drop-lights—the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – (NORTHERN)

LOCAL INSTRUCTIONS

Page 340 (Page 124 Supp. No.1, Pages ND-63 and ND-64 4 weekly Notice ND – No.43D).

CARCROFT TO LEEDS CITY ETC.

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

(a) Trains for Bunker Line 'S' (Merry-Go-Round Trains Only).

★ Amend paragraphs 2, 5, 7 and 8 to read as follows:—

2. When the train arrives on 'S' Bunker line, it must be brought to a stand at No.2 ground position light signal to allow the Guard to alight. The Driver must then engage Automatic Slow Speed Control and proceed through the Bunker at a speed of 3 m.p.h. for the purpose of tare weighing and come to a stand at the furthest Loading Control signal ('D') from the Bunker.
5. The Driver must propel the train at ½ m.p.h. through the Bunker under the control of the Loading Control signals. When the last wagon is in the correct position for loading, the Guard must operate the loading control signals by means of the "Emergency" equipment before the locomotive enters the Bunker.
7. The Driver must then propel the train through the Bunker clear of the connection to the "Run-Round" line at 3 m.p.h.
8. The Guard must pin down a minimum number of 15 wagon brakes at the rear of the train, walk to the front of the train, uncouple the locomotive and operate the hand spring points to enable the locomotive to run-round. (See Section C).

* WAKEFIELD C. & W. DEPOT

The Down Siding has been shortened by 414 yards.

(47)

WAKEFIELD KIRKGATE GOODS YARD

The Normanton road has been shortened by 170 yards and the buffer stops re-positioned. The G.N. road is being shortened by 170 yards and the buffer stops re-positioned. The crossover road will be abandoned.

FERRIBY STATION

The Down Slow platform has been shortened from the Hull end to a length of 360 feet. The platform face is to the Down Main, initially 120 feet long and progressively lengthened at the Brough end to the full length of 360 feet. Temporary "Stop" boards are provided for the new platform whilst the work is in progress.

Drivers must sound the horn/whistle when approaching.

(U.F.N.)

GREETLAND AND DRYCLOUGH JUNCTION

Until further notice, contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

(U.F.N.)

SHIPLEY TOWN GOODS YARD

A fence has been erected across Nos. 2, 3, 4 and 5 sidings. Nos. 2, 3 and 4 sidings will be temporarily secured out of use and No.5 siding has been provided with a gate. Drivers to beware of limited clearance on either side of track in Siding No.5.

(U.F.N.)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York M.P.D. due to the Sidings being remodelled.

(U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding has been erected and there is restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout.

(U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to a standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching.

(U.F.N.)

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.

(U.F.N.)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY to MONDAY 27 to 29 NOVEMBER – NORTON

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (51/52)

SUNDAY 28 NOVEMBER—BETWEEN SHAFTHOLME AND BRAYTON

The gate boards on Burn Lane Crossing gates, at 170m. 70chs. will be dispensed with, and the auto signals immediately on each side of the crossing—875 (Down) and 876 (Up) will be converted to semi-auto signals under control of Henwick Hall gate box, and re-plated accordingly. (51/52)

WEDNESDAY to FRIDAY 1 to 3 DECEMBER—HUNSLET GOODS JUNCTION AND HUNSLET GOODS YARD SIDINGS

Hunslet Goods Yard signal box together with the Wallside and Main shunting necks will be abandoned.

The Turntable Siding line and selected adjacent sidings will be dispensed with and the associated hand points spiked accordingly.

The following signalling alterations will take place:—

Hunslet Goods Junction

The 'D' route indication on 898 ground position light signal (setting back on Departure line) will be dispensed with and the Arrival/Main departure line redesignated Departure line. A notice board reading "STOP TELEPHONE" will be provided to the left of the Departure line, 200 yards on the approach side of 895 signal, and will apply to all movements along that line. The telephone will be linked to Leeds signal box.

Hunslet Goods Yard Signal Box

The signal box will be closed and all signals dispensed with.

A double sided notice board will be provided to the left of the Arrival line at the site of the existing siding signal and will read:—

Side facing Arrival line – "STOP FOR ORDERS. IF NO STAFF ON DUTY PROCEED AT CAUTION"

Side facing Goods Yard – "STOP. MOVEMENTS MUST NOT PASS THIS POINT".

All points will be disconnected from the signal box. The points permitting movements between the Arrival and Departure lines to and from the Goods Yard will be converted to hand worked and the remainder spiked out of use pending removal. (51/52)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SHAFTHOLME AND BRAYTON

The following automatic signals have been converted to semi-automatic and re-plated accordingly:—

Down	859)	Brought under the control of Moss Gate Box.
Up	860)	
Down	861)	Brought under the control of Balne Gate Box.
Up	862)	

The gate boards have been removed from Fenwick and Balne Low crossing gates. (50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****NOSTELL UP SIDINGS**

An illuminated notice board has been provided on the approach side of the hand worked points between Nos. 1 and 2 Up Sidings (North End) worded:— (50)

'STOP – EXAMINE POINTS'

HULL PARAGON

"A" and "B" Roads have been severed at a point approximately opposite the signal box, pending removal of No.1 Platform line, the Dock line and North Sidings. All points and connections leading thereto have been secured out of use pending removal. All associated signals and signal routes have been abolished.

All points and connections between Nos. 2 and 3 Platform lines, and "B" Road, have been secured permanently out of use pending removal, and the associated signals and signal routes abolished.

The connections between the Shed line and "A" Road and between "A" and "B" Roads, have been abolished.

Signalling alterations

The stencil type route indicator associated with the bracket mounted searchlight type signal applying to "B" Road, has been provided with additional indications "2" and "3" and these apply as follows:—

No. "2" indication read in conjunction with a yellow aspect applies "B" Road to No.2 platform.

Nos. "2" or "3" indications, read in conjunction with the subsidiary signal, applies "B" Road to No.2 or 3 Platform lines occupied respectively. (Amended item) (50)

ASKERN—SELBY ROAD GATE BOX AND NORTON

The semaphore signal acting as Askern Down Main Starting signal and Selby Road Gate Box Home signal, also the Norton Down Main Distant Semaphore signal, has been abolished and replaced by a single 3-aspect colour light signal (red aspect 12ft. above rail level), which acts as the Selby Road Gate Box Home signal and the Norton Down Main Distant.

The distance from Selby Road Gate Box Outer Distant to the new colour-light signal is 1,573 yards and from the new colour-light signal to the Norton Home Signal, the distance is 1,309 yards. (50)

LIGHTCLIFFE

The Down and Up Sidings have been abolished and the following points secured permanently out of use in the normal position pending removal:—

Down Main to Down Sidings (Trailing)

Trailing Main to Main crossover, and slip connection to the Up Sidings.

Up Main to Brookes Sidings (Trailing)

The Ground Frame controlling the access to Brookes Siding and the following signals have been abolished:—

Down Main Starting signal and associated Banner Repeating signal

Up Main Starting


Miniature arm shunt signal Up Sidings to Down Main

Miniature arm shunt signal Up Main to Down Main

Miniature arm shunt signals (2 arm) Down Main to Up Main or Up Sidings

Miniature arm shunt signal Down Sidings to Down Main

Miniature arm shunt signal (2 arm) Down Main to Down Sidings or Shunting along Down Main. (50)

A  sign has been provided on the Up Main Home signal.

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

The following automatic signals have been converted to semi-automatic (under control of Shaftholme signal box) and replated accordingly :-

Down –	SH853 SH855
Up–	SH856 SH854

The gate boards have been removed from the following crossing gates :-

Dormer Green
Noblethorpe
Barcroft
Heyworth

(49)

STANNINGLEY GROUND FRAME

The points at the siding end of the connection–Up Main to Down Siding have been secured out of use in the reverse position pending substitution by plain line, to form a route, Up Main to Down Sidings.

The double disc signals applying–Down Siding to Down Shunt Siding and Down Siding to Up Main, have been replaced by a single yellow faced disc signal applying–Down Siding to Up Main.

The double disc signals applying–Down Shunt Siding to Down Siding and Down Siding to Down Main, have been replaced by a single yellow faced disc signal applying–Down Siding to Down Main

The disc signal applying–set back Up Main to Down Sidings, has been moved to the point ends (66 yards nearer to the ground frame).

The Down Shunt Sidings outlet disc signal has been abolished

(49)

**** BETWEEN BARLBY AND BARLBY NORTH**

The No. 2 Up Goods line has been abolished, and the points giving access secured out of use.

(48)

**** WATH NORTH STATION AND WATH NORTH (NORTH)**

The Lie-bye Siding has been abolished.

Wath North Station

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

Trailing crossover, Down Passenger to Up Passenger.

Trailing connection Up Passenger to Lie-bye Siding.

Slip connection, Up Goods to Lie-bye Siding.

Trailing crossover, Down Goods to Up Goods.

The following signals have been abolished:-

Disc, Up Passenger to Down Passenger or Lie-bye Siding.

Disc, Lie-bye Siding to Up Passenger.

Disc, Lie-bye Siding to Up Goods.

Disc, Up Goods to Lie-bye Siding or Down Goods.

Wath North (North)

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

Facing connection Up Goods to Up Passenger, with associated slip connections from Down Goods and Lie-bye Siding.

Slip connection, Down Passenger to Lie-bye Siding.

Trailing crossover, Down Passenger to Up Passenger.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WATH NORTH STATION AND WATH NORTH (NORTH) – continued****Wath North (North) – continued**

The following signals have been abolished:—

Up Goods Home to Up Passenger, together with Wath North Station Up Passenger Distant from Up Goods

Miniature arm, Up Goods Home to Lie-bye Siding.

Disc, Down Goods to Lie-bye Siding.

Disc, Down Goods to Up Passenger.

Disc, Lie-bye Siding to Down Goods.

Disc, Lie-bye Siding to Down Passenger.

Disc, Down Passenger to Lie-bye Siding or Up Passenger.

(48)

BRODSWORTH COLLIERY N.C.B. BUNKER LOADING PLANT

Bunker lines 'N' and 'S' have been brought into use. The Sectional Appendix Instructions relating to these lines must be observed. (See Section 'D').

(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.

MISCELLANEOUS INSTRUCTIONS

★ MARK 11D COACHING STOCK

The existing door locks on Mark 11D coaches have now been modified to render the mechanism on the inside of the vehicles inoperative

Concurrently, the door drop-lights will remain unlocked to enable passengers to open the doors when alighting at stations

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by the station staff, Guards, travelling Ticket Inspectors, Restaurant Car and other staff on duty on these trains, to the closing of the drop-lights – the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation

U.F.N.

★ CROFTON WEST JUNCTION TO CROFTON EAST JUNCTION

Commencing Monday 29 November, No 1 Siding will be removed temporarily during excavation of trench for bank fire, followed by filling in with non-combustible material

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – (NORTHERN)

LOCAL INSTRUCTIONS

Page 340 (Page 124 Supp. No.1, Pages ND-63 and ND-64 4 weekly Notice ND – No.43D).

CARCROFT TO LEEDS CITY ETC.

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

(a) Trains for Bunker Line 'S' (Merry-Go-Round Trains Only).

Amend paragraphs 2, 5, 7 and 8 to read as follows:-

2. When the train arrives on 'S' Bunker line, it must be brought to a stand at No.2 ground position light signal to allow the Guard to alight. The Driver must then engage Automatic Slow Speed Control and proceed through the Bunker at a speed of **3 m.p.h.** for the purpose of tare weighing and come to a stand at the furthest Loading Control signal ('D') from the Bunker.
5. The Driver must propel the train at $\frac{1}{2}$ **m.p.h.** through the Bunker under the control of the Loading Control signals. When the last wagon is in the correct position for loading, the Guard must operate the loading control signals by means of the "Emergency" equipment before the locomotive enters the Bunker.
7. The Driver must then propel the train through the Bunker clear of the connection to the "Run-Round" line at **3 m.p.h.**
8. The Guard must pin down a minimum number of **15** wagon brakes at the rear of the train, walk to the front of the train, uncouple the locomotive and operate the hand spring points to enable the locomotive to run-round. (See Section C).

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 5 DECEMBER—GASCOIGNE WOOD

The connections at the west end between Down Reception Nos. 2 & 3, will be secured permanently out of use pending removal.

Down Reception No. 3 will become a Siding line, with access at the East end of the yard only, and buffer stops will be erected at 6m. 14chs.

The connection between Down Sidings, and Down Reception No. 1, will be secured permanently out of use pending removal, and replaced by a new facing connection further East (adjacent to the former connection between Down Reception lines Nos. 2 & 3), to give access from Down Reception No. 2 to No. 1.

The Down Reception No. 1 end of this connection will be plain line, and hand worked points will be provided at the Down Reception No. 2 end. A notice board worded "STOP, EXAMINE POINTS" will be provided for trains approaching these hand worked facing points in the Down direction on the Down Reception No. 2 line.

The section of Down Reception No. 1 line, West of this new connection to the slip end points of the connection leading from Down Reception No. 1 to Down Reception No. 2 will be abolished. These slip points will be secured permanently out of use in the reverse position pending substitution by plain line, to form a route—Down Main to Down Reception No. 2, and the Down Reception No. 2 end of this connection, will be converted to hand worked points.

Signals Abolished :-

The bottom left-hand miniature arm gantry signal applying—Down Main to Down Reception Line No. 1

Ground disc shunting signal applying—Set back—Down Reception No. 1 to Up Main, Down Main, or to Down Sidings. (1)

MONDAY 6 DECEMBER — WAKEFIELD KIRKGATE EAST TO HARE PARK AND OAKENSHAW SOUTH JUNCTION, AND TURNERS LANE TO CALDER BRIDGE.

The Automatic Warning System will be brought into use at the following signals:—

Between Hare Park Junction and Crofton West Junction

Down Crofton Branch 0.309 and 0.301.

Between Wakefield Kirkgate East and Crofton West Junction..

Down Goole CB.55 to 0.297 inclusive

Up Goole 0.296/CB.3 and CB.1/4.

Up Goole Goods CB. 17/20.

Between Oakenshaw South Junction and Oakenshaw Junction

Down Oakenshaw Branch 0.295/CB.3.

Between Turners Lane Junction and Calder Bridge

Down East Curve. CB.52.

Note: All Main line inductors will be positioned 200 yards before reaching the signal concerned.

Inductors on Goods and Platform lines will be 20 yards before reaching the signal concerned. (1)

SUNDAY 5 DECEMBER — CUDWORTH SOUTH JUNCTION

The Up Slow Home signal, with Cudworth Station Up Outer Distant below, will be repositioned 10 yards further from the signal box. The Distance to the Cudworth Station Up Home will then be 899 yards. (1)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****MONDAY 6 DECEMBER — HOUGHTON COLLIERY SIDINGS**

The facing connections, Up Main to Up Goods, and Down Goods to Down Main, will be secured permanently out of use in the normal position pending removal.

Signals abolished

The left-handed bracket, carrying the Up Main to Up Goods Home, and Up Main to Up Goods Distant.

The left-handed bracket, carrying the Down Goods to Down Main Home.

(1)

NORTON

The level crossing gates will be replaced by lifting barriers controlled from the signal box.
(This work has not been carried out).

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN SHAFTHOLME AND BRAYTON**

The gate boards on Burn Lane Crossing gates, at 170m. 70chs. have been dispensed with, and the auto-signals immediately on each side of the crossing—875 (Down) and 876 (Up) converted to semi-auto signals under control of Henwick Hall gate box, and re-plated accordingly. (51/52)

HUNSLET GOODS JUNCTION AND HUNSLET GOODS YARD**SIDINGS**

Hunslet Goods Yard signal box together with the Wallside and Main shunting necks have been abandoned.

The Turntable Siding line and selected adjacent sidings will be dispensed with and the associated hand points spiked accordingly.

The following signalling alterations have taken place :—

Hunslet Goods Junction

The 'D' route indication on 898 ground position light signal (setting back on Departure line) has been dispensed with and the Arrival/Main departure line redesignated Departure line. A notice board reading "STOP TELEPHONE" has been provided to the left of the Departure line, 200 yards on the approach side of 895 signal, and applies to all movements along that line. The telephone is linked to Leeds signal box.

Hunslet Goods Yard Signal Box

The signal box has been closed and all signals dispensed with.

A double sided notice board has been provided to the left of the Arrival line at the site of the existing siding signal and reads :—

Side facing Arrival line — "STOP FOR ORDERS. IF NO STAFF ON DUTY PROCEED AT CAUTION"

Side facing Goods Yard — "STOP. MOVEMENTS MUST NOT PASS THIS POINT".

All points have been disconnected from the signal box. The points permitting movements between the Arrival and Departure lines to and from the Goods Yard have been converted to hand worked and the remainder spiked out of use pending removal. (51/52)

BETWEEN SHAFTHOLME AND BRAYTON

The following automatic signals have been converted to semi-automatic and re-plated accordingly:—

Down 859)
Up 860) Brought under the control of Moss Gate Box.

Down 861)
Up 862) Brought under the control of Balne Gate Box.

The gate boards have been removed from Fenwick and Balne Low crossing gates.

(50)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****NOSTELL UP SIDINGS**

An illuminated notice board has been provided on the approach side of the hand worked points between Nos. 1 and 2 Up Sidings (North End) worded:— (50)

'STOP – EXAMINE POINTS'

HULL PARAGON

"A" and "B" Roads have been severed at a point approximately opposite the signal box, pending removal of No.1 Platform line, the Dock line and North Sidings. All points and connections leading thereto have been secured out of use pending removal. All associated signals and signal routes have been abolished.

All points and connections between Nos. 2 and 3 Platform lines, and "B" Road, have been secured permanently out of use pending removal, and the associated signals and signal routes abolished.

The connections between the Shed line and "A" Road and between "A" and "B" Roads, have been abolished.

Signalling alterations

The stencil type route indicator associated with the bracket mounted searchlight type signal applying to "B" Road, has been provided with additional indications "2" and "3" and these apply as follows:—

No. "2" indication read in conjunction with a yellow aspect applies "B" Road to No.2 platform.

Nos. "2" or "3" indications, read in conjunction with the subsidiary signal, applies "B" Road to No.2 or 3 Platform lines occupied respectively. (50)

ASKERN-SELBY ROAD GATE BOX AND NORTON

The semaphore signal acting as Askern Down Main Starting signal and Selby Road Gate Box Home signal, also the Norton Down Main Distant Semaphore signal, has been abolished and replaced by a single 3-aspect colour light signal (red aspect 12ft. above rail level), which acts as the Selby Road Gate Box Home signal and the Norton Down Main Distant.

The distance from Selby Road Gate Box Outer Distant to the new colour-light signal is 1,573 yards and from the new colour-light signal to the Norton Home Signal, the distance is 1,309 yards. (50)

LIGHTCLIFFE

The Down and Up Sidings have been abolished and the following points secured permanently out of use in the normal position pending removal:—

Down Main to Down Sidings (Trailing)

Trailing Main to Main crossover, and slip connection to the Up Sidings.

Up Main to Brookes Sidings (Trailing)

The Ground Frame controlling the access to Brookes Siding and the following signals have been abolished:—

Down Main Starting signal and associated Banner Repeating signal

Up Main Starting


Miniature arm shunt signal Up Sidings to Down Main

Miniature arm shunt signal Up Main to Down Main

Miniature arm shunt signals (2 arm) Down Main to Up Main or Up Sidings

Miniature arm shunt signal Down Sidings to Down Main

Miniature arm shunt signal (2 arm) Down Main to Down Sidings or Shunting along Down Main.

A  sign has been provided on the Up Main Home signal. (50)

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

The following automatic signals have been converted to semi-automatic (under control of Shaftholme signal box) and replated accordingly :-

Down –	SH853
	SH855
Up–	SH856
	SH854

The gate boards have been removed from the following crossing gates :-

Dormer Green
Noblethorpe
Barcroft
Heyworth

(49)

STANNINGLEY GROUND FRAME

The points at the siding end of the connection—Up Main to Down Siding have been secured out of use in the reverse position pending substitution by plain line, to form a route, Up Main to Down Sidings.

The double disc signals applying—Down Siding to Down Shunt Siding and Down Siding to Up Main, have been replaced by a single yellow faced disc signal applying—Down Siding to Up Main.

The double disc signals applying—Down Shunt Siding to Down Siding and Down Siding to Down Main, have been replaced by a single yellow faced disc signal applying—Down Siding to Down Main

The disc signal applying—set back Up Main to Down Sidings, has been moved to the point ends (66 yards nearer to the ground frame).

The Down Shunt Sidings outlet disc signal has been abolished

(49)

BRODSWORTH COLLIERY N.C.B. BUNKER LOADING PLANT

Bunker lines 'N' and 'S' have been brought into use. The Sectional Appendix Instructions relating to these lines must be observed. (See Section 'D').

(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.

MISCELLANEOUS INSTRUCTIONS

MARK 11D COACHING STOCK

The existing door locks on Mark 11D coaches have now been modified to render the mechanism on the inside of the vehicles inoperative.

Concurrently, the door drop-lights will remain unlocked to enable passengers to open the doors when alighting at stations.

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by the station staff, Guards, travelling Ticket Inspectors, Restaurant Car and other staff on duty on these trains, to the closing of the drop-lights – the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation.

U.F.N.

CROFTON WEST JUNCTION TO CROFTON EAST JUNCTION

No.1 Siding has been removed temporarily during excavation of trench for bank fire, followed by filling in with non-combustible material.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – (NORTHERN)

LOCAL INSTRUCTIONS

Page 340 (Page 124 Supp. No.1, Pages ND-63 and ND-64 4 weekly Notice ND – No.43D).

CARCROFT TO LEEDS CITY ETC.

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

(a) Trains for Bunker Line 'S' (Merry-Go-Round Trains Only).

Amend paragraphs 2, 5, 7 and 8 to read as follows:-

2. When the train arrives on 'S' Bunker line, it must be brought to a stand at No.2 ground position light signal to allow the Guard to alight. The Driver must then engage Automatic Slow Speed Control and proceed through the Bunker at a speed of 3 m.p.h. for the purpose of tare weighing and come to a stand at the furthest Loading Control signal ('D') from the Bunker.
5. The Driver must propel the train at ½ m.p.h. through the Bunker under the control of the Loading Control signals. When the last wagon is in the correct position for loading, the Guard must operate the loading control signals by means of the "Emergency" equipment before the locomotive enters the Bunker.
7. The Driver must then propel the train through the Bunker clear of the connection to the "Run-Round" line at 3 m.p.h.
8. The Guard must pin down a minimum number of 15 wagon brakes at the rear of the train, walk to the front of the train, uncouple the locomotive and operate the hand spring points to enable the locomotive to run-round. (See Section C).

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**LOCAL INSTRUCTIONS—continued****WAKEFIELD KIRKGATE GOODS YARD**

The Normanton road has been shortened by 170 yards and the buffer stops re-positioned.

The G.N. road has been shortened by 170 yards and the buffer stops re-positioned. The crossover road has been abandoned.

FERRIBY STATION

The Down Slow platform has been shortened from the Hull end to a length of 360 feet.

The platform face is to the Down Main, initially 120 feet long and progressively lengthened at the Brough end to the full length of 360 feet. Temporary "Stop" boards are provided for the new platform whilst the work is in progress.

Drivers must sound the horn/whistle when approaching.

(U.F.N.)

GREETLAND AND DRYCLOUGH JUNCTION

Until further notice, contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

(U.F.N.)

SHIPLEY TOWN GOODS YARD

A fence has been erected across Nos. 2, 3, 4 and 5 sidings. Nos. 2, 3 and 4 sidings will be temporarily secured out of use and No.5 siding has been provided with a gate. Drivers to beware of limited clearance on either side of track in Siding No.5.

(U.F.N.)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York M.P.D. due to the Sidings being remodelled.

(U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding has been erected and there is restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout.

(U.F.N.)

MYTHOLMROYD STATION

The Down and Up platforms are being shortened to a length of 180 feet. The low portion of the Up platform is being raised to a standard level.

Drivers to keep a sharp lookout and sound horns/whistles when approaching.

(U.F.N.)

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.

(U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS-continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Royston M.P.D. Yard	Contractors demolishing redundant buildings.	08 00 to 18 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed Mechanical 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 November, 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 DECEMBER – FERRYBRIDGE 'C' POWER STATION

Illuminated indicators will be provided on the two colour light signals controlling the entrance to the Hopper House from No.1 (Sig. No.4) and No.2 Track (Sig. No.5), to indicate the method of signalling employed, and these will display :-

"G" – For working on ground position light signals

"T" – For working on the special position light unloading control signals. (2)

SUNDAY 12 DECEMBER – HUDDERSFIELD – HILLHOUSE GROUND FRAME

The trailing points in the Up Huddersfield/Fast line leading from I.C.I. Siding, will be secured out of use pending substitution by plain line.

The I.C.I. Siding and associated ground frame will be abolished. (2)

SUNDAY 12 DECEMBER – CUDWORTH SOUTH JUNCTION.

The Down Arrival Siding, between Cudworth South Junction and H. & B. Siding will be abandoned, and new "Run-Round" Sidings, with access at Cudworth South Junction will be provided on the site of the former H.&B. Branch lines.

The facing connection from the Down Slow to Down Arrival, will be dispensed with, and a new facing crossover from Down Slow to Up Slow, together with a new trailing connection in the Up Slow, will give access to the new sidings.

The Run-Round facilities will comprise of a Down Arrival Siding and a Run-Round line both approximately 570 yards in length. Hand worked connections will be provided at each end, to allow internal movements between these lines, with a buffer stopped shunt neck 50 yards in length at both the North and South ends.

The signals from Down Slow, and Up Through Siding to the Down Arrival Siding will continue to apply from these lines to the Down Arrival Siding, through the new connections. A new ground disc shunting signal, applying – Down Arrival to Up Slow, or South Shunt neck, will be provided at the South end of the Down Arrival Siding, situated to the left of the line in the direction to which it applies.

A telephone will be provided at this signal connected to Cudworth South Junction signal box.

A Ground disc shunt signal applying – South Shunt neck to Down Arrival Siding, will be provided to the left of the connection between the South Shunt neck and the Down Arrival Siding. (2)

* * NORTON (This work has not been carried out)

The level crossing gates will be replaced by lifting barriers controlled from the signal box.

DETAILS OF WORK ALREADY CARRIED OUT

KEIGHLEY STATION JUNCTION

The Shunt Neck on the Up side has been dispensed with, and the connection, Up Sidings to Up Main, converted to trap points.

The Disc signal, reading Up Sidings to Up Main, has been fitted with a red target. (New Item) (2)

GASCOIGNE WOOD

The connections at the west end between Down Reception Nos. 2 & 3, have been secured permanently out of use pending removal.

Down Reception No. 3 has become a Siding line, with access at the East end of the yard only, and buffer stops have been erected at 6m. 14chs.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****GASCOIGNE WOOD – continued**

The connection between Down Sidings, and Down Reception No. 1, has been secured permanently out of use pending removal, and replaced by a new facing connection further East (adjacent to the former connection between Down Reception lines Nos. 2 & 3), to give access from Down Reception No. 2 to No. 1.

The Down Reception No. 1 end of this connection is plain line, and hand worked points have been provided at the Down Reception No. 2 end. A notice board worded "STOP, EXAMINE POINTS", has been provided for trains approaching these hand worked facing points in the Down direction on the Down Reception No. 2 line.

The section of Down Reception No. 1 line, West of this new connection to the slip end points of the connection leading from Down Reception No. 1 to Down Reception No. 2 has been abolished. These slip points have been secured permanently out of use in the reverse position pending substitution by plain line to form a route—Down Main to Down Reception No. 2, and the Down Reception No. 2 end of this connection, has been converted to hand worked points.

Signals Abolished :-

The bottom left-hand miniature arm gantry signal applying—Down Main to Down Reception Line No. 1

Ground disc shunting signal applying—Set back—Down Reception No. 1 to Up Main, Down Main, or to Down Sidings. (1)

WAKEFIELD KIRKGATE EAST TO HARE PARK AND OAKENSHAW SOUTH JUNCTION AND TURNERS LANE TO CALDER BRIDGE

The Automatic Warning System has been brought into use at the following signals :-

Between Hare Park Junction and Crofton West Junction

Down Crofton Branch 0-309 and 0.301

Between Wakefield Kirkgate East and Crofton West Junction..

Down Goole CB.55 to 0.297 inclusive

Up Goole 0.296/CB.3 and CB.1/4.

Up Goole Goods CB. 17/20.

Between Oakenshaw South Junction and Oakenshaw Junction

Down Oakenshaw Branch 0.295/CB.3.

Between Turners Lane Junction and Calder Bridge

Down East Curve. CB.52.

Note: All Main line inductors have been positioned 200 yards before reaching the signal concerned. Inductors on Goods and Platform lines will be 20 yards before reaching the signal concerned. (1)

CUDWORTH SOUTH JUNCTION

The Up Slow Home signal, with Cudworth Station Up Outer Distant below, has been repositioned 10 yards further from the signal box. The distance to the Cudworth Station Up Home now being 899 yards. (1)

HOUGHTON COLLIERY SIDINGS

The facing connections, Up Main to Up Goods, and Down Goods to Down Main, will be secured permanently out of use in the normal position pending removal.

Signals abolished

The left-handed bracket, carrying the Up Main to Up Goods Home, and Up Main to Up Goods Distant.

The left-handed bracket, carrying the Down Goods to Down Main Home. (1)

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

The gate boards on Burn Lane Crossing gates, at 170m. 70chs. have been dispensed with, and the auto-signals immediately on each side of the crossing—875 (Down) and 876 (Up) converted to semi-auto signals under control of Henwick Hall gate box, and re-plated accordingly. (51/52)

HUNSLET GOODS JUNCTION AND HUNSLET GOODS YARD**SIDINGS**

Hunslet Goods Yard signal box together with the Wallside and Main shunting necks have been abandoned.

The Turntable Siding line and selected adjacent sidings will be dispensed with and the associated hand points spiked accordingly.

The following signalling alterations have taken place :—

Hunslet Goods Junction

The 'D' route indication on 898 ground position light signal (setting back on Departure line) has been dispensed with and the Arrival/Main departure line redesignated Departure line. A notice board reading "STOP TELEPHONE" has been provided to the left of the Departure line, 200 yards on the approach side of 895 signal, and applies to all movements along that line. The telephone is linked to Leeds signal box.

Hunslet Goods Yard Signal Box

The signal box has been closed and all signals dispensed with.

A double sided notice board has been provided to the left of the Arrival line at the site of the existing siding signal and reads :—

Side facing Arrival line — "STOP FOR ORDERS. IF NO STAFF ON DUTY PROCEED AT CAUTION"

Side facing Goods Yard — "STOP. MOVEMENTS MUST NOT PASS THIS POINT"

All points have been disconnected from the signal box. The points permitting movements between the Arrival and Departure lines to and from the Goods Yard have been converted to hand worked and the remainder spiked out of use pending removal. (51/52)

*** * BETWEEN SHAFTHOLME AND BRAYTON**

The following automatic signals have been converted to semi-automatic and re-plated accordingly:—

Down	859)	Brought under the control of Moss Gate Box.
Up	860)	
Down	861)	Brought under the control of Balne Gate Box.
Up	862)	

The gate boards have been removed from Fenwick and Balne Low crossing gates. (50)

*** * NOSTELL UP SIDINGS**

An illuminated notice board has been provided on the approach side of the hand worked points between Nos. 1 and 2 Up Sidings (North End) worded:— (50)

'STOP — EXAMINE POINTS'

*** * HULL PARAGON**

"A" and "B" Roads have been severed at a point approximately opposite the signal box, pending removal of No.1 Platform line, the Dock line and North Sidings. All points and connections leading thereto have been secured out of use pending removal. All associated signals and signal routes have been abolished.

All points and connections between Nos. 2 and 3 Platform lines, and "B" Road, have been secured permanently out of use pending removal, and the associated signals and signal routes abolished.

The connections between the Shed line and "A" Road and between "A" and "B" Roads, have been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** HULL PARAGON—continued

Signalling alterations

The stencil type route indicator associated with the bracket mounted searchlight type signal applying to "B" Road, has been provided with additional indications "2" and "3" and these apply as follows:—

No. "2" indication read in conjunction with a yellow aspect applies "B" Road to No.2 platform.

Nos. "2" or "3" indications, read in conjunction with the subsidiary signal, applies "B" Road to No.2 or 3 Platform lines occupied respectively. (50)

* ASKERN—SELBY ROAD GATE BOX AND NORTON

The semaphore signal acting as Askern Down Main Starting signal and Selby Road Gate Box Home signal, also the Norton Down Main Distant Semaphore signal, has been abolished and replaced by a single 3-aspect colour light signal (red aspect 12ft. above rail level), which acts as the Selby Road Gate Box Home signal and the Norton Down Main Distant.

The distance from Selby Road Gate Box Outer Distant to the new colour-light signal is 1,573 yards and from the new colour-light signal to the Norton Home Signal, the distance is 1,309 yards. (50)

* LIGHTCLIFFE

The Down and Up Sidings have been abolished and the following points secured permanently out of use in the normal position pending removal:—

Down Main to Down Sidings (Trailing)

Trailing Main to Main crossover, and slip connection to the Up Sidings.

Up Main to Brookes Sidings (Trailing)

The Ground Frame controlling the access to Brookes Siding and the following signals have been abolished:—

Down Main Starting signal and associated Banner Repeating signal

Up Main Starting


Miniature arm shunt signal Up Sidings to Down Main

Miniature arm shunt signal Up Main to Down Main

Miniature arm shunt signals (2 arm) Down Main to Up Main or Up Sidings

Miniature arm shunt signal Down Sidings to Down Main

Miniature arm shunt signal (2 arm) Down Main to Down Sidings or Shunting along Down Main.

A  sign has been provided on the Up Main Home signal. (50)

* BRODSWORTH COLLIERY N.C.B. BUNKER LOADING PLANT

Bunker lines 'N' and 'S' have been brought into use. The Sectional Appendix Instructions relating to these lines must be observed. (See Section 'D'). (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.

MISCELLANEOUS INSTRUCTIONS

★ MONDAY 13 DECEMBER – MOORHOUSE JUNCTION SIDINGS

Nos. 1,2 and 3 Sidings and No.2 Shunt Spur will be permanently secured out of use pending removal. (2)

* MARK 11D COACHING STOCK

The existing door locks on Mark 11D coaches have now been modified to render the mechanism on the inside of the vehicles inoperative.

Concurrently, the door drop-lights will remain unlocked to enable passengers to open the doors when alighting at stations.

The opening of the windows will inevitably react on the efficiency of the air-conditioning system. Special attention must, therefore, be given by the station staff, Guards, travelling Ticket Inspectors, Restaurant Car and other staff on duty on these trains, to the closing of the drop-lights – the only exceptions being when the air-conditioning equipment has ceased to function and the drop-lights have been purposely lowered to give ventilation.

CROFTON WEST JUNCTION TO CROFTON EAST JUNCTION

No.1 Siding has been removed temporarily during excavation of trench for bank fire, followed by filling in with non-combustible material.

* ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – (NORTHERN)

LOCAL INSTRUCTIONS

Page 340 (Page 124 Supp. No.1, Pages ND-63 and ND-64 4 weekly Notice ND – No.43D).

CARCROFT TO LEEDS CITY ETC.

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

(a) Trains for Bunker Line 'S' (Merry-Go-Round Trains Only).
Amend paragraphs 2, 5, 7 and 8 to read as follows:—

2. When the train arrives on 'S' Bunker line, it must be brought to a stand at No.2 ground position light signal to allow the Guard to alight. The Driver must then engage Automatic Slow Speed Control and proceed through the Bunker at a speed of 3 m.p.h. for the purpose of tare weighing and come to a stand at the furthestmost Loading Control signal ('D') from the Bunker.
5. The Driver must propel the train at ½ m.p.h. through the Bunker under the control of the Loading Control signals. When the last wagon is in the correct position for loading, the Guard must operate the loading control signals by means of the "Emergency" equipment before the locomotive enters the Bunker.
7. The Driver must then propel the train through the Bunker clear of the connection to the "Run-Round" line at 3 m.p.h.
8. The Guard must pin down a minimum number of 15 wagon brakes at the rear of the train, walk to the front of the train, uncouple the locomotive and operate the hand spring points to enable the locomotive to run-round. (See Section C).

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS — continued****WAKEFIELD KIRKGATE GOODS YARD**

The Normanton road has been shortened by 170 yards and the buffer stops re-positioned.

The G.N. road has been shortened by 170 yards and the buffer stops re-positioned. The crossover road has been abandoned.

FERRIBY STATION

The Down Slow platform has been shortened from the Hull end to a length of 360 feet.

The platform face is to the Down Main, initially 120 feet long and progressively lengthened at the Brough end to the full length of 360 feet. Temporary "Stop" boards are provided for the new platform whilst the work is in progress.

Drivers must sound the horn/whistle when approaching.

(U.F.N.)

GREETLAND AND DRYCLOUGH JUNCTION

Until further notice, contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

(U.F.N.)

SHIPLEY TOWN GOODS YARD

A fence has been erected across Nos. 2, 3, 4 and 5 sidings. Nos. 2, 3 and 4 sidings will be temporarily secured out of use and No.5 siding has been provided with a gate. Drivers to beware of limited clearance on either side of track in Siding No.5.

(U.F.N.)

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York M.P.D. due to the Sidings being remodelled.

(U.F.N.)

WAKEFIELD KIRKGATE

Work will be in progress repairing the roof of the Parcels Depot. Scaffolding has been erected and there is restricted clearance on the shed road to the depot.

Drivers to keep a sharp lookout.

(U.F.N.)

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.

(U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS-continued

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Royston M.P.D. Yard	Contractors demolishing redundant buildings.	08 00 to 18 00 daily.	
Healey Mills M.P.D. Fuel Tank Road and Break Down Crane Road	Excavating for new drainage at West End of Diesel Maintenance Shed Mechanical 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
3 DECEMBER 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"

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

GASCOIGNE WOOD

The left-hand bracket miniature arm signal situated on the right-hand side of the Down Siding applying from Down Siding to Reception Lines, has been replaced by a disc signal situated on the left-hand side of the Down Siding. (New Item) (3)

FERRYBRIDGE 'C' POWER STATION

Illuminated indicators have been provided on the two colour light signals controlling the entrance to the Hopper House from No. 1 (Sig. No. 4) and No. 2 Track (Sig. No. 5), to indicate the method of signalling employed, and these display :-

"G" - For working on ground position light signals

"T" - For working on the special position light unloading control signals. (2)

HUDDERSFIELD-HILLHOUSE GROUND FRAME

The I.C.I. Siding and associated ground frame have been abolished.

The trailing points in the Up Huddersfield/Fast Line, leading to the I.C.I. Siding, have been retained as worked catch points. (Amended) (3)

CUDWORTH SOUTH JUNCTION

The Down Arrival Siding, between Cudworth South Junction and H. & B. Siding has been abandoned, and new "Run-Round" Sidings, with access at Cudworth South Junction have been provided on the site of the former H. & B. Branch lines.

The facing connection from the Down Slow to Down Arrival has been dispensed with, and a new facing crossover from Down Slow to Up Slow, together with a new trailing connection in the Up Slow, will give access to the new sidings.

The Run-Round facilities comprise of a Down Arrival Sidings and a Run-Round line both approximately 570 yards in length. Hand worked connections have been provided at each end, to allow internal movements between these lines, with a buffer stopped shunt neck 50 yards in length at both the North and South ends.

The signals from Down Slow, and Up Through Siding to the Down Arrival Siding continue to apply from these lines to the Down Arrival Siding, through the new connections. A new ground disc shunting signal, applying-Down Arrival to Up Slow, or South Shunt neck, has been provided at the South end of the Down Arrival Siding, situated to the left of the line in the direction to which it applies.

A telephone has been provided at this signal connected to Cudworth South Junction signal box.

A Ground disc shunt signal applying-South Shunt neck to Down Arrival Siding, has been provided to the left of the connection between the South Shunt neck and the Down Arrival Siding. (2)

KEIGHLEY STATION JUNCTION

The Shunt Neck on the Up side has been dispensed with, and the connection, Up Sidings to Up Main, converted to trap points.

The Disc signal, reading Up Sidings to Up Main, has been fitted with a red target. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****GASCOIGNE WOOD**

The connections at the west end between Down Reception Nos. 2 & 3, have been secured permanently out of use pending removal.

Down Reception No. 3 has become a Siding line, with access at the East end of the yard only, and buffer stops have been erected at 6m. 14chs.

The connection between Down Sidings, and Down Reception No. 1, has been secured permanently out of use pending removal, and replaced by a new facing connection further East (adjacent to the former connection between Down Reception lines Nos. 2 & 3), to give access from Down Reception No. 2 to No. 1.

The Down Reception No. 1 end of this connection is plain line, and hand worked points have been provided at the Down Reception No. 2 end. A notice board worded "STOP, EXAMINE POINTS", has been provided for trains approaching these hand worked facing points in the Down direction on the Down Reception No. 2 line.

The section of Down Reception No. 1 line, West of this new connection to the slip end points of the connection leading from Down Reception No. 1 to Down Reception No. 2 has been abolished. These slip points have been secured permanently out of use in the reverse position pending substitution by plain line to form a route—Down Main to Down Reception No. 2, and the Down Reception No. 2 end of this connection, has been converted to hand worked points.

Signals Abolished :-

The bottom left-hand miniature arm gantry signal applying—Down Main to Down Reception Line No. 1

Ground disc shunting signal applying—Set back—Down Reception No. 1 to Up Main, Down Main, or to Down Sidings. (1)

WAKEFIELD KIRKGATE EAST TO HARE PARK AND OAKENSHAW SOUTH JUNCTION AND TURNERS LANE TO CALDER BRIDGE

The Automatic Warning System has been brought into use at the following signals :-

Between Hare Park Junction and Crofton West Junction

Down Crofton Branch 0-309 and 0.301.

Between Wakefield Kirkgate East and Crofton West Junction..

Down Goole CB.55 to 0.297 inclusive

Up Goole 0.296/CB.3 and CB.1/4.

Up Goole Goods CB.17/20.

Between Oakenshaw South Junction and Oakenshaw Junction

Down Oakenshaw Branch 0.295/CB.3.

Between Turners Lane Junction and Calder Bridge

Down East Curve. CB.52.

Note: All Main line inductors have been positioned 200 yards before reaching the signal concerned. Inductors on Goods and Platform lines will be 20 yards before reaching the signal concerned. (1)

CUDWORTH SOUTH JUNCTION

The Up Slow Home signal, with Cudworth Station Up Outer Distant below, has been repositioned 10 yards further from the signal box. The distance to the Cudworth Station Up Home now being 899 yards. (1)

HOUGHTON COLLIERY SIDINGS

The facing connections, Up Main to Up Goods, and Down Goods to Down Main, will be secured permanently out of use in the normal position pending removal.

Signals abolished

The left-handed bracket, carrying the Up Main to Up Goods Home, and Up Main to Up Goods Distant.

The left-handed bracket, carrying the Down Goods to Down Main Home. (1)

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

The gate boards on Burn Lane Crossing gates, at 170m. 70chs. have been dispensed with, and the auto-signals immediately on each side of the crossing—875 (Down) and 876 (Up) converted to semi-auto signals under control of Henwick Hall gate box, and re-plated accordingly. (51/52)

**** HUNSLET GOODS JUNCTION AND HUNSLET GOODS YARD****SIDINGS**

Hunslet Goods Yard signal box together with the Wallside and Main shunting necks have been abandoned.

The Turntable Siding line and selected adjacent sidings will be dispensed with and the associated hand points spiked accordingly.

The following signalling alterations have taken place :—

Hunslet Goods Junction

The 'D' route indication on 898 ground position light signal (setting back on Departure line) has been dispensed with and the Arrival/Main departure line redesignated Departure line. A notice board reading "STOP TELEPHONE" has been provided to the left of the Departure line, 200 yards on the approach side of 895 signal, and applies to all movements along that line. The telephone is linked to Leeds signal box.

Hunslet Goods Yard Signal Box

The signal box has been closed and all signals dispensed with.

A double sided notice board has been provided to the left of the Arrival line at the site of the existing siding signal and reads :—

Side facing Arrival line — "STOP FOR ORDERS. IF NO STAFF ON DUTY PROCEED AT CAUTION"

Side facing Goods Yard — "STOP. MOVEMENTS MUST NOT PASS THIS POINT".

All points have been disconnected from the signal box. The points permitting movements between the Arrival and Departure lines to and from the Goods Yard have been converted to hand worked and the remainder spiked out of use pending removal. (51/52)

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 INSTRUCTIONS

MOORHOUSE JUNCTION SIDINGS

Nos. 1, 2 and 3 Sidings and No.2 Shunt Spur has been permanently secured out of use pending removal. (2)

CROFTON WEST JUNCTION TO CROFTON EAST JUNCTION

No.1 Siding has been removed temporarily during excavation of trench for bank fire, followed by filling in with non-combustible material.

★ SECTIONAL APPENDIX-NORTHERN AREA

WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS

Page 320 Amend-

York - Harrogate (Both directions)

Add- 6 Cars 1440 B.H.P. 4-6 Vehicles 102 tons gross

York - Scarborough (Both directions)

Add- 2 Cars 300 B.H.P. 1 Vehicle 17 tons gross
3 Cars 720 B.H.P. 4-6 Vehicles 102 tons gross

Add-

York - Hull (Via Church Fenton, Gascoigne Wood and Selby)

5 Cars 1600 B.H.P. 2-4 Vehicles 68 tons gross (3)

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SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS—continued****YORK M.P.D. SIDINGS**

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York
10 DECEMBER 1971

MO.45/NS

F.J. BURGE
Chief Operating Manager

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