

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 JANUARY – BETWEEN WEST PARADE AND HULL PARAGON

The facing connection from 'C' Road to 'E' Road/Up Main, and the facing connection Down Main/'D' Road to 'B' Road, will be secured permanently out of use in the normal position pending removal. (4)

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arm signal situated on the right-hand side of the Down Siding applying from Down Siding to Reception Lines, has been replaced by a disc signal situated on the left-hand side of the Down Siding. (3)

FERRYBRIDGE 'C' POWER STATION

Illuminated indicators have been provided on the two colour light signals controlling the entrance to the Hooper 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. (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)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

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

To join the Signalling Record Society visit

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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 D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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MISCELLANEOUS INSTRUCTIONS

★ CLAYTON WEST JUNCTION AND HUDDERSFIELD (SPRINGWOOD JUNCTION)

Commencing Monday 3 January A temporary level crossing will be in use at 7m. 18chs. for conveyance of dumper trucks and tipper lorries in connection with demolition work.

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

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)

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.)

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.)

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.)

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
22 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

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DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY to SUNDAY 8 to 9 JANUARY – SELBY WEST

The facing connection Down Main to Coal Sidings and associated signals will be abolished (5)

SUNDAY 9 JANUARY – NORMANTON STATION SOUTH AND NORMANTON STATION NORTH

The Down and Up Through lines between Normanton Station South and Normanton Station North, together with the East Carriage Sidings, the North Bay Platform line, Up Siding (South End of former Up Through Siding), and the Fast lines crossover at Station North will be abolished.

The associated points will be secured permanently out of use in the normal position pending removal

The Down and Up Platform lines will be re-named Fast lines.

Normanton Station South

Signals abolished:—

Down Fast to Down Through Home signal, with Station North Distant and subsidiary signal below.

Down Fast to Down Through Distant signal below Goose Hill Junction Down Fast Starting signal

Up Through Home signal.

Shunting from Down Through and Shunting along Up Through line.

Altered signals

The Down Fast to Down Platform Home signal, with Station North Distant and subsidiary below, will be re-positioned on the post formerly carrying the Down Fast to Down Through signals.

The shunting signal from Up Fast, will in future apply along Up Fast, Up Fast to Carriage Siding, South Bay or Down Fast line.

Normanton Station North

Signals abolished:—

Up Fast to Up Through Home signal with Station South Outer Distant and subsidiary below.

Up Through Starting signal with Station South Inner Distant and subsidiary signal below.

Down Through line Home signal with Altofts Junction Down Outer Distant signal below.

All ground disc shunting signals. (5)

SUNDAY to MONDAY 9 to 10 JANUARY – NORTON

The Level Crossing gates will be replaced by lifting barriers controlled from the signal box. (5)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN WEST PARADE AND HULL PARAGON

The facing connection from 'C' Road to 'E' Road /Up Main, and the facing connection Down Main/'D' Road to 'B' Road, have been secured permanently out of use in the normal position pending removal. (4)

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. (3)

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

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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MISCELLANEOUS INSTRUCTIONS

★ NORMANTON STATION

Commencing Monday 10 January, the Up Side platform will be shortened by 85 yards at each end.

CLAYTON WEST JUNCTION AND HUDDERSFIELD (SPRINGWOOD JUNCTION)

A temporary level crossing is in use at 7m. 18chs. for conveyance of dumper trucks and tipper lorries in connection with demolition work.

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

* * 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)

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.)

SECTION D--GENERAL INSTRUCTIONS AND NOTICES--continued**MISCELLANEOUS INSTRUCTIONS--continued****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.)

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
30 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

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DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 16 JANUARY—HESSLE ROAD

A new ground position light shunting signal No.35, will be provided situated between the Down and Up Main Lines, and will read:—

Set back—Up Main to Down Main through the trailing crossover.

Set back—Up Main to Freightliner Terminal.

(6)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY WEST

The facing connection Down Main to Coal Sidings and associated signals have been abolished. (5)

NORMANTON STATION SOUTH AND NORMANTON STATION NORTH

The Down and Up Through lines between Normanton Station South and Normanton Station North, together with the East Carriage Sidings, the North Bay Platform line, Up Siding (South End of former Up Through Siding), and the Fast lines crossover at Station North have been abolished.

The associated points have been secured permanently out of use in the normal position pending removal.

The Down and Up Platform lines have been re-named Fast lines.

Normanton Station South

Signals abolished:—

Down Fast to Down Through Home signal, with Station North Distant and subsidiary signal below.

Down Fast to Down Through Distant signal below Goose Hill Junction Down Fast Starting signal.

Up Through Home signal.

Shunting from Down Through and Shunting along Up Through line.

Altered signals

The Down Fast to Down Platform Home signal, with Station North Distant and subsidiary below, has been re-positioned on the post formerly carrying the Down Fast to Down Through signals.

The shunting signal from Up Fast, in future, applies along Up Fast, Up Fast to Carriage Siding, South Bay or Down Fast line.

Normanton Station North

Signals abolished:—

Up Fast to Up Through Home signal with Station South Outer Distant and subsidiary below.

Up Through Starting signal with Station South Inner Distant and subsidiary signal below.

Down Through line Home signal with Altofts Junction Down Outer Distant signal below.

All ground disc shunting signals.

(5)

NORTON

The Level Crossing gates have been replaced by lifting barriers controlled from the signal box. (5)

BETWEEN WEST PARADE AND HULL PARAGON

The facing connection from 'C' Road to 'E' Road /Up Main, and the facing connection Down Main/'D' Road to 'B' Road, have been secured permanently out of use in the normal position pending removal. (4)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** * 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. (3)

*** * 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. (3)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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MISCELLANEOUS INSTRUCTIONS

★ HESSLE HAVEN

Commencing Sunday 16 January – the facing points in the Up Fast, leading to the Up Slow, will be temporarily secured out of use until further notice.

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

CLAYTON WEST JUNCTION AND HUDDERSFIELD (SPRINGWOOD JUNCTION)

A temporary level crossing is in use at 7m. 18chs. for conveyance of dumper trucks and tipper lorries in connection with demolition work.

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

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)

WAKEFIELD KIRKGATE GOODS YARD

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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.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS—continued****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

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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.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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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
7 JANUARY, 1972

MO.45/NS

F.J. BURGE
Chief Operating Manager

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"NILE SIG. NOTICE NS No:—"

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DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 25 JANUARY – METHLEY NORTH SIDINGS, WOODLESFORD, AND WATERLOO COLLIERY SIDINGS

Woodlesford

The signal box will be closed. The Block section will then be between Methley North Sidings and Waterloo Colliery Sidings.

All signals will be abolished, except for the Up Main Starting signal, which will be retained as Methley North Sidings Up Main Distant, exhibiting Yellow or Green aspects only.

All points will be secured permanently out of use in the normal position pending removal.

Waterloo Colliery Sidings

The Down Main Inner Distant below the Woodlesford Down Main starting signal, will be dispensed with, and the Down Main outer Distant below the Woodlesford Down Main Home signal, will become the Down Main Distant (7)

DETAILS OF WORK ALREADY CARRIED OUT

HESSLE ROAD

A new ground position light shunting signal No.35 has been provided situated between the Down and Up Main Lines and reads:—

Set back – Up Main to Down Main through the trailing crossover.

Set back – Up Main to Freightliner Terminal. (6)

SELBY WEST

The facing connection Down Main to Coal Sidings and associated signals have been abolished. (5)

NORMANTON STATION SOUTH AND NORMANTON STATION NORTH

The Down and Up Through lines between Normanton Station South and Normanton Station North, together with the East Carriage Sidings, the North Bay Platform line, Up Siding (South End of former Up Through Siding), and the Fast lines crossover at Station North have been abolished.

The associated points have been secured permanently out of use in the normal position pending removal.

The Down and Up Platform lines have been re-named Fast lines.

Normanton Station South**Signals abolished:—**

Down Fast to Down Through Home signal, with Station North Distant and subsidiary signal below.

Down Fast to Down Through Distant signal below Goose Hill Junction Down Fast Starting signal.

Up Through Home signal.

Shunting from Down Through and Shunting along Up Through line.

Altered signals

The Down Fast to Down Platform Home signal, with Station North Distant and subsidiary below, has been re-positioned on the post formerly carrying the Down Fast to Down Through signals.

The shunting signal from Up Fast, in future, applies along Up Fast, Up Fast to Carriage Siding, South Bay or Down Fast line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****NORMANTON STATION SOUTH AND NORMANTON STATION NORTH—continued****Normanton Station North****Signals abolished:-**

Up Fast to Up Through Home signal with Station South Outer Distant and subsidiary below

Up Through Starting signal with Station South Inner Distant and subsidiary signal below

Down Through Line Home signal with Altofts Junction Down Outer Distant signal below

All ground disc shunting signals (5)

NORTON

The Level Crossing gates have been replaced by lifting barriers controlled from the signal box. (5)

*** * BETWEEN WEST PARADE AND HULL PARAGON**

The facing connection from 'C' Road to 'E' Road /Up Main, and the facing connection Down Main /'D' Road to 'B' Road, have been secured permanently out of use in the normal position pending removal. (4)

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

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

CLAYTON WEST JUNCTION AND HUDDERSFIELD (SPRINGWOOD JUNCTION)

A temporary level crossing is in use at 7m. 18chs. for conveyance of dumper trucks and tipper lorries in connection with demolition work.

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

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.

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.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
MISCELLANEOUS INSTRUCTIONS—continued

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.)

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
14 JANUARY, 1972

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 30 JANUARY – HOPPERTON GATE BOX AT 11m. 71chs. BETWEEN CATTAL AND KNARESBOROUGH

The Gate Box will be abolished.

Telephones, for the benefit of road users, will be provided on each side of the Level Crossing, connected to Cattal signal box.

DETAILS OF WORK ALREADY CARRIED OUT

METHLEY NORTH SIDINGS, WOODLESFORD AND WATERLOO COLLIERY SIDINGS

Woodlesford

The signal box has been closed. The Block section is now between Methley North Sidings and Waterloo Colliery Sidings.

All signals have been abolished, except for the Up Main Starting signal, which has been retained as Methley North Sidings Up Main Distant, exhibiting Yellow or Green aspects only.

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

Waterloo Colliery Sidings

The Down Main Inner Distant below the Woodlesford Down Main Starting signal, has been dispensed with, and the Down Main outer Distant below the Woodlesford Down Main Home signal, has become the Down Main Distant. (7)

HESSLE ROAD

A new ground position light shunting signal No.35 has been provided situated between the Down and Up Main Lines and reads:—

Set back – Up Main to Down Main through the trailing crossover.

Set back – Up Main to Freightliner Terminal. (6)

**** SELBY WEST**

The facing connection Down Main to Coal Sidings and associated signals have been abolished. (5)

**** NORMANTON STATION SOUTH AND NORMANTON STATION NORTH**

The Down and Up Through lines between Normanton Station South and Normanton Station North, together with the East Carriage Sidings, the North Bay Platform line, Up Siding (South End of former Up Through Siding), and the Fast lines crossover at Station North have been abolished.

The associated points have been secured permanently out of use in the normal position pending removal.

The Down and Up Platform lines have been re-named Fast lines.

Normanton Station South**Signals abolished:—**

Down Fast to Down Through Home signal, with Station North Distant and subsidiary signal below.

Down Fast to Down Through Distant signal below Goose Hill Junction Down Fast Starting signal.

Up Through Home signal.

Shunting from Down Through and Shunting along Up Through line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** * NORMANTON STATION SOUTH AND NORMANTON STATION NORTH—continued**

Normanton Station South—continued

Altered signals

The Down Fast to Down Platform Home signal, with Station North Distant and subsidiary below, has been re-positioned on the post formerly carrying the Down Fast to Down Through signals.

The shunting signal from Up Fast, in future, applies along Up Fast, Up Fast to Carriage Siding, South Bay or Down Fast line.

Normanton Station North

Signals abolished:—

Up Fast to Up Through Home signal with Station South Outer Distant and subsidiary below.

Up Through Starting signal with Station South Inner Distant and subsidiary signal below.

Down Through line Home signal with Altofts Junction Down Outer Distant signal below.

All ground disc shunting signals. (5)

*** * NORTON**

The Level Crossing gates have been replaced by lifting barriers controlled from the signal box. (5)

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

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

CLAYTON WEST JUNCTION AND HUDDERSFIELD (SPRINGWOOD JUNCTION)

A temporary level crossing is in use at 7m. 18chs. for conveyance of dumper trucks and tipper lorries in connection with demolition work.

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

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.

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.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****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.)

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
21 JANUARY, 1972

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 D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****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.)

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
21 JANUARY, 1972

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 B

TEMPORARY ENGINEERING WORKS

(For details of Signalling or Permanent Way Alterations see Section C)

Where any work involves fixing, removing or repairing signals, or the protection of the running line during renewals, repairs and obstructions, Handsignalmen will be provided by the Engineer to act in accordance with the Rules and Regulations.

Material may be lying about and disconnections may be made as required.

Unless otherwise shown, work will be carried out as traffic permits.

At or between	Lines affected	Remarks
SHAFTHOLME JUNCTION TO SKELTON BRIDGE		
DAILY UNTIL FURTHER NOTICE		
Shaftholme Jn. and Brayton	Down and Up Main	07 00 to 17 00. Strengthening embankment between 166m. 23chs. and 166m. 66chs. Mechanical plant in use.
Brayton and Barlby North	All	07 30 to 17 00. Preparing for alterations to signalling.
Selby South and Brayton	Up Main	07 00 to 17 00. Contractors laying main adjacent to track between 174 m.p. and 173m. 29chs. Mechanical plant in use.
Barlby North and Chaloners Whin	Down Main	07 00 to 17 00. Laying culvert at lineside between 175m. 32chs. and 175m. 47chs. Mechanical plant in use.
Holgate Junction and York Station North.	All	08 00 to 16 00. Contractors using drilling rig between 186¼ and ¼ m.p.
York Station	Nos. 11 and 14 Platforms	07 30 to 14 30. Repairs to station roof between 187m. 76chs. and 188m. 10chs. Ladders in use.
York and Skelton	All	07 00 to 17 00. Contractors building new bridge at 1m. 5chs.
SUNDAY 6 FEBRUARY		
Shaftholme and Brayton	Down and Up Main	07 00 to 17 00. Tipping ballast between 160m. 15chs. and 173m. 2chs.
Selby South and Barlby North	Down Slow (BLOCKED between Selby Swing Bridge and Barlby North) Down Main (BETWEEN TRAINS)	03 30 to 15 30. Renewing bridge No.26 at 174m. 45chs. Crane in use. Removing switches and crossings at 174m. 51chs. Crane in use. Erecting signal gantry at 174m. 66chs. Mobile crane in use. Down traffic to travel over Down Main.
Barlby North and Selby South	Up Main and Up Hull (BLOCKED except as shown in remarks) (between Barlby North and Selby Swing Bridge)	03 15 to 12 45. Tamping machines in use between between 174m. 49chs. and 174½ m.p. Arrangements made to pass 1L52, 07 50 Hull to Leeds and 1L52, 09 07 Hull to Leeds over Up Hull, and 1A15, 08 25 Newcastle to King's Cross and 3A03, 10 30 York to King's Cross over Up Main.
Selby South Dringhouses Up Sidings	Down Main Exit from Sidings (BLOCKED by local arrangement)	04 30 to 12 30. Laying cable from train. 08 00 to 16 30. Changing switches on Nos. 431 and 417 points between 186¼ and 186¾ m.p.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
SHAFTHOLME JUNCTION TO SKELTON BRIDGE—continued		
SUNDAY 6 FEBRUARY -- continued		
Skelton Junction and Skelton Bridge	Down and Up Goods and Nos. 1 and 2 Up Sidings at Skelton New Yard (BLOCKED) Down Main (BETWEEN TRAINS)	06 00 to 18 00. Relaying between 2m. 52chs. and 2m. 12chs. Crane in use. Traffic to travel over Down and Up Main. Skelton ground frame manned.
THURSDAY and FRIDAY 10 and 11 FEBRUARY		
Skelton Bridge and Skelton Junction	Up Goods (BLOCKED except as shown in remarks)	06 30 to 12 00 each day. Tamping machine in use between 3m. 8chs. and 1¼ m.p. Arrangements made to pass traffic for Skelton New Yard. Other Up traffic to travel over Up Main.
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.
CARCROFT TO LEEDS CITY (WEST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Bentley Crossing and Moorhouse Junction	Down and Up Main	08 00 to 17 00. Contractors cleaning out bed of stream under bridge No.10 at 158m. 38chs. Mechanical plant in use.
Carcroft and Adwick Jn.	Down and Up Main	07 30 to 18 30. Contractors removing redundant track between 160m. 35chs. and 160m. 61chs. Plant in use.
Adwick Junction and Moorhouse	All	08 00 to 18 00. Contractors erecting pipe supports at 160m. 67chs. Crane and plant in use. Commencing Monday 7 February.
Adwick Jn. and Moorhouse Jn.	Down and Up Main	07 30 to 18 30. Contractors removing redundant track between 162m. 70chs. and 163m. 30chs. Plant in use.
Moorhouse Junction and South Kirkby Junction	All	07 30 to 18 00. Contractors constructing new footbridge No.25 at 165m. 12chs. Plant and crane in use.
Moorhouse Junction and Wakefield Westgate	All	07 30 to 16 30. Work in connection with signalling alterations. Laying troughs and cables.
South Kirkby Junction and Nostell	All	07 30 to 18 00. Contractors removing redundant track between 166 m.p. and 170m. 27chs. Plant in use.
Nostell and Hare Park Junction	Down Main	08 00 to 16 00. Contractors working adjacent to track between 170½ and 171¼ m.p. Mechanical plant in use.
Hare Park and Gelderd Road Junction	All	07 30 to 16 30. Work in connection with signalling alterations. Laying troughs and cables.
Lofthouse Ground Frame and Gelderd Road Junction	All	07 30 to 18 00. Contractors removing redundant track between 178m. 38chs. and 180¼ m.p. Crane and plant in use.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
HARE PARK TO CROFTON WEST JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Hare Park Junction and Crofton West Junction	All	07 30 to 18 00. Contractors demolishing former Sharlston West signal box at 172m. 63chs. Commencing Monday 7 February.
SATURDAY to SUNDAY 5 to 6 FEBRUARY		
Hare Park Junction and Crofton West Junction	Down and Up Main (BLOCKED)	23 00 (Sat) to 08 30 (Sun). Welding rail joints in new junction at 171m. 74chs. Trolleys in use. All traffic diverted. See separate advice for altered train arrangements.
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Whitehall Road Goods Yd.	All	08 00 to 16 00. Building lighting column bases.
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 Ground Frame and Hammerton Street	All	08 00 to 16 00. Repairs to overbridge No.37 at 6m. 50chs. Commencing Monday 7 February.
Laisterdyke Ground Frame and Hammerton Street	All	07 30 to 16 00. Cleaning and painting bridge No.3 at 191m. 6chs.
Hammerton Street	All	08 00 to 18 00. Contractors removing redundant track in Adolphus Street Goods Yard between 191m. 18chs. and 191m. 28chs. Plant in use. (See Section 'D'.) Commencing Monday 7 February.
SATURDAY to SUNDAY 5 to 6 FEBRUARY		
Wortley West Junction and Stanningley Ground Frame	23 30(Sat) to 17 15(Sun) Down and Up Main (BLOCKED)	23 30 (Sat) (or after passage of 5L37, 23 15 Bradford to Neville Hill) to 23 30 (Sun). Relaying and deep reballasting between 1m. 35chs. and 0m. 59chs. Tracklayer, traxcavators, crane and tamping machine in use. 23 30 (Sat) to 17 15 (Sun). All traffic diverted. See separate advice for altered train arrangements. 17 15 to 23 30 (Sun). Single Line working over Down Main between Wortley West Jn. and Stanningley Ground Frame. Stanningley Ground Frame manned.
Wortley West Jn. and Stanningley Ground Frame	17 15 to 23 30 (Sun) Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	
SUNDAY 6 FEBRUARY		
Whitehall Junction	All	07 00 to 17 00. Lifting and packing track between 42 m.p. and 42m. 28chs.
WORTLEY SOUTH JUNCTION AND WORTLEY WEST JUNCTION		
SATURDAY to SUNDAY 5 to 6 FEBRUARY		
Wortley South Junction and Wortley West Junction	Down and Up Main (BLOCKED)	23 30 (Sat) to 17 15 (Sun). Ballast train working in connection with relaying.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 7 FEBRUARY—ELLA STREET GROUND FRAME

The trailing points – Down Alexandra Dock line to the Coal Yard (Down Sidings) will be secured permanently out of use in the normal position pending removal of the points the associated ground frame, and the Sidings. (9)

DETAILS OF WORK ALREADY CARRIED OUT

HOPPERTON GATE BOX AT 11m. 71chs. BETWEEN CATTAL AND KNARESBOROUGH

The Gate Box and all signals worked therefrom have been abolished.

Telephones, for the benefit of road users, have been provided on each side of the Level Crossing, connected to Cattal signal box. (8)

METHLEY NORTH SIDINGS, WOODLESFORD AND WATERLOO COLLIERY SIDINGS

Woodlesford

The signal box has been closed. The Block section is now between Methley North Sidings and Waterloo Colliery Sidings.

All signals have been abolished, except for the Up Main Starting signal, which has been retained as Methley North Sidings Up Main Distant, exhibiting Yellow or Green aspects only.

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

Waterloo Colliery Sidings

The Down Main Inner Distant below the Woodlesford Down Main Starting signal, has been dispensed with, and the Down Main outer Distant below the Woodlesford Down Main Home signal, has become the Down Main Distant. (7)

** HESSLE ROAD

A new ground position light shunting signal No.35 has been provided situated between the Down and Up Main Lines and reads:—

Set back – Up Main to Down Main through the trailing crossover.

Set back – Up Main to Freightliner Terminal. (6)

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

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

★ HAMMERTON STREET - BRADFORD ADOLPHUS STREET GOODS YARD

From Monday 7 February the points leading from Adolphus Street Branch into the Goods Yard will be spiked out of use and the sidings in Adolphus Street Goods Yard will be removed. The Sidings in Hammerton Street Cattle Dock Yard will be out of use from the same date. (9)

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.

** 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.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

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.)

★ NORMANTON STATION

Commencing Sunday 6 February - Temporary level crossings over the Up Main will be in use at 185m.p. and 185¼ m.p. for conveyance of lorries and excavators in connection with demolition work.

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

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
28 JANUARY, 1972

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 13 FEBRUARY - BARLBY

The Down Fast Home and Down Slow Home signals will be repositioned on a new gantry 22 yards further from the signal box. (10)

SUNDAY 13 FEBRUARY - ROYSTON STATION

The Diamond signs will be removed from the Down and Up Fast Starting signals. (10)

TUESDAY 15 FEBRUARY - WAKEFIELD KIRKGATE

Wakefield Kirkgate Station Ground Frame will be abolished. The facing connection between the Down Platform and Down Through will be secured permanently out of use in the normal position pending removal, and the associated disc signals abolished. (10)

DETAILS OF WORK ALREADY CARRIED OUT

ELLA STREET GROUND FRAME

The trailing points - Down Alexander Dock line to the Coal Yard (Down Sidings) have been secured permanently out of use in the normal position pending removal of the points, the associated ground frame, and the Sidings. (9)

HOPPERTON GATE BOX AT 11m. 71chs. BETWEEN CATTAL AND KNARESBOROUGH

The Gate Box and all signals worked therefrom have been abolished.

Telephones, for the benefit of road users, have been provided on each side of the Level Crossing, connected to Cattal signal box. (8)

* * METHLEY NORTH SIDINGS, WOODLESFORD AND WATERLOO COLLIERY SIDINGS

Woodlesford

The signal box has been closed. The Block section is now between Methley North Sidings and Waterloo Colliery Sidings.

All signals have been abolished, except for the Up Main Starting signal, which has been retained as Methley North Sidings Up Main Distant, exhibiting Yellow or Green aspects only.

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

Waterloo Colliery Sidings

The Down Main Inner Distant below the Woodlesford Down Main Starting signal, has been dispensed with, and the Down Main outer Distant below the Woodlesford Down Main Home signal, has become the Down Main Distant. (7)

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**HESSLE HAVEN**

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

★ **BRADFORD SPRINGMILL STREET**

From Monday 14 February - No. 2 road will be removed and No. 1 road will be repaired and shortened by 35 yards. (10)

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.

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.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****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.)

NORMANTON STATION

Temporary level crossings over the Up Main are in use at 185m.p. and 185½m.p. for conveyance of lorries and excavators in connection with demolition work.

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

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
4 FEBRUARY, 1972

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 20 FEBRUARY – SELBY CANAL AND SELBY SOUTH

Selby Canal

The trailing points in the Up Goods No.1 line from the Up Goods No.2, will be secured in the reverse position. The Up Goods No.1 to Up Main signal will be abolished.

The Up Goods No.1 will be slued into the Up Goods No.2, at the Selby South end.

The Up Goods No.1, will be removed between where the line is slued and the points secured reverse and the Up Goods No.2 will be renamed Up Goods.

The Up Goods No.2 to Up Main signal will apply to this line.

The North end of Up Goods No.2 will be slued via a new connecting line into the Up Siding, and this line will be known as Up Siding No.1, and will be connected to the Up Siding by new hand-worked points.

The Up Siding will be known as Up Siding No.2.

The signal-shunting, Up Sidings to Up Main, will now apply to Up Sidings No.1, and No.2 to Up Main.

Selby South

All signals at Selby South applying to and from the former Up Goods No.1, Up Goods No.2 and Up Sidings will now apply to the Up Goods, Up Sidings No.1, and Up Sidings No.2 respectively. (11)

SUNDAY 20 FEBRUARY – BRADFORD EXCHANGE

The facing connection – Up West to Middle Siding and the trailing connection – Down West to Middle Siding, will be secured permanently out of use in the normal position pending removal.

All associated shunting signals will be abolished. (11)

MONDAY 21 FEBRUARY – ST. DUNSTANS, MILL LANE AND BRADFORD EXCHANGE

Mill Lane and Bradford Exchange

At 11 00 hours, the Down and Up West lines, and Nos. 1 to 5 Platform lines, will be closed to traffic. All connections between these lines will be secured out of use pending removal. All associated shunting signals, and full arm semaphore signals applying to these lines will be abolished.

St. Dunstans

The "W" indications will be abolished from the route indicators below the Down Branch Advance Starting signal, and Down Sidings outlet signal.

Mill Lane

The following points and connections will be secured permanently out of use pending removal and the associated signals abolished :-

- Facing –Up West to Down East
- Facing –Down East to Down West
- Trailing –Up West to Down West

Additional signals abolished

Down Main Home to Down West, and the Down Main to Down West Distant below. (11)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

BARLBY

The Down Fast Home and Down Slow Home signals have been repositioned on a new gantry 22 yards further from the signal box. (10)

ROYSTON STATION

The Diamond signs have been removed from the Down and Up Fast Starting signals. (10)

WAKEFIELD KIRKGATE

Wakefield Kirkgate Station Ground Frame has been abolished. The facing connection between the Down Platform and Down Through has been secured permanently out of use in the normal position pending removal, and the associated disc signals abolished. (10)

ELLA STREET GROUND FRAME

The trailing points - Down Alexandra Dock line to the Coal Yard (Down Sidings) have been secured permanently out of use in the normal position pending removal of the points, the associated ground frame, and the Sidings. (9)

*** HOPPERTON GATE BOX AT 11m. 71chs. BETWEEN CATTAL AND KNARESBOROUGH**

The Gate Box and all signals worked therefrom have been abolished.

Telephones, for the benefit of road users, have been provided on each side of the Level Crossing, connected to Cattal signal box. (8)

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

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

BRADFORD SPRINGMILL STREET

No.2 road has been removed and No.1 road repaired and shortened by 35 yards. (10)

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.

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.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****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.)

NORMANTON STATION

Temporary level crossings over the Up Main are in use at 185m.p. and 185½m.p. for conveyance of lorries and excavators in connection with demolition work.

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

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
11 FEBRUARY 1972

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 27 FEBRUARY – SELBY SOUTH**

Up Siding No.1 (former Up Goods No.2) will be slued into Up Siding No.2 (former Up Siding). The points in the Up Siding No.1 of the connection between Up Sidings No.1 and Up Sidings No.2, will be secured in the reverse position for through running, and the section of the Up Siding No.1, will be removed between these points and from where the line is slued.

The Up Siding No.1, will be connected to Up Siding No.2 by hand-worked points, situated adjacent to the existing connection – Up Siding No.2/Up Siding No.1, and a notice board will be provided applying to movements through these hand-worked points in the facing direction and worded "STOP. EXAMINE POINTS"

Signalling alterations

The disc signal, applying – Up Siding No.1 to Up Main, will be abolished.

The disc signal applying – Up Siding No.2 to Up Main, will now also apply to movements from Up Siding No.1.

The indication 'S' of the route indicators associated with the signals applying – Up Main, Up Platform, and Up Passenger Dock to Up Siding No.2, will now apply to Up Siding No.2 and No.1, and the indication '2' will be abolished. (12)

SUNDAY and MONDAY 27 and 28 FEBRUARY AND UNTIL FURTHER NOTICE – DRAX BRANCH AND DRAX POWER STATION

New signalling will be commissioned on the branch between the Down and Up Goole lines and Drax Power Station.

Full details are shown in Supplementary Signalling Notice No.31 which also includes details of the internal signalling at the Power Station.

This internal signalling will be brought into use on a date to be advised and, for the time being, drivers must come to a stand at signal D1, where they will be met by a C.E.G.B. supervisor who will control movements within the Power Station area.

The points immediately after passing signal D2 will be secured for through running to the by-pass line and the hand-points in the by-pass line leading to Oil Delivery Siding will be normally clipped and set for the by-pass line.

After passing signal D12, drivers must work to the aspects exhibited by signals.

All concerned to ensure that they receive a copy of this notice which must be retained for future reference. (U.F.N.)

DETAILS OF WORK ALREADY CARRIED OUT**SELBY CANAL AND SELBY SOUTH****Selby Canal**

The trailing points in the Up Goods No.1 line from the Up Goods No.2 have been secured in the reverse position. The Up Goods No.1 to Up Main signal has been abolished.

The Up Goods No.1 has been slued into the Up Goods No.2, at the Selby South end.

The Up Goods No.1 has been removed between where the line is slued and the points secured reverse and the Up Goods No.2 has been renamed Up Goods.

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

The Up Goods No.2 to Up Main signal applies to this line

The North end of Up Goods No.2 has been slued via a new connecting line into the Up Siding, and this line will be known as Up Siding No.1 connected to the Up Siding by new hand-worked points.

The Up Siding will be known as Up Siding No.2.

The signal-shunting, Up Sidings to Up Main now applies to Up Sidings No.1 and No. 2 to Up Main.

Selby South

All signals at Selby South applying to and from the former Up Goods No.1, Up Goods No. 2 and Up Sidings now apply to the Up Goods, Up Sidings No.1 and Up Sidings No. 2 respectively. (11)

BRADFORD EXCHANGE

The facing connection — Up West to Middle Siding and the trailing connection — Down West to Middle Siding, have been permanently out of use in the normal position pending removal.

All associated shunting signals have been abolished. (11)

ST. DUNSTANS, MILL LANE AND BRADFORD EXCHANGE**Mill Lane and Bradford Exchange**

The Down and Up West lines, and Nos. 1 to 5 platform lines have been closed to traffic. All connections between these lines have been secured out of use pending removal. All associated shunting signals, and full arm semaphore signals applying to these lines have been abolished.

St. Dunstans

The "W" indications have been abolished from the route indicators below the Down Branch Advance Starting signal, and Down Sidings outlet signals.

Mill Lane

The following points and connections have been secured permanently out of use pending removal and the associated signals abolished:—

- Facing —Up West to Down East
- Facing —Down East to Down West
- Trailing—Up West to Down West

Additional signals abolished

Down Main Home to Down West, and the Down Main to Down West Distant below. (11)

BARLBY

The Down Fast Home and Down Slow Home signals have been repositioned on a new gantry 22 yards further from the signal box. (10)

ROYSTON STATION

The Diamond signs have been removed from the Down and Up Fast Starting signals. (10)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WAKEFIELD KIRKGATE

Wakefield Kirkgate Station Ground Frame has been abolished. The facing connection between the Down Platform and Down Through has been secured permanently out of use in the normal position pending removal, and the associated disc signals abolished. (10)

*** * ELLA STREET GROUND FRAME**

The trailing points - Down Alexandra Dock line to the Coal Yard (Down Sidings) have been secured permanently out of use in the normal position pending removal of the points, the associated ground frame, and the Sidings. (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.

MISCELLANEOUS INSTRUCTIONS

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

BRADFORD SPRINGMILL STREET

No.2 road has been removed and No.1 road repaired and shortened by 35 yards. (10)

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.

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.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****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.)

NORMANTON STATION

Temporary level crossings over the Up Main are in use at 185m.p. and 185½m.p. for conveyance of lorries and excavators in connection with demolition work.

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

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
18 FEBRUARY 1972

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

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

DETAILS OF WORK REFERRED TO IN SECTION B**MONDAY 6 MARCH – GOOLE ENGINE SHED ***

The trailing points in the Down Main, leading to Down Sidings Nos.1 & 2 will be secured out of use pending removal of the points and of the Down Sidings.

The associated disc outlet signals will be abolished.

(13)

MONDAY 6 MARCH – CARLTON MAIN SIDINGS AND ROYSTON JUNCTION

The Down Goods line between Carlton North Sidings and Royston Station will be abolished.

Carlton Main Sidings

The Up Fast and Up Slow Inner Distant signals will be dispensed with and the Up Outer Distant will be redesignated Up Distants.

Royston Station

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

The Absolute Block section will then be between Carlton Main Sidings and Royston Junction. (13)

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

The points giving access to and from the Up Goods Loop from the Up Hull, and the Up Goods Loop to Down Goods (from Scunthorpe) points, have been secured out of use pending removal of the points and of the Up Goods Loop.

All associated signals have been abolished.

(New Item) (13)

SELBY SOUTH

Up Siding No.1 (former Up Goods No.2) has been slued into Up Siding No.2 (former Up Siding). The points in the Up Siding No.1 of the connection between Up Sidings No.1 and Up Sidings No.2 have been secured in the reverse position for through running, and the section of the Up Siding No.1, has been removed between these points and from where the line is slued.

The Up Siding No.1 has been connected to Up Siding No.2 by hand-worked points situated adjacent to the existing connection – Up Siding No.2/Up Siding No.1, and a notice board has been provided applying to movements through these hand-worked points in the facing direction and worded "STOP. EXAMINE POINTS".

Signalling alterations

The disc signal, applying – Up Siding No.1 to Up Main, has been abolished.

The disc signal applying – Up Siding No.2 to Up Main, now also applies to movements from Up Siding No.1.

The indication 'S' of the route indicators associated with the signals applying – Up Main, Up Platform, and Up Passenger Dock to Up Siding No.2, now applies to Up Siding No.2 and No.1, and the indication '2' has been abolished.

(12)

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

New signalling has been commissioned on the branch between the Down and Up Goods lines and Drax Power Station.

Full details are shown in Supplementary Signalling Notice No.31 which also includes details of the internal signalling at the Power Station.

This internal signalling will be brought into use on a date to be advised and, for the time being, drivers must come to a stand at signal D1, where they will be met by a C.E.G.B. supervisor who will control movements within the Power Station area.

The points immediately after passing signal D2 will be secured for through running to the by-pass line and the hand-points in the by-pass line leading to Oil Delivery Siding will be normally clipped and set for the by-pass line.

After passing signal D12, drivers must work to the aspects exhibited by signals.

All concerned to ensure that they receive a copy of this notice which must be retained for future reference. (U.F.N.)

SELBY CANAL AND SELBY SOUTH**Selby Canal**

The trailing points in the Up Goods No.1 line from the Up Goods No.2 have been secured in the reverse position. The Up Goods No.1 to Up Main signal has been abolished.

The Up Goods No.1 has been slued into the Up Goods No.2, at the Selby South end.

The Up Goods No.1 has been removed between where the line is slued and the points secured reverse and the Up Goods No.2 has been renamed Up Goods.

The Up Goods No.2 to Up Main signal applies to this line.

The North end of Up Goods No.2 has been slued via a new connecting line into the Up Siding, and this line will be known as Up Siding No.1 connected to the Up Siding by new hand-worked points.

The Up Siding will be known as Up Siding No.2.

The signal-shunting, Up Sidings to Up Main now applies to Up Sidings No.1 and No. 2 to Up Main.

Selby South

All signals at Selby South applying to and from the former Up Goods No.1, Up Goods No. 2 and Up Sidings now apply to the Up Goods, Up Sidings No.1 and Up Sidings No. 2 respectively. (11)

BRADFORD EXCHANGE

The facing connection - Up West to Middle Siding and the trailing connection - Down West to Middle Siding, have been permanently out of use in the normal position pending removal.

All associated shunting signals have been abolished. (11)

ST. DUNSTANS, MILL LANE AND BRADFORD EXCHANGE**Mill Lane and Bradford Exchange**

The Down and Up West lines, and Nos. 1 to 5 platform lines have been closed to traffic. All connections between these lines have been secured out of use pending removal. All associated shunting signals, and full arm semaphore signals applying to these lines have been abolished.

St. Dunstans

The "W" indications have been abolished from the route indicators below the Down Branch Advance Starting signal, and Down Sidings outlet signals.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued****ST. DUNSTONS, MILL LANE AND BRADFORD EXCHANGE—continued****Mill Lane**

The following points and connections have been secured permanently out of use pending removal and the associated signals abolished:—

- Facing —Up West to Down East
- Facing —Down East to Down West
- Trailing—Up West to Down West

Additional signals abolished

Down Main Home to Down West, and the Down Main to Down West Distant below. (11)

*** * BARLBY**

The Down Fast Home and Down Slow Home signals have been repositioned on a new gantry 22 yards further from the signal box. (10)

*** * ROYSTON STATION**

The Diamond signs have been removed from the Down and Up Fast Starting signals. (10)

*** * WAKEFIELD KIRKGATE**

Wakefield Kirkgate Station Ground Frame has been abolished. The facing connection between the Down Platform and Down Through has been secured permanently out of use in the normal position pending removal, and the associated disc signals 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.

★ SUPPLEMENTARY OPERATING INSTRUCTIONS

Due to printing difficulties, the production of the Supplementary Operating Instructions booklets dated 11 March 1972 has been suspended until further notice.

All concerned must retain the Supplementary Operating Instructions booklets dated 10 April 1971, and the 7D series of four-weekly General Instructions and Notices booklets, until the new Supplementary Operating Instructions booklet is received.

★ FOUR WEEKLY GENERAL INSTRUCTIONS AND NOTICES BOOKLETS

Due to printing difficulties, the Four-Weekly General Instruction and Notices booklet ND-11D will not be issued.

All concerned to note that Notice ND-7D will apply until further notice.

★ FOUR-WEEKLY GENERAL INSTRUCTIONS AND NOTICES BOOKLET ND-7D

Pages ND-77 to 79

All concerned to note that the item headed – Page 318 ELECTRICALLY OPERATED POINTS–WORKING BY CRANK HANDLE IN CASE OF FAILURE should be prefixed by a ★ sign to signify an amended item.

★ SUPPLEMENTARY SIGNALLING NOTICE NO.31 DRAX BRANCH AND DRAX POWER STATION

The following alteration should be made to the diagram:–

HECKINGS LEVEL CROSSING – Delete the words:–“MINIATURE RED/GREEN LIGHTS”.

★ ALTERATIONS TO E.R. SECTIONAL APPENDIX – (NORTHERN)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 2	Add:– Drax Power Station Branch	Page 363
Page 7	Add:– Drax Power Station Branch	Page in Table A 84

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 ALTERATIONS TO E.R. SECTIONAL APPENDIX - (NORTHERN) - continued

TABLE A

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

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC.

Page 83 (Page 43 Supp. No.1)

Delete :- existing table between Hensall Station and Snaith West, inclusive and SUBSTITUTE :-

Hensall												
	Station		3	678								
	<i>Drax Power Station Branch Junction</i>		1	615				30	25	Through connections to and from Drax Power Station Branch.		
	(Controlled by Hensall Station box)											
	(See Page 84 for Drax Power Station Branch)											
Snaith												
			2	505								

T.C.B. v. Up Main

Page 84

Add												
DRAX POWER STATION BRANCH												
Hensall												
	<i>Drax Power Station Branch Junction</i>		-	-				35	55	MAXIMUM PERMISSIBLE SPEED		
	(See Page 83 for Wakefield East to Goole)											
	Drax Power Station		4	554								
	(Distance to end of Branch)											

(See Local Instructions - Page 363)

★ TABLE P2 - LEVEL CROSSINGS - AUTOMATIC HALF BARRIERS

Name of Crossing	Signal boxes between (Supervising box first)
Page 278 (Pages 100/101 Supp. No.1 Pages 79/80 Supp. Oper. Insts.)	
Add:-	
DRAX POWER STATION BRANCH	
West Bank Hall	Hensall Station - Drax Power Station (not a Block Post)
Linwith Lane	Hensall Station - Drax Power Station (not a Block Post)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO E.R. SECTIONAL APPENDIX - (NORTHERN) - continued

★ TABLE P3-LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Name of Crossing	Located Between	At	
		Miles	Chains
Page 280			
Add:-			
DRAX POWER STATION BRANCH			
Jacky Duffin Wood	Hensall Station and Drax Power Station (not a Block Post)	2	18

★ LOCAL INSTRUCTIONS

Page 363

★ Add:-

DRAX POWER STATION BRANCH

The Drax Power Station Branch is controlled by Track Circuits and associated signals and the emergency regulations contained in the Track Circuit Block Regulations must be carried out so far as they can be applied.

★ NEW OAK FARM ACCOMMODATION LEVEL CROSSING

This crossing is situated on the Drax Branch between signals D10/D11/D12 and signal H.496, approximately 440 yards before reaching the latter signal.

Drivers of all trains on the Drax Branch proceeding towards Hensall signal box must approach the crossing cautiously, stop short of it and not proceed over it until satisfied that it is safe to do so.

MISCELLANEOUS INSTRUCTIONS

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

* * BRADFORD SPRINGMILL STREET

No.2 road has been removed and No.1 road repaired and shortened by 35 yards.

(10)

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.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****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.)

NORMANTON STATION

Temporary level crossings over the Up Main are in use at 185m.p. and 185¼m.p. for conveyance of lorries and excavators in connection with demolition work.

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

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
24 FEBRUARY 1972

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**FORTHWITH AT FERRYBRIDGE 'C' POWER STATION**

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train may run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

DETAILS OF WORK ALREADY CARRIED OUT**GOOLE ENGINE SHED**

The trailing points in the Down Main, leading to Down Sidings Nos.1 & 2 have been secured out of use pending removal of the points and of the Down Sidings.

The associated disc outlet signals have been abolished. (13)

CARLTON MAIN SIDINGS AND ROYSTON JUNCTION

The Down Goods line between Carlton North Sidings and Royston Station has been abolished.

Carlton Main Sidings

The Up Fast and Up Slow Inner Distant signals have been dispensed with and the Up Outer Distant has been redesignated Up Distant.

Royston Station

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

The Absolute Block section is now between Carlton Main Sidings and Royston Junction. (13)

THORNE JUNCTION

The points giving access to and from the Up Goods Loop from the Up Hull, and the Up Goods Loop to Down Goods (from Scunthorpe) points, have been secured out of use pending removal of the points and of the Up Goods Loop.

All associated signals have been abolished. (13)

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

Up Siding No.1 (former Up Goods No.2) has been slued into Up Siding No.2 (former Up Siding). The points in the Up Siding No.1 of the connection between Up Sidings No.1 and Up Sidings No.2 have been secured in the reverse position for through running, and the section of the Up Siding No.1, has been removed between these points and from where the line is slued.

The Up Siding No.1 has been connected to Up Siding No.2 by hand-worked points situated adjacent to the existing connection – Up Siding No.2/Up Siding No.1, and a notice board has been provided applying to movements through these hand-worked points in the facing direction and worded "STOP. EXAMINE POINTS"

Signalling alterations

The disc signal, applying – Up Siding No.1 to Up Main, has been abolished.

The disc signal applying – Up Siding No.2 to Up Main, now also applies to movements from Up Siding No.1.

The indication 'S' of the route indicators associated with the signals applying – Up Main, Up Platform, and Up Passenger Dock to Up Siding No.2, now applies to Up Siding No.2 and No.1, and the indication '2' has been abolished. (12)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. (Amended item)

*** ** SELBY CANAL AND SELBY SOUTH****Selby Canal**

The trailing points in the Up Goods No.1 line from the Up Goods No.2 have been secured in the reverse position. The Up Goods No.1 to Up Main signal has been abolished.

The Up Goods No.1 has been slued into the Up Goods No.2, at the Selby South end.

The Up Goods No.1 has been removed between where the line is slued and the points secured reverse and the Up Goods No.2 has been renamed Up Goods.

The Up Goods No.2 to Up Main signal applies to this line.

The North end of Up Goods No.2 has been slued via a new connecting line into the Up Siding, and this line will be known as Up Siding No.1 connected to the Up Siding by new hand-worked points.

The Up Siding will be known as Up Siding No.2.

The signal-shunting. Up Sidings to Up Main now applies to Up Sidings No.1 and No. 2 to Up Main.

Selby South

All signals at Selby South applying to and from the former Up Goods No.1, Up Goods No. 2 and Up Sidings now apply to the Up Goods, Up Sidings No.1 and Up Sidings No. 2 respectively. (11)

*** ** BRADFORD EXCHANGE**

The facing connection – Up West to Middle Siding and the trailing connection – Down West to Middle Siding, have been permanently out of use in the normal position pending removal.

All associated shunting signals have been abolished. (11)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued***** * ST. DUNSTANS, MILL LANE AND BRADFORD EXCHANGE****Mill Lane and Bradford Exchange**

The Down and Up West lines, and Nos. 1 to 5 platform lines have been closed to traffic. All connections between these lines have been secured out of use pending removal. All associated shunting signals, and full arm semaphore signals applying to these lines have been abolished.

St. Dunstans

The "W" indications have been abolished from the route indicators below the Down Branch Advance Starting signal, and Down Sidings outlet signals.

Mill Lane

The following points and connections have been secured permanently out of use pending removal and the associated signals abolished:—

- Facing —Up West to Down East
- Facing —Down East to Down West
- Trailing—Up West to Down West

Additional signals abolished

Down Main Home to Down West, and the Down Main to Down West Distant below.

(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:

SUPPLEMENTARY OPERATING INSTRUCTIONS

Due to printing difficulties, the production of the Supplementary Operating Instructions booklets dated 11 March 1972 has been suspended until further notice.

All concerned must retain the Supplementary Operating Instructions booklets dated 10 April 1971, and the 7D series of four-weekly General Instructions and Notices booklets, until the new Supplementary Operating Instructions booklet is received.

FOUR WEEKLY GENERAL INSTRUCTIONS AND NOTICES BOOKLETS

Due to printing difficulties, the Four-Weekly General Instruction and Notices booklet ND-11D will not be issued.

All concerned to note that Notice ND-7D will apply until further notice.

FOUR-WEEKLY GENERAL INSTRUCTIONS AND NOTICES BOOKLET ND-7D

Pages ND-77 to 79

All concerned to note that the item headed – **Page 318 ELECTRICALLY OPERATED POINTS—WORKING BY CRANK HANDLE IN CASE OF FAILURE** should be prefixed by a ★ sign to signify an amended item.

SUPPLEMENTARY SIGNALLING NOTICE NO.31 DRAX BRANCH AND DRAX POWER STATION

The following alteration should be made to the diagram:—

HECKINGS LEVEL CROSSING – Delete the words:—“MINIATURE RED/GREEN LIGHTS”.

ALTERATIONS TO E.R. SECTIONAL APPENDIX – (NORTHERN)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 2

Add:—

Drax Power Station Branch

Page

363

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page 7

Add:—

Drax Power Station Branch

Page in Table A

84

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
 ALTERATIONS TO E.R. SECTIONAL APPENDIX – (NORTHERN) – continued

TABLE A

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	

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC.

Page 83 (Page 43 Supp. No.1)

Delete :- existing table between Hensall Station and Snaith West, inclusive and SUBSTITUTE :-

T.C.B. on Up Main 	Hensall Station	3	678									
	Drax Power Station Branch Junction	1	615					30	25	Through connections to and from Drax Power Station Branch.		
	(Controlled by Hensall Station box)											
	(See Page 84 for Drax Power Station Branch)											
	Snaith	2	505									

Page 84

Add

DRAX POWER STATION BRANCH

Hensall

Drax Power Station Branch Junction 35 55 MAXIMUM PERMISSABLE SPEED

(See Page 83 for Wakefield East to Goole)

Drax Power Station 4 554

(Distance to end of Branch)

(See Local Instructions - Page 363)

TABLE P2—LEVEL CROSSINGS—AUTOMATIC HALF BARRIERS

Name of Crossing	Signal boxes between (Supervising box first)
------------------	--

Page 278 (Pages 100/101 Supp. No.1 Pages 79/80 Supp. Oper. Insts.)

Add:-

DRAX POWER STATION BRANCH

West Bank Hall Hensall Station – Drax Power Station (not a Block Post)

Linwith Lane Hensall Station – Drax Power Station (not a Block Post)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO E.R. SECTIONAL APPENDIX - (NORTHERN) - continued

TABLE P3-LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Name of Crossing	Located Between	At	
		Miles	Chains
Page 280			
Add:-			
DRAX POWER STATION BRANCH			
Jacky Duffin Wood	Hensall Station and Drax Power Station (not a Block Post)	2	18

LOCAL INSTRUCTIONS

★Page 354 Add:-

FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS CONVEYING 100-TON GLW BOGIE TANKS

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:- Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

Page 363

Add:-

DRAX POWER STATION BRANCH

The Drax Power Station Branch is controlled by Track Circuits and associated signals and the emergency regulations contained in the Track Circuit Block Regulations must be carried out so far as they can be applied.

NEW OAK FARM ACCOMMODATION LEVEL CROSSING

This crossing is situated on the Drax Branch between signals D10/D11/D12 and signal H.496, approximately 440 yards before reaching the latter signal.

Drivers of all trains on the Drax Branch proceeding towards Hensall signal box must approach the crossing cautiously, stop short of it and not proceed over it until satisfied that it is safe to do so.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO E.R. SECTIONAL APPENDIX - (NORTHERN) - continued

★ WORKING MANUAL FOR RAIL STAFF

GREY PAGES

H. INSTRUCTIONS FOR SLEEPING CAR ATTENDANTS

Amend paragraph H.1/8, clause (a) to read:-

(a) rail tickets, except gold, silver, leather and duty passes and season tickets.

★ G.U.V. REMOVAL OF FOOTBOARDS

Footboards have been removed from G.U.V.'s and all staff should exercise special care when entering and leaving these vehicles. (14)

MISCELLANEOUS INSTRUCTIONS

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

★ HAMMERTON STREET - BRADFORD ADOLPHUS STREET GOODS YARD

The points leading from Adolphus Street Branch into the Goods Yard have been spiked out of use and the sidings in Adolphus Street Goods Yard removed. The Sidings in Hammerton Street Cattle Dock Yard are out of use. (14)

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.

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.)

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 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.)

NORMANTON STATION

Temporary level crossings over the Up Main are in use at 185m.p. and 185½m.p. for conveyance of lorries and excavators in connection with demolition work.

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

★ FRIZINGHALL

On Monday 13 March-the points at 206m. 67chs., serving the 2 short sidings in the Goods Yard, will be secured out of use pending removal. (14)

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.

MO.45/NS
York
1 MARCH, 1972.

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 19 MARCH—BETWEEN CUDWORTH NORTH JUNCTION AND ROYSTON JUNCTION**

Carlton Main Sidings will cease to signal the Down and Up Fast lines and the Absolute Block Section for these lines will then be between Cudworth North Junction and Royston Junction signal boxes.

The Down Goods (Shunting line), will be abolished between Carlton North Sidings and to where the line is severed 267 yards north of Carlton Main Sidings signal box. Temporary buffer stops will be provided at this severance point until completion of alterations to track layout, when permanent stops will be erected. The remaining portion of the line at the Carlton Main Sidings end will be retained as a shunt-spur approximately 350 yards in length.

Cudworth North Junction

Signalling Alterations :-

The Up Fast Inner and Outer Distant signals will be dispensed with, and a new Up Fast Distant signal, will be provided (on the site of the Carlton Main Sidings former Up Inner Distant), at a distance of 1,740 yards before reaching the Home signal.

Carlton Main Sidings

Signalling Alterations :-

All Down and Up Fast signals will be abolished.

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

- Trailing crossover between the Down and Up Fast, and the associated slip connection to the Up Slow.
- Trailing crossover - Down Slow to Up Fast.
- Facing connection - Down Slow to Down Goods
- Trailing connection - Up Slow to Down Goods

All associated shunting signals will be abolished.

Carlton North Sidings

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

All points will be secured permanently out of use pending removal.

(15)

DETAILS OF WORK ALREADY CARRIED OUT**MILL LANE JUNCTION DOWN SIDINGS**

No.2 Dead End Siding has been shortened by 50 yards.

The Outlet from No.1 Loop Siding leading to Bradford Coal Yard Siding has been abolished.

No.1 Loop Siding has become dead-ended and shortened by 70 yards.

(New Item) (15)

FORTHWITH AT FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yard before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****FORTHWITH AT FERRYBRIDGE 'C' POWER STATION - continued**

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

GOOLE ENGINE SHED

The trailing points in the Down Main, leading to Down Sidings Nos.1 & 2 have been secured out of use pending removal of the points and of the Down Sidings.

The associated disc outlet signals have been abolished. (13)

CARLTON MAIN SIDINGS AND ROYSTON JUNCTION

The Down Goods line between Carlton North Sidings and Royston Station has been abolished.

Carlton Main Sidings

The Up Fast and Up Slow Inner Distant signals have been dispensed with and the Up Outer Distant has been redesignated Up Distant.

Royston Station

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

The Absolute Block section is now between Carlton Main Sidings and Royston Junction. (13)

THORNE JUNCTION

The points giving access to and from the Up Goods Loop from the Up Hull, and the Up Goods Loop to Down Goods (from Scunthorpe) points, have been secured out of use pending removal of the points and of the Up Goods Loop.

All associated signals have been abolished. (13)

*** SELBY SOUTH**

Up Siding No.1 (former Up Goods No.2) has been slued into Up Siding No.2 (former Up Siding). The points in the Up Siding No.1 of the connection between Up Sidings No.1 and Up Sidings No.2 have been secured in the reverse position for through running, and the section of the Up Siding No.1, has been removed between these points and from where the line is slued.

The Up Siding No.1 has been connected to Up Siding No.2 by hand-worked points situated adjacent to the existing connection - Up Siding No.2/Up Siding No.1, and a notice board has been provided applying to movements through these hand-worked points in the facing direction and worded "STOP. EXAMINE POINTS".

Signalling alterations

The disc signal, applying - Up Siding No.1 to Up Main, has been abolished.

The disc signal applying - Up Siding No.2 to Up Main, now also applies to movements from Up Siding No.1.

The indication 'S' of the route indicators associated with the signals applying - Up Main, Up Platform, and Up Passenger Dock to Up Siding No.2, now applies to Up Siding No.2 and No.1, and the indication '2' has been abolished. (12)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. (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.

★ ** SUPPLEMENTARY OPERATING INSTRUCTIONS

Due to printing difficulties, the production of the Supplementary Operating Instructions booklets dated 11 March 1972 has been delayed.

All concerned must retain the Supplementary Operating Instructions booklets dated 10 April 1971, and the 7D series of four-weekly General Instructions and Notices booklets, until the new Supplementary Operating Instructions booklet is received.

★ GENERAL INSTRUCTIONS AND NOTICES BOOKLETS - ND

A General Instructions and Notices Booklet (ND - 12D) will be issued to apply from Saturday 18 March to Friday 7 April.

All concerned must ensure they receive a copy. Notice ND -7D will apply until Friday 17 March.

(14)

★ DRAX POWER STATION BRANCH

All movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will not apply until further notice.

LOCAL INSTRUCTIONS

Page 354 Add:-

FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS - continued

Page 354 - Add - continued

6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:- Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

MISCELLANEOUS INSTRUCTIONS

HESLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

HAMMERTON STREET - BRADFORD ADOLPHUS STREET GOODS YARD

The points leading from Adolphus Street Branch into the Goods Yard have been spiked out of use and the sidings in Adolphus Street Goods Yard removed. The Sidings in Hammerton Street Cattle Dock Yard are out of use. (14)

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.

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.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****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.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

FRIZINGHALL

The points at 206m. 67chs. serving the 2 short sidings in the Goods Yard, have been secured out of use pending removal. (14)

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.

MO.45/NS
York
10 MARCH, 1972

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 26 MARCH – THORPE GATES

The Level Crossing gates will be replaced by lifting barriers controlled from the signal box. (17)

WEDNESDAY 29 MARCH – FRICKLEY COLLIERY BUNKER

The 50 Wagon marker-board, will be replaced by a "45" wagon marker-board situated 35 yards nearer to the Bunker.

The ground position light signal applying – shunting – Arrival line or Run-Round line, or Colliery sidings will be elevated on a 12 ft. post. (17)

DETAILS OF WORK ALREADY CARRIED OUT

ALLERTON BYWATER–COLLIERY LOADED SIDINGS

A telephone and associated illuminated notice board worded "ADVISE SIGNALMAN WHEN READY TO DEPART", has been provided 125 yards before reaching the outlet signal from the Loaded Sidings. (New Item) (17)

BETWEEN CUDWORTH NORTH JUNCTION AND ROYSTON JUNCTION

Carlton Main Sidings has ceased to signal the Down and Up Fast lines and the Absolute Block Section for these lines is now between Cudworth North Junction and Royston Junction signal boxes.

The Down Goods (Shunting line), has been abolished between Carlton North Sidings and to where the line is severed 267 yards north of Carlton Main Sidings signal box. Temporary buffer stops have been provided at this service point until completion of alterations to track layout, when permanent stops will be erected. The remaining portion of the line at the Carlton Main Sidings end will be retained as a shunt-spur approximately 350 yards in length.

Cudworth North Junction

The Up Fast Inner and Outer Distant signals have been dispensed with, and a new Up Fast Distant signal, has been provided (on the site of the Carlton Main Sidings former Up Inner Distant), 1,740 yards before reaching the Home signal.

Carlton Main Sidings

All Down and Up Fast signals have been abolished.

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

Trailing crossover between the Down and Up Fast, and the associated slip connection to the Up Slow.

Trailing crossover – Down Slow to Up Fast.

Facing connection – Down Slow to Down Goods

Trailing connection – Up Slow to Down Goods

All associated shunting signals have been abolished.

Carlton North Sidings

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

All points have been secured permanently out of use pending removal. (15)

MILL LANE JUNCTION DOWN SIDINGS

No.2. Dead End Siding has been shortened by 50 yards. |

The Outlet from No.1 Loop Siding leading to Bradford Coal Yard Siding has been abolished. |

No.1 Loop Siding has become dead-ended and shortened by 70 yards. | (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****FERRYBRIDGE 'C' POWER STATION**

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

**** GOOLE ENGINE SHED**

The trailing points in the Down Main, leading to Down Sidings Nos.1 & 2 have been secured out of use pending removal of the points and of the Down Sidings.

The associated disc outlet signals have been abolished. (13)

CARLTON MAIN SIDINGS AND ROYSTON JUNCTION

The Down Goods line between Carlton North Sidings and Royston Station has been abolished.

Carlton Main Sidings

The Up Fast and Up Slow Inner Distant signals have been dispensed with and the Up Outer Distant has been redesignated Up Distant.

Royston Station

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

The Absolute Block section is now between Carlton Main Sidings and Royston Junction. (14)

**** THORNE JUNCTION**

The points giving access to and from the Up Goods Loop from the Up Hull, and the Up Goods Loop to Down Goods (from Scunthorpe) points, have been secured out of use pending removal of the points and of the Up Goods Loop.

All associated signals have been abolished. (13)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. (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:

GENERAL INSTRUCTIONS AND NOTICES BOOKLETS - ND

A General Instructions and Notices Booklet (ND - 12D) will be issued to apply from Saturday 18 March to Friday 7 April.

All concerned must ensure they receive a copy. Notice ND -7D will apply until Friday 17 March.

(14)

DRAX POWER STATION BRANCH

All movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will not apply until further notice.

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN)

LOCAL INSTRUCTIONS

Page 354 Add:-

**FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS**

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:- Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

MISCELLANEOUS INSTRUCTIONS

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

HAMMERTON STREET - BRADFORD ADOLPHUS STREET GOODS YARD

The points leading from Adolphus Street Branch into the Goods Yard have been spiked out of use and the sidings in Adolphus Street Goods Yard removed. The Sidings in Hammerton Street Cattle Dock Yard are out of use. (14)

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.

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.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

FRIZINGHALL

The points at 206m. 67chs. serving the 2 short sidings in the Goods Yard, have been secured out of use pending removal. (14)

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.

MO.45/NS

York

17 MARCH, 1972

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

THURSDAY 6 APRIL - BRADFORD TRAFALGAR YARD GROUND FRAME

The ground disc signal applying from the Middle Line towards Bradford Valley Sidings will be dispensed with and replaced by an illuminated notice board (with adjacent telephone connected to the Bradford Valley Sidings Inspector's office) worded "STOP FOR ORDERS OR TELEPHONE".

The "Stop and Await Instructions" notice board applying from the Arrival Line towards Bradford Valley Yard will be re-worded "STOP FOR ORDERS OR TELEPHONE" (telephone adjacent to the notice board on the Middle Line).

The "Stop and Await Instructions" notice board, applying from Bradford Valley Sidings towards the disc signal controlling movements along the Departure Line will be re-worded "STOP-PROCEED IF LINE CLEAR". (18)

SUNDAY 9 APRIL-BRAYTON-SELBY SOUTH AND SELBY WEST

Selby Canal signal box will be abolished and Absolute Block working will then be between Brayton and Selby South.

All remodelled points and connections at Selby Canal, will be brought under control of Selby South and Ground Frame "A", controlling the Down Goods Loop/Down Sidings points will then be released from Selby South signal box.

The Down and Up Goods lines between Selby Canal and Selby South will be re-named Down and Up Goods Loops respectively.

Selby Canal

Remodelling.

The trailing main to main crossover will be re-positioned approximately 3 chains further north, between 173m. 48chs. and 173m. 51chs.

The existing connection forming the outlet from the Up Sidings will be abolished, and the Sidings cut-back and connected to the new connections laid in on 26 March.

The Canal end of the Canal Goods Loop will be sluiced over and connection made to the facing lead in the Down Main, between 173m. 55chs. and 173m. 58chs., north of the new trailing main to main crossover (laid in 19 March). The existing facing connection between 173m. 49chs. and 173m. 50chs. will be secured out of use in the normal position pending removal.

The Canal Goods line/Down Goods Loop points, will be re-positioned to the new facing lead in the Down Main and the Up Main/Up Goods Loop points, will be re-positioned approximately 70 yards further north.

The trap points, previously laid in the Canal Goods and the Down Goods Loop lines, and secured out of use in the reverse position, will be brought into use.

A new 3 lever Ground Frame (Selby G.F. "B") released by Selby South signal box and situated adjacent to the Up Goods Loop/Up Sidings points will be provided and brought into use. This Ground Frame, will control the Up Goods Loop/Up Sidings points.

Signalling Alterations

The Ground Disc signals, associated with the former main to main crossover, will be abolished and replaced by a ground position light shunt signal (plated 577) re-positioned to apply to the new crossover. An associated 5-way stencil-type route indicator will be provided, with the following readings:-

- L - Canal Goods line
- G - Down Goods Loop
- Main - Down Main
- X - Up Goods Loop (line occupied)
- S - Up Sidings

This signal will be controlled by Selby South and also by Ground Frame "B".

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 9 APRIL – BRAYTON – SELBY SOUTH AND SELBY WEST – continued****Signalling Alterations – continued**

Down Main Home signal SC31/32 – this signal will be re-plated 1931, and the theatre-type route indicator will be replaced by position "1" and position "2" junction route indicators with the following readings :-

- Position "1" – Down Goods Loop
- Position "2" – Canal Goods Loop

The off-set subsidiary, will be re-positioned directly beneath the main colour light signal, and apply, in conjunction with junction route indicator position "1" to Down Goods Loop (line occupied).

The Selby Canal Up Main Home, with Brayton Up Outer Distant below :-

The Selby Canal Up Starting with Brayton Inner Distant below :- and

Selby South Up Starting with Canal Distant below, will be abolished and replaced as follows :-

A new 4-aspect colour light signal situated 663 yards after passing the Selby South Up Main Home signal and plated 1934 will be provided.

This signal will act as the Selby South Up Starting signal, and also as the Brayton Up Main Distant at a distance of 1,353 yards before reaching the Brayton Up Main Home signal.

The Up Goods Loop to Up Main signal will be replaced by a 3-aspect colour light signal at reduced height (R aspect 6 feet above rail level) 58 yards nearer to Selby South signal box and re-plated 1932.

The Up Canal Goods line to Up Main signal will be replaced by a 4-aspect colour light signal 10 yards nearer to Selby West signal box and re-plated 1867. The distance to signal S880 will then be 1,294 yards.

The Ground Disc signal, applying, Down Goods Loop to Down Main, will be replaced by a ground position light shunt signal 29 yards further south and apply towards the Up Main, and re-plated 578.

The Up Sidings outlet ground disc signal, will be abolished and replaced by an illuminated notice board worded "STOP TELEPHONE", and an adjacent telephone connected to Selby South signal box will be provided.

Telephones connected to Selby South signal box will be provided at the above colour light signals, ground position light signals, and both Ground Frames. (18)

SUNDAY 9 APRIL – ROYSTON JUNCTION

The facing connection – Up Main to Up Slow, the trailing crossover between the Down and Up Fast lines, and the associated slip connection to the Down Slow line, will be secured permanently out of use in the normal position pending removal.

The former goods line crossover, with slip connection to Colliery Sidings, (previously removed on a temporary arrangement) will be permanently abolished.

The catch points in the Down Goods line and the trap points in the Up Goods line will be secured in the closed position pending replacement by plain line.

Signals Abolished:

Up Main Home to Up Slow and Up Main Miniature Arm to Colliery Sidings. (Left-hand brackets).

Altered Signals

The yellow aspect in the Down Slow colour light Home signal will be blanked out, and the associated position "1" junction route indicator will be abolished.

The route indicator on the Colliery Sidings outlet signal will be abolished, and the signal, together with the Miniature Arm below will apply to movements towards the Down Goods line only.

The ground disc applying set back from Down Goods will be repositioned 170 yards on the Oakenshaw side of the signal box, and will apply, set back along Down Goods to a new ground disc signal (see below).

New Signal

A ground disc signal, will be provided to the left of the Down Slow line, 180 yards on the Cudworth side of the signal box at the trailing end of the Slow lines crossover, and will apply – Down Slow to Up Slow or Down Slow to Colliery Sidings. (18)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

THORPE GATES

The Level Crossing gates have been replaced by lifting barriers controlled from the signal box. (17)

FRICKLEY COLLIERY BUNKER

The 50 Wagon marker-board has been replaced by a "45" wagon marker-board situated 35 yards nearer to the Bunker

The ground position light signal applying - shunting - Arrival line or Run-Round line, or Colliery sidings has been elevated on a 12 ft. post. (17)

ALLERTON BYWATER-COLLIERY LOADED SIDINGS

A telephone and associated illuminated notice board worded "ADVISE SIGNALMAN WHEN READY TO DEPART", has been provided 125 yards before reaching the outlet signal from the Loaded Sidings. (17)

**** BETWEEN CUDWORTH NORTH JUNCTION AND ROYSTON JUNCTION**

Carlton Main Sidings has ceased to signal the Down and Up Fast lines and the Absolute Block Section for these lines is now between Cudworth North Junction and Royston Junction signal boxes.

The Down Goods (Shunting line), has been abolished between Carlton North Sidings and to where the line is severed 267 yards north of Carlton Main Sidings signal box. Temporary buffer stops have been provided at this severance point until completion of alterations to track layout, when permanent stops will be erected. The remaining portion of the line at the Carlton Main Sidings end will be retained as a shunt-spur approximately 350 yards in length.

Cudworth North Junction

The Up Fast Inner and Outer Distant signals have been dispensed with, and a new Up Fast Distant signal, has been provided (on the site of the Carlton Main Sidings former Up Inner Distant), 1,740 yards before reaching the Home signal.

Carlton Main Sidings

All Down and Up Fast signals have been abolished.

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

Trailing crossover between the Down and Up Fast, and the associated slip connection to the Up Slow.

Trailing crossover - Down Slow to Up Fast.

Facing connection - Down Slow to Down Goods

Trailing connection - Up Slow to Down Goods

All associated shunting signals have been abolished.

Carlton North Sidings

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

All points have been secured permanently out of use pending removal. (15)

**** MILL LANE JUNCTION DOWN SIDINGS**

No.2 Dead End Siding has been shortened by 50 yards.

The Outlet from No.1 Loop Siding leading to Bradford Coal Yard Siding has been abolished.

No.1 Loop Siding has become dead-ended and shortened by 70 yards. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****FERRYBRIDGE 'C' POWER STATION**

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

*** * CARLTON MAIN SIDINGS AND ROYSTON JUNCTION**

The Down Goods line between Carlton North Sidings and Royston Station has been abolished.

Carlton Main Sidings

The Up Fast and Up Slow Inner Distant signals have been dispensed with and the Up Outer Distant has been redesignated Up Distant.

Royston Station

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

The Absolute Block section is now between Carlton Main Sidings and Royston Junction. (14)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. (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.

**** GENERAL INSTRUCTIONS AND NOTICES BOOKLETS - ND**

A General Instructions and Notices Booklet (ND - 12D) will be issued to apply from Saturday 18 March to Friday 7 April.

All concerned must ensure they receive a copy. Notice ND -7D will apply until Friday 17 March.

(14)

DRAX POWER STATION BRANCH

All movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will not apply until further notice.

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN)

LOCAL INSTRUCTIONS

Page 354 Add:-

**FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS**

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:- Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

MISCELLANEOUS INSTRUCTIONS

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued***** * HAMMERTON STREET – BRADFORD ADOLPHUS STREET GOODS YARD**

The points leading from Adolphus Street Branch into the Goods Yard have been spiked out of use and the sidings in Adolphus Street Goods Yard removed. The Sidings in Hammerton Street Cattle Dock Yard are out of use. (14)

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.

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.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

* FRIZINGHALL

The points at 206m 67chs. serving the 2 short sidings in the Goods Yard, have been secured out of use pending removal. (14)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	Tuesday 4 April.
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 Lane 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.

MO.45/NS
York
24 MARCH, 1972

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 16 APRIL - NORMANTON STATION SOUTH

The short Carriage Siding, together with the trailing lead in the Up Fast, and the associated signalling will be abolished. (19)

DETAILS OF WORK ALREADY CARRIED OUT

BRADFORD TRAFALGAR YARD GROUND FRAME

The ground disc signal applying from the Middle Line towards Bradford Valley Sidings has been dispensed with and replaced by an illuminated notice board (with adjacent telephone connected to the Bradford Valley Sidings Inspector's office) worded "STOP FOR ORDERS OR TELEPHONE".

The "Stop and Await Instruction" notice board applying from the Arrival Line towards Bradford Valley Yard has been re-worded "STOP FOR ORDERS OR TELEPHONE" (telephone adjacent to the notice board on the Middle Line).

The "Stop and Await Instructions" notice board, applying from Bradford Valley Sidings towards the disc signal controlling movements along the Departure Line has been re-worded "STOP - PROCEED IF LINE CLEAR". (18)

BRAYTON - SELBY SOUTH AND SELBY WEST

Selby Canal signal box has been abolished and Absolute Block working is now between Brayton and Selby South.

All remodelled points and connections at Selby Canal, have been brought under control of Selby South and Ground Frame "A", controlling the Down Goods Loop/Down Sidings points is now released from Selby South signal box.

The Down and Up Goods lines between Selby Canal and Selby South have been re-named Down and Up Goods Loops respectively.

Selby Canal

The trailing main to main crossover has been re-positioned approximately 3 chains further north, between 173m. 48chs. and 173m. 51chs.

The connection forming the outlet from the Up Sidings has been abolished, and the Sidings cut-back and connected to the new connections laid in on 26 March.

The Canal end of the Canal Goods Loop has been slued over and connection made to the facing lead in the Down Main, between 173m. 55chs. and 173m. 58chs. north of the new trailing main to main crossover (laid in 19 March). The existing facing connection between 173m. 49chs. and 173m. 50chs. has been secured out of use in the normal position pending removal.

The Canal Goods line/Down Goods Loop points, have been re-positioned to the new facing lead in the Down Main and the Up Main/Up Goods Loop points have been re-positioned approximately 70 yards further north.

The trap points laid in the Canal Goods and the Down Goods Loop lines, have been brought into use.

A new 3 lever Ground Frame (Selby G.F. "B") released by Selby South signal box and situated adjacent to the Up Goods Loop/Up Sidings points has been provided and brought into use. This Ground Frame controls the Up Goods Loop/Up Sidings points.

Signalling Alterations

The Ground Disc signals, associated with the former main to main crossover, have been abolished and replaced by a ground position light shunt signal (plated 577) re-positioned to apply to the new crossover. An associated 5-way stencil-type route indicator has been provided, with the following readings:-

- L - Canal Goods line
- G - Down Goods Loop
- Main - Down Main
- X - Up Goods Loop (line occupied)
- S - Up Sidings

Signal No.577 is controlled by Selby South and also by Ground Frame "B".

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BRAYTON—SELBY SOUTH AND SELBY WEST—continued****Signalling Alterations—continued**

Down Main Home signal SC31/32—this signal has been re-plated 1931, and the theatre-type route indicator replaced by position "1" and position "2" junction route indicators with the following readings:—

- Position "1" – Down Goods Loop
- Position "2" – Canal Goods Loop

The off-set subsidiary, has been repositioned directly beneath the main colour light signal, and applies in conjunction with junction route indicator position "1" to Down Goods Loop (line occupied).

The Selby Canal Up Main Home, with Brayton Up Outer Distant below,

The Selby Canal Up Starting with Brayton Inner Distant below and

Selby South Up Starting with Canal Distant below, have been abolished and replaced as follows:—

A new 4-aspect colour light signal situated 663 yards after passing the Selby South Up Main Home signal and plated 1934 has been provided.

This signal acts as the Selby South Up Starting signal, and also as the Brayton Up Main Distant at a distance of 1,353 yards before reaching the Brayton Up Main Home signal.

The Up Goods Loop to Up Main signal has been replaced by a 3-aspect colour light signal at reduced height (R aspect 6 feet above rail level) 58 yards nearer to Selby South signal box and re-plated 1932.

The Up Canal Goods line to Up Main signal has been replaced by a 4-aspect colour light signal 10 yards nearer to Selby West signal box and re-plated 1867. The distance to signal S880 is now 1,294 yards.

The Ground Disc signal, applying, Down Goods Loop to Down Main, has been replaced by a ground position light shunt signal 29 yards further south and applies towards the Up Main, and re-plated 578.

The Up Sidings outlet ground disc signal has been abolished and replaced by an illuminated notice board worded "STOP TELEPHONE", and an adjacent telephone connected to Selby South signal box has been provided.

Telephones connected to Selby South signal box have been provided at the above colour light signals, ground position light signals, and both Ground Frames. (18)

ROYSTON JUNCTION

The facing connection—Up Main to Up Slow, the trailing crossover between the Down and Up Fast lines, and the associated slip connection to the Down Slow line, have been secured permanently out of use in the normal position pending removal.

The former goods line crossover, with slip connection to Colliery Sidings, (previously removed on a temporary arrangement) has been permanently abolished.

The catch points in the Down Goods line and the trap points in the Up Goods line have been secured in the closed position pending replacement by plain line.

Signals Abolished:

Up Main Home to Up Slow and Up Main Miniature Arm to Colliery Sidings. (Left-hand brackets).

Altered Signals

The yellow aspect in the Down Slow colour light Home signal has been blanked out, and the associated position "1" junction route indicator abolished.

The route indicator on the Colliery Sidings outlet has been abolished, and the signal, together with the Miniature Arm below applies to movements towards the Down Goods line only.

The ground disc applying set back from Down Goods has been repositioned 170 yards on the Oakenshaw side of the signal box, and applies set back along Down Goods to a new ground disc signal (see below).

New Signal

A ground disc signal, has been provided to the left of the Down Slow line, 180 yards on the Cudworth side of the signal box at the trailing end of the Slow lines crossover, and applies Down Slow to Up Slow or Down Slow to Colliery Sidings. (18)

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

The Level Crossing gates have been replaced by lifting barriers controlled from the signal box. (17)

FRICKLEY COLLIERY BUNKER

The 50 Wagon marker-board has been replaced by a "45" wagon marker-board situated 35 yards nearer to the Bunker

The ground position light signal applying – shunting – Arrival line or Run-Round line, or Colliery sidings has been elevated on a 12 ft. post. (17)

ALLERTON BYWATER–COLLIERY LOADED SIDINGS

A telephone and associated illuminated notice board worded "ADVISE SIGNALMAN WHEN READY TO DEPART", has been provided 125 yards before reaching the outlet signal from the Loaded Sidings. (17)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. (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.

DRAX POWER STATION BRANCH

All movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will not apply until further notice.

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN)

LOCAL INSTRUCTIONS

Page 354 Add:-

**FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS**

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:- Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

MISCELLANEOUS INSTRUCTIONS

★ SUNDAY 16 APRIL - SELBY CANAL

The main to main trailing crossover between 173m. 45chs. and 173m. 48chs. and the facing connection on the Down main between 173m. 49chs. and 173m. 50chs. will be abandoned and replaced with plain line.
(19)

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.

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.)

★ HARROWGATE DRAGON JUNCTION

No 19 Points at 1 m. 0 chs. leading from the Up Main into Harrowgate Goods have been spiked out of use pending removal. (19)

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.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.

MO.45/NS
York
7 APRIL, 1972

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 23 APRIL - HOUGHTON COLLIERY SIDINGS

The Down Main Distant signal will be repositioned 458 yards further from the signal box at an increased height of 30 feet. (20)

MONDAY 24 APRIL - STARBECK NORTH

All points will be secured permanently out of use in the normal position pending removal and all associated shunting signals abolished.

The Air Ministry ground frame will be abolished and points secured permanently out of use in the normal position pending removal. (20)

MONDAY 24 APRIL - THORNE COLLIERY *

The signal box together with all signals worked therefrom will be abolished and all points secured permanently out of use pending removal. (20)

DETAILS OF WORK ALREADY CARRIED OUT

NORMANTON STATION SOUTH

The short Carriage Siding, together with the trailing lead in the Up Fast, and the associated signalling have been abolished. (19)

BRADFORD TRAFALGAR YARD GROUND FRAME

The ground disc signal applying from the Middle Line towards Bradford Valley Sidings has been dispensed with and replaced by an illuminated notice board (with adjacent telephone connected to the Bradford Valley Sidings Inspector's office) worded "STOP FOR ORDERS OR TELEPHONE".

The "Stop and Await Instruction" notice board applying from the Arrival Line towards Bradford Valley Yard has been re-worded "STOP FOR ORDERS OR TELEPHONE" (telephone adjacent to the notice board on the Middle Line).

The "Stop and Await Instructions" notice board, applying from Bradford Valley Sidings towards the disc signal controlling movements along the Departure Line has been re-worded "STOP - PROCEED IF LINE CLEAR". (18)

BRAYTON - SELBY SOUTH AND SELBY WEST

Selby Canal signal box has been abolished and Absolute Block working is now between Brayton and Selby South.

All remodelled points and connections at Selby Canal, have been brought under control of Selby South and Ground Frame "A", controlling the Down Goods Loop/Down Sidings points is now released from Selby South signal box.

The Down and Up Goods lines between Selby Canal and Selby South have been re-named Down and Up Goods Loops respectively.

Selby Canal

The trailing main to main crossover has been re-positioned approximately 3 chains further north, between 173m. 48chs. and 173m. 51chs.

The connection forming the outlet from the Up Sidings has been abolished, and the Sidings cut-back and connected to the new connections laid in on 26 March.

The Canal end of the Canal Goods Loop has been slued over and connection made to the facing lead in the Down Main, between 173m. 55chs. and 173m. 58chs. north of the new trailing main to main crossover (laid in 19 March). The existing facing connection between 173m. 49chs. and 173m. 50chs. has been secured out of use in the normal position pending removal.

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

The Canal Goods line/Down Goods Loop points, have been re-positioned to the new facing lead in the Down Main and the Up Main/Up Goods Loop points have been re-positioned approximately 70 yards further north.

The trap points laid in the Canal Goods and the Down Goods Loop lines, have been brought into use.

A new 3 lever Ground Frame (Selby G.F."B") released by Selby South signal box and situated adjacent to the Up Goods Loop/Up Sidings points has been provided and brought into use. This Ground Frame controls the Up Goods Loop/Up Sidings points.

Signalling Alterations

The Ground Disc signals, associated with the former main to main crossover, have been abolished and replaced by a ground position light shunt signal (plated 577) re-positioned to apply to the new crossover. An associated 5-way stencil-type route indicator has been provided, with the following readings:-

- L – Canal Goods line
- G – Down Goods Loop
- Main – Down Main
- X – Up Goods Loop (line occupied)
- S – Up Sidings

Signal No.577 is controlled by Selby South and also by Ground Frame "B".

Down Main Home signal SC31/32—this signal has been re-plated 1931, and the theatre-type route indicator replaced by position "1" and position "2" junction route indicators with the following readings:-

- Position "1" – Down Goods Loop
- Position "2" – Canal Goods Loop

The off-set subsidiary, has been repositioned directly beneath the main colour light signal, and applies in conjunction with junction route indicator position "1" to Down Goods Loop (line occupied).

The Selby Canal Up Main Home, with Brayton Up Outer Distant below.

The Selby Canal Up Starting with Brayton Inner Distant below and

Selby South Up Starting with Canal Distant below, have been abolished and replaced as follows:-

A new 4-aspect colour light signal situated 663 yards after passing the Selby South Up Main Home signal and plated 1934 has been provided.

This signal acts as the Selby South Up Starting signal, and also as the Brayton Up Main Distant at a distance of 1,353 yards before reaching the Brayton Up Main Home signal.

The Up Goods Loop to Up Main signal has been replaced by a 3-aspect colour light signal at reduced height (R aspect 6 feet above rail level) 58 yards nearer to Selby South signal box and re-plated 1932.

The Up Canal Goods line to Up Main signal has been replaced by a 4-aspect colour light signal 10 yards nearer to Selby West signal box and re-plated 1867. The distance to signal S880 is now 1,294 yards.

The Ground Disc signal, applying, Down Goods Loop to Down Main, has been replaced by a ground position light shunt signal 29 yards further south and applies towards the Up Main, and re-plated 578.

The Up Sidings outlet ground disc signal has been abolished and replaced by an illuminated notice board worded "STOP TELEPHONE", and an adjacent telephone connected to Selby South signal box has been provided.

Telephones connected to Selby South signal box have been provided at the above colour light signals, ground position light signals, and both Ground Frames. (18)

ROYSTON JUNCTION

The facing connection—Up Main to Up Slow, the trailing crossover between the Down and Up Fast lines, and the associated slip connection to the Down Slow line, have been secured permanently out of use in the normal position pending removal.

The former goods line crossover, with slip connection to Colliery Sidings, (previously removed on a temporary arrangement) has been permanently abolished.

The catch points in the Down Goods line and the trap points in the Up Goods line have been secured in the closed position pending replacement by plain line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****ROYSTON JUNCTION – continued****Signals Abolished:**

Up Main Home to Up Slow and Up Main Miniature Arm to Colliery Sidings. (Left-hand brackets).

Altered Signals

The yellow aspect in the Down Slow colour light Home signal has been blanked out, and the associated position "1" junction route indicator abolished.

The route indicator on the Colliery Sidings outlet has been abolished, and the signal, together with the Miniature Arm below applies to movements towards the Down Goods line only.

The ground disc applying set back from Down Goods has been repositioned 170 yards on the Oakenshaw side of the signal box, and applies set back along Down Goods to a new ground disc signal (see below).

New Signal

A ground disc signal, has been provided to the left of the Down Slow line, 180 yards on the Cudworth side of the signal box at the trailing end of the Slow lines crossover, and applies Down Slow to Up Slow or Down Slow to Colliery Sidings. (18)

**** THORPE GATES**

The Level Crossing gates have been replaced by lifting barriers controlled from the signal box. (17)

**** FRICKLEY COLLIERY BUNKER**

The 50 Wagon marker-board has been replaced by a "45" wagon marker-board situated 35 yards nearer to the Bunker

The ground position light signal applying – shunting – Arrival line or Run-Round line, or Colliery sidings has been elevated on a 12 ft. post. (17)

**** ALLERTON BYWATER-COLLIERY LOADED SIDINGS**

A telephone and associated illuminated notice board worded "ADVISE SIGNALMAN WHEN READY TO DEPART", has been provided 125 yards before reaching the outlet signal from the Loaded Sidings. (17)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. (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.

DRAX POWER STATION BRANCH

All movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will not apply until further notice.

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN)

LOCAL INSTRUCTIONS

Page 354 Add:-

**FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS**

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:- Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

MISCELLANEOUS INSTRUCTIONS

★ BRADFORD EXCHANGE

During the period 09 00 Saturday 22 April to 15 00 Monday 24 April, the signal post carrying two miniature arm signals applying, shunting - Platforms 6/7 to Down and Up East lines will be temporarily removed.

All movements taking place during this period will be made under the control of a Handsignalman.

SELBY CANAL

The main to main trailing crossover between 173m. 45chs. and 173m. 48chs. and the facing connection on the Down main between 173m. 49chs. and 173m. 50chs. have been abandoned and replaced with plain line.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

★ **GARFORTH MOOR LEVEL CROSSING - GARFORTH**

Commencing Monday 24 April contractors will be resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.

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.)

HARROGATE DRAGON JUNCTION

No.19 Points at 1m. 0chs. leading from the Up Main into Harrogate Goods have been spiked out of use pending removal. (19)

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

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.

MO.45/NS
York
14 APRIL, 1972

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

SATURDAY AND SUNDAY 29 AND 30 APRIL—ST. DUNSTONS

The Engine Sidings, the former Down and Up Platform lines, and the Carriage Sidings will be abolished. The following points will be secured permanently out of use in the normal position pending removal:—

- 13 - Up Main to Down Branch facing points
- 2 - Down Main to Carriage Sidings
- 12 - Trailing, Up Branch to Down Main
- 11 - Trailing, Down Branch
- 34 - Branch crossover north end
- 32 - Down Branch/Engine Sidings

The points Up Branch line/Up Platform will be secured out of use in the reverse position pending removal.

Signals abolished:—

- Branch Starting to Down Main
- 13 - Up Main to Branch
- 16 - Down Branch Starting from Bradford direction
- 3 - Carriage Sidings to Down Main
- 1 - Shunting, Down Main to Carriage Sidings
- 317 - Up Branch Home to Bradford
- 31 - Shunting, Down Branch to Engine Sidings
- 35 - Shunting, Engine Sidings to Down Branch

(21)

SUNDAY 30 APRIL — BOLTON PERCY

The Down Leeds Home & Starting semaphore signals (and associated Banner repeating signal) will be abolished and replaced by one 4 aspect colour light Down Leeds Home signal (R/G only at this stage), situated 1,705 yards after passing the Down Leeds Distant signal. A.W.S. will be provided.

The Down Normanton Home and Starting semaphore signals will be abolished and replaced by one 4-aspect colour light Down Normanton Home signal (R/G only at this stage) situated 1,705 yards after passing the Down Normanton Distant signal. A.W.S. will be provided.

The Up Leeds 3-aspect colour light Home and semaphore Starting signal, will be abolished and replaced by one 4-aspect colour light home (R/G only at this stage) situated 2,210 yards after passing the Up Leeds Distant signal. A.W.S. track equipment will be re-positioned accordingly.

The Up Normanton 3-aspect colour light Home and Semaphore Starting signals will be abolished and replaced by one 4-aspect colour light Home signal, situated 2,210 yards after passing the Up Normanton Distant signal. A.W.S. track equipment will be re-positioned accordingly.

A telephone will be provided at each of the above new signals connected to Bolton Percy signal box.

The A.W.S. track equipment will be positioned 200 yards before reaching the signals concerned. (21)

SUNDAY 30 APRIL — SHERBURN NORTH

The trailing connection in the Down Main and the Down (Bacon factory) siding between 12m. 70chs. and 12m. 75chs. will be abolished. (21)

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SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORKED REFERRED TO IN SECTION B – continued****SUNDAY 30 APRIL – BETWEEN GOOSEHILL JUNCTION and ALTOFTS JUNCTION**

Normanton Station North Box together with all signals, except as referred to below, will be abolished and Normanton Station South Box will be redesignated as Normanton.

The Ground frame providing access between the Down Slow and Normanton North Yard will be released from Goosehill Junction and the associated telephone linked to that box.

The Block Sections for the Down and Up Fast lines will be between Normanton and Altofts Junction and for the Slow Lines from Goosehill Junction to Altofts Junction.

Goose Hill Junction

The Up Fast Distant signal for the Wakefield direction will be dispensed with. A new Up Fast intermediate distant will be provided below Normanton's Up Fast Home, with the new outer distant being a single yellow aspect, incorporated in a new additional colour light home signal for Normanton Box, 1228 yards before reaching existing Home Signal.

The Up Slow inner and outer distant signals will be dispensed with and a New Up Slow distant provided by a single yellow aspect, in a new colour light section signal for Altofts Junction, 1156 yards before reaching Up Slow Home Signals.

The former Down Slow Home signal for Normanton Station North (with altofts Junction Distant below) together with associated telephone will be retained as new section signal for this box.

The green aspect in the Down Fast section signal will be blanked out and the distant arm below replaced by 3 aspect colour light displaying Y.YY. or G. aspects only illuminated when above section signal is cleared. The YY. indication will be as outer distant signal for Altofts Junction 1730 yards before reaching Down Fast Home signal.

The Stencil route indicator on the Down Branch Goods Home Signal will be amended to read:—

- G. Along Down Goods to Signal at Trap Points.
- S. Down Goods to Down Branch/Down Slow.
- F. " " " " " /Down Fast.

Normanton (Former Station South)

The Green aspect in the Down Fast Home signal will be blanked out and the distant arm below replaced by a 2 aspect colour light displaying Y or G aspects as an intermediate distant signal for Altofts Junction. The colour light is only illuminated when the above home signal has been cleared.

The former Down Fast section signal for Station North will be retained as a section for this box. The green aspect will be blanked out and Altofts Junction inner distant below will be replaced by a 2 aspect colour light, displaying Y or G aspects, only illuminated when above section signal is cleared.

The Up Fast Home Signal will be increased in height by six feet with Goosehill Junction intermediate distant below.

A new Up Fast outer home colour light signal, displaying R.Y. or G aspects (a fourth aspect is for future use) will be provided to the left of the Up Fast 755 yards before reaching existing semaphore Home Signal. An associated telephone will be linked to this box.

The single yellow aspects in Altofts Junction Up Home signals from both Leeds and York directions will apply as Up Fast Distant for this Box and will be 1225 yards and 1155 yards respectively from the new colour light home signal.

The ground disc signals, reading along Up Fast and Set Back from Down Fast, will be dispensed with and the Ground Disc for Setting Back from Up Fast will only apply to Down Fast or Bay platform.

Altofts Junction

The Down Fast Inner and Outer distant will be replaced by 2 aspect colour light signals as referred to above.

A new Up Slow Section colour light signal will be provided to the left of the Up Slow, displaying R.Y. or G. aspects (a fourth aspect is for future use) 1225 yards and 1155 yards respectively in advance of the home signals from Leeds and York. An associated telephone will be linked to this box. (21)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

SPRINGHEAD C & W YARD

All Sidings and Reception lines associated with the former Springhead C & W Yard and Works are now out of use.

A buffer stop has been erected 490 yards from the switches of the connection into Calvert Lane Coal concentration depot. (New Item) (21)

HOUGHTON COLLIERY SIDINGS

The Down Main Distant signal has been repositioned 458 yards further from the signal box at an increased height of 30 feet. (20)

STARBRECK NORTH

All points have been secured permanently out of use in the normal position pending removal and all associated shunting signals abolished.

The Air Ministry ground frame has been abolished and points secured permanently out of use in the normal position pending removal. (20)

THORNE COLLIERY

The signal box together with all signals worked therefrom has been abolished and all points secured permanently out of use pending removal. (20)

NORMANTON STATION SOUTH

The short Carriage Siding, together with the trailing lead in the Up Fast, and the associated signalling have been abolished. (19)

*** * BRADFORD TRAFALGAR YARD GROUND FRAME**

The ground disc signal applying from the Middle Line towards Bradford Valley Sidings has been dispensed with and replaced by an illuminated notice board (with adjacent telephone connected to the Bradford Valley Sidings Inspector's office) worded "STOP FOR ORDERS OR TELEPHONE".

The "Stop and Await Instruction" notice board applying from the Arrival Line towards Bradford Valley Yard has been re-worded "STOP FOR ORDERS OR TELEPHONE" (telephone adjacent to the notice board on the Middle Line).

The "Stop and Await Instructions" notice board, applying from Bradford Valley Sidings towards the disc signal controlling movements along the Departure Line has been re-worded "STOP - PROCEED IF LINE CLEAR". (18)

*** * BRAYTON - SELBY SOUTH AND SELBY WEST**

Selby Canal signal box has been abolished and Absolute Block working is now between Brayton and Selby South.

All remodelled points and connections at Selby Canal, have been brought under control of Selby South and Ground Frame "A", controlling the Down Goods Loop/Down Sidings points is now released from Selby South signal box.

The Down and Up Goods lines between Selby Canal and Selby South have been re-named Down and Up Goods Loops respectively.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT-continued

*BRAYTON-SELBY SOUTH AND SELBY WEST-continued

Selby Canal

The trailing main to main crossover has been re-positioned approximately 3 chains further north, between 173m. 48chs. and 173m. 51chs.

The connection forming the outlet from the Up Sidings has been abolished, and the Sidings cut-back and connected to the new connections laid in on 26 March.

The Canal end of the Canal Goods Loop has been sluiced over and connection made to the facing lead in the Down Main, between 173m. 55chs. and 173m. 58chs. north of the new trailing main to main crossover (laid in 19 March). The existing facing connection between 173m. 49chs. and 173m. 50chs. has been secured out of use in the normal position pending removal.

The Canal Goods line/Down Goods Loop points, have been re-positioned to the new facing lead in the Down Main and the Up Main/Up Goods Loop points have been re-positioned approximately 70 yards further north.

The trap points, laid in the Canal Goods and the Down Goods Loop lines, have been brought into use.

A new 3 lever Ground Frame (Selby G.F. "B") released by Selby South signal box and situated adjacent to the Up Goods Loop/Up Sidings points has been provided and brought into use. This Ground Frame controls the Up Goods Loop/Up Sidings points.

Signalling Alterations

The Ground Disc signals, associated with the former main to main crossover, have been abolished and replaced by a ground position light shunt signal (plated 577) re-positioned to apply to the new crossover. An associated 5-way stencil-type route indicator has been provided, with the following readings:-

- L - Canal Goods line
- G - Down Goods Loop
- Main - Down Main
- X - Up Goods Loop (line occupied)
- S - Up Sidings

Signal No. 577 is controlled by Selby South and also by Ground Frame "B".

Down Main Home signal SC31/32-this signal has been re-plated 1931, and the theatre-type route indicator replaced by position "1" and position "2" junction route indicators with the following readings:-

- Position "1" - Down Goods Loop
- Position "2" - Canal Goods Loop

The off-set subsidiary, has been repositioned directly beneath the main colour light signal, and applies in conjunction with junction route indicator position "1" to Down Goods Loop (line occupied).

The Selby Canal Up Main Home, with Brayton Up Outer Distant below,

The Selby Canal Up Starting with Brayton Inner Distant below and

Selby South Up Starting with Canal Distant below, have been abolished and replaced as follows:-

A new 4-aspect colour light signal situated 663 yards after passing the Selby South Up Main Home signal and plated 1934 has been provided.

This signal acts as the Selby South Up Starting signal, and also as the Brayton Up Main Distant at a distance of 1,353 yards before reaching the Brayton Up Main Home signal.

The Up Goods Loop to Up Main signal has been replaced by a 3-aspect colour light signal at reduced height (R aspect 6 feet above rail level) 58 yards nearer to Selby South signal box and re-plated 1932.

The Up Canal Goods line to Up Main signal has been replaced by a 4-aspect colour light signal 10 yards nearer to Selby West signal box and re-plated 1867. The distance to signal S880 is now 1,294 yards.

The Ground Disc signal, applying, Down Goods Loop to Down Main, has been replaced by a ground position light shunt signal 29 yards further south and applies towards the Up Main, and re-plated 578.

The Up Sidings outlet ground disc signal has been abolished and replaced by an illuminated notice board worded "STOP TELEPHONE", and an adjacent telephone connected to Selby South signal box has been provided.

Telephones connected to Selby South signal box have been provided at the above colour light signals, ground position light signals, and both Ground Frames.

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

The facing connection—Up Main to Up Slow, the trailing crossover between the Down and Up Fast lines, and the associated slip connection to the Down Slow line, have been secured permanently out of use in the normal position pending removal.

The former goods line crossover, with slip connection to Colliery Sidings, (previously removed on a temporary arrangement) has been permanently abolished.

The catch points in the Down Goods line and the trap points in the Up Goods line have been secured in the closed position pending replacement by plain line.

Signals Abolished:

Up Main Home to Up Slow and Up Main Miniature Arm to Colliery Sidings. (Left-hand brackets).

Altered Signals

The yellow aspect in the Down Slow colour light Home signal has been blanked out, and the associated position "1" junction route indicator abolished.

The route indicator on the Colliery Sidings outlet has been abolished, and the signal, together with the Miniature Arm below applies to movements towards the Down Goods line only.

The ground disc applying set back from Down Goods has been repositioned 170 yards on the Oakenshaw side of the signal box, and applies set back along Down Goods to a new ground disc signal (see below).

New Signal

A ground disc signal, has been provided to the left of the Down Slow line, 180 yards on the Cudworth side of the signal box at the trailing end of the Slow lines crossover, and applies Down Slow to Up Slow or Down Slow to Colliery Sidings. (18)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. (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:

DRAX POWER STATION BRANCH

All movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will not apply until further notice.

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

Description of Block signalling in 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

★ Pages 32 - 33 (Pages 57/59 Supp Oper Insts.)

CARCROFT TO LEEDS CITY (WEST JUNCTION)

Amend:-

CARCROFT AND WAKEFIELD
(WESTGATE)90 90 MAXIMUM PERMISSIBLE
SPEED ON MAIN LINES

Moorhouse Junction

Add:-

80 80 164m. 60chs. to 166m.p.

South Kirkby
Junction

Add:-

80 - 167m. 55chs. to 167m. 70chs.

- 80 168m. 5chs. to 167m. 36chs.

Nostell Ground

Frame

Add:-

80 - 169m. 5chs. to 169m. 60chs.

★ Pages 33-34 (Pages 56-59 Supp. Oper. Insts.)

CARCROFT TO LEEDS CITY (WEST JUNCTION) ETC.

Hare Park
Junction

Add:-

80 80 171m. 72chs. to 174m. 58chs.

Amend:-

50 50 174m. 58chs. to 175m. 34chs.

Amend:-

Wakefield (Westgate) and
Leeds City (West Junction)65 65 MAXIMUM PERMISSIBLE SPEED ON
MAIN LINES.

Delete:-

50 50 Main lines, 176m. 70chs. to
177m. 2chs.

50 50 178m. 12chs. to 178m. 46chs.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)-continued

LOCAL INSTRUCTIONS

Page 354 Add:-

**FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS**

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:- Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

ALTERATIONS TO E.R. SECTIONAL APPENDIX (SOUTHERN AREA)

TABLE A

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 67

DONCASTER TO CARCROFT STATION

Amend:-

DONCASTER AND CARCROFT STATION

90 90 MAXIMUM PERMISSIBLE SPEED
ON MAIN LINES.

Doncaster North

Add:-

- 40 156m. 72chs. to 156m. 20chs.
70 70 156m. 72chs. to 158m.p.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS

SELBY CANAL

The main to main trailing crossover between 173m. 45chs. and 173m. 48chs. and the facing connection on the Down main between 173m. 49chs. and 173m. 50chs. have been abandoned and replaced with plain line. (19)

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

★ HALIFAX SHAW SYKE

From Monday, 1 May, Nos.1 and 2 G.N. Sidings will be spiked permanently out of use and the buffer stops will be removed. (21)

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.)

HARROGATE DRAGON JUNCTION

No.19 Points at 1m. 0chs. leading from the Up Main into Harrogate Goods have been spiked out of use pending removal. (19)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - 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. (U.F.N.)

★ THORNHILL UP SIDINGS

Monday 1 May - No.1 Up Siding will be shortened by 40 yards.

(21)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.

MO.45/NS
York
21 APRIL, 1972

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 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.
Chalonsers Whin and Barlby North	Up Main	175 54	175 30	20	Slueing track.
CARCROFT TO LEEDS CITY (WEST JUNCTION)					
Nostell and Hare Park Jn.	Down and Up Main	170 56	171 44	40	Subsidence.
FOSS ISLANDS BRANCH					
Foss Islands Branch	Single	0 42	0 48	10	Condition of track.
YORK (SKELTON) TO HARROGATE (DRAGON)					
X Cattal and Hammerton	Up Main	10 14	9 40	20	Relaying. X
LEEDS CITY TO HULL (PARAGON)					
Garforth and Peckfield	Down and Up Main	12 47	12 45	20	Contractors thrust boring pipes under track. Commencing 09 00 Monday 1 May.
Ferriby	Up Main	7 50	7 52	20	Abandoning switches and crossings. Commencing 08 00 Friday 5 May.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
FOSS ISLANDS BRANCH		
DAILY UNTIL FURTHER NOTICE		
Foss Islands Branch	Single	07 30 to 17 30. Contractors reconstructing Bridge No.5 at 1m. 10chs. Mechanical plant in use.
SATURDAY 29 APRIL		
Foss Island Branch	Single (BLOCKED)	11 00 to 19 00. Providing sheet piles at bridge No.5 at 1m. 10chs.
SUNDAY 30 APRIL		
Foss Island Branch	Single (BLOCKED)	07 30 to 17 30. Providing sheet piles at bridge No.5 at 1m. 10chs.
YORK (SKELTON) TO HARROGATE (DRAGON)		
DAILY UNTIL FURTHER NOTICE		
Skelton and Poppleton	Down Main	08 00 to 18 00. Contractors erecting pylons adjacent to track between 2 and 2¼ m.p.
Poppleton and Hammerton	All	08 00 to 17 00. Preparing for alterations to signalling. Commencing Monday 1 May.
WEDNESDAY 3 MAY		
Poppleton and Nether Poppleton Crossing	All	08 30 to 16 00. Testing controls.
THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
L.N.W. Junction and Holbeck East Junction	All	07 30 to 17 00. Preparatory work for installing A.W.S. equipment.
Morley Low and Farnley Branch Jn.	All	08 00 to 17 00. Contractors repairing bridges No.37 at 38¼m.p. and No.40 at 39m. 50chs.
Morley Low and Farnley Branch Junction	All	08 00 to 20 00. Contractors constructing new bridge No.41B at 40 m.p. Cranes and plant in use.
Morley Low and Holbeck East Junction	Up Main	07 30 to 16 30. Mechanical excavator in use between 41 and 38¼m.p.
SUNDAY 30 APRIL		
Batley and Morley Low	Down and Up Main	08 00 to 17 00. Testing rails in Morley Tunnel between 36¼ and 38¼m.p.
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
Leeds City East End	No. 4 Platform	Contractor examining building. Scaffolding in use. Restricted clearance.
Marsh Lane Jn. and Neville Hill West Jn.	All	07 30 to 18 00. Contractors demolishing building at top of cutting at 19m. 32chs. (Up Side).
Marsh Lane Junction and Neville Hill West Junction	All	08 00 to 17 00. Contractors demolishing buildings at 19m. 26chs. Plant in use.
Neville Hill West Jn. and Garforth	Down and Up Main	07 30 to 17 00. Contractors resurfacing approaches to Garforth Moor level crossing at 13½m.p. Mechanical plant in use. (See Section 'D').
Garforth	Down and Up Main	08 00 to 16 00. Mechanical excavator in use adjacent to track between 13¼ and 12¼m.p.

SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
CHARLESWORTH'S TO LOFTHOUSE JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Charlesworth's and Lofthouse Jn.	Single	08 00 to 19 00. Contractors constructing new motorway bridge No. 18A at 181m. 51chs. Cranes and plant in use.
METHLEY NORTH JUNCTION TO CASTLEFORD (WHITWOOD)		
SUNDAY 30 APRIL		
Methley North Junction	All	07 00 to 17 00. Tamping switches and crossings. Machine in use. Signal box open..
BRAMWITH (EXCLUSIVE) TO SKELLOW (ADWICK JUNCTION)		
MONDAY to WEDNESDAY 1 to 3 MAY		
Applehurst Junction and Skellow Junction	Up Main (BLOCKED)	23 00 (Mon and Tue) to 06 00 (Tue and Wed) Tamping machine in use between 164 and 160½mp-Applehurst Junction signal box open.
WEDNESDAY to FRIDAY 3 to 5 MAY		
Skellow Junction and Applehurst Junction	Down Main (BLOCKED)	23 00 (Wed and Thu) to 06 00 (Thu and Fri) Tamping machines in use between 160¾ and 164 m.p. Applehurst Junction signal box open.
CARCROFT STATION TO SKELLOW JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Carcroft Station and Skellow Junction	All	08 00 to 16 00. Work in connection with resignalling, laying cables and troughs.
HARE PARK TO CROFTON WEST JUNCTION		
DAILY UNTIL FURTHER NOTICE		
Hare Park Junction and Crofton West Junction	All	07 30 to 18 00. Contractors demolishing former Charlston West signal box at 172m. 63chs.
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Whitehall Road Goods Yd.	All	08 00 to 16 00. Building lighting column bases.
Laisterdyke Ground Frame and Hammerton Street	All	08 00 to 16 00. Repairs to overbridge No.37 at 6m. 50chs.
St. Dunstans	All	08 00 to 16 00. Preparing for alterations to signalling.
SATURDAY to SUNDAY 29 to 30 APRIL		
St. Dunstan's and Mill Lane Junction	23 35 (Sat) to 06 00 (Sun) Down and Up Main (BLOCKED except as shown in remarks)	23 35 (Sat) (or after passage of 5L69, 23 35 Bradford to Hammerton Street) to 10 30 (Sun). Abandonments and alterations to signalling between 191m. 74chs. and 192m.p. Rail crane in use.
	06 00 to 10 30 (Sun) Down and Up Main and Carriage Sidings (BETWEEN TRAINS)	Arrangements made to pass 00 15 (D.M.U.) Bradford to Hammerton Street. (See Section 'C'). St. Dunstans 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 7 MAY – STAINFORTH JUNCTION AND THORNE JUNCTION

Revised signalling will be introduced between Stainforth Junction and Thorne Junction.

Full details are shown in Supplementary Signalling Notice No.33. All concerned should be in possession of a copy. (22/23)

SUNDAY 7 MAY – PLAIN MOOR LEVEL CROSSING at 12m. 32chs. (between Barton Hill and Kirkham Abbey).

The gate boards will be abolished.

A telephone for use by road users, will be provided, connected to Kirkham Abbey signal box. (22/23)

SUNDAY 7 MAY – FERRIBY *

The facing connection Up Slow to Up Fast at the west end of the station will be secured out of use pending removal. The associated Up Slow to Up Fast Platform Starting signal will be abolished.

(22/23)

DETAILS OF WORK ALREADY CARRIED OUT

GLEDHOLT JUNCTION

The Down Fast to Down Slow facing connection, and the trailing crossover between the Down and Up Fast lines have been secured permanently out of use in the normal position pending removal

(New item) (22/23)

ST. DUNSTANS

The Engine Sidings, the former Down and Up Platform lines, and the Carriage Sidings have been abolished.

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

Up Main to Down Branch facing points

Down Main to Carriage Sidings

Trailing, Up Branch to Down Main

Trailing, Down Branch

Branch crossover north end

Down Branch/Engine Sidings

The points Up Branch line/Up Platform have been secured out of use in the reverse position pending removal.

Signals abolished:—

Branch Starting to Down Main

Up Main to Branch

Down Branch Starting from Bradford direction

Carriage Sidings to Down Main

Shunting, Down Main to Carriage Sidings

Up Branch Home to Bradford

Shunting, Down Branch to Engine Sidings

Shunting, Engine Sidings to Down Branch

(21)

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

The Down Leeds Home & Starting semaphore signals (and associated Banner repeating signal) have been abolished and replaced by one 4 aspect colour light Down Leeds Home signal (R/G only at this stage), situated 1,705 yards after passing the Down Leeds Distant signal. A.W.S. has been provided.

The Down Normanton Home and Starting semaphore signals have been abolished and replaced by one 4-aspect colour light Down Normanton Home signal (R/G only at this stage) situated 1,705 yards after passing the Down Normanton Distant signal. A.W.S. has been provided.

The Up Leeds 3-aspect colour light Home and semaphore Starting signals, have been abolished and replaced by one 4-aspect colour light home (R/G only at this stage) situated 2,210 yards after passing the Up Leeds Distant signal. A.W.S. track equipment has been re-positioned accordingly.

The Up Normanton 3-aspect colour light Home and Semaphore Starting signals have been abolished and replaced by one 4-aspect colour light Home signal, (R/G only at this stage) situated 2,210 yards after passing the Up Normanton Distant signal. A.W.S. track equipment has been re-positioned accordingly.

A telephone has been provided at each of the above new signals connected to Bolton Percy signal box.

The A.W.S. track equipment has been positioned 200 yards before reaching the signals concerned. (21)

SHERBURN NORTH

The trailing connection in the Down Main and the Down (Bacon factory) siding between 12m. 70chs. and 12m. 75chs. has been abolished. (21)

BETWEEN GOOSEHILL JUNCTION AND ALTOFTS JUNCTION

Normanton Station North Box together with all signals, except as referred to below, has been abolished and Normanton Station South Box has been redesignated as Normanton.

The Ground frame providing access between the Down Slow and Normanton North Yard has been released from Goosehill Junction and the associated telephone linked to that box.

The Block Sections for the Down and Up Fast lines are between Normanton and Altofts Junction and for the Slow Lines from Goosehill Junction to Altofts Junction.

Goose Hill Junction

The Up Fast Distant signal for the Wakefield direction has been dispensed with. A new Up Fast intermediate distant has been provided below Normanton's Up Fast Home, with the new outer distant being single yellow aspect, incorporated in a new additional colour light home signal for Normanton Box, 228 yards before reaching the Home Signal.

The Up Slow inner and outer distant signals have been dispensed with and a New Up Slow distant provided by a single yellow aspect, in a new colour light section signal for Altofts Junction, 1156 yards before reaching Up Slow Home signals.

The former Down Slow Home signal for Normanton Station North (with Altofts Junction Distant below) together with associated telephone has been retained as new section signal for this box.

The green aspect in the Down Fast section signal has been blanked out and the distant arm below replaced by 3 aspect colour light displaying Y, YY, or G. aspects only illuminated when above section signal is cleared. The YY. indication is the outer distant signal for Altofts Junction 1730 yards before reaching Down Fast Home signal.

The Stencil route indicator on the Down Branch Goods Home Signal has been amended to read:—

- G. Along Down Goods to Signal at Trap Points.
- S. Down Goods to Down Branch/Down Slow.
- F. " " " " " /Down Fast.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****BETWEEN GOOSEHILL JUNCTION AND ALTOFTS JUNCTION - continued****Normanton (Former Station South)**

The Green aspect in the Down Fast Home signal has been blanked out and the distant arm below replaced by a 2 aspect colour light displaying Y or G aspects as an intermediate distant signal for Altofts Junction. The colour light is only illuminated when the above home signal has been cleared.

The former Down Fast section signal for Station North has been retained as a section for this box. The green aspect has been blanked out and Altofts Junction inner distant below replaced by a 2 aspect colour light, displaying Y or G aspects, only illuminated when above section signal is cleared.

The Up Fast Home Signal has been increased in height by six feet with Goosehill Junction intermediate distant below.

A new Up Fast outer home colour light signal, displaying R.Y. or G aspects (a fourth aspect is for future use) has been provided to the left of the Up Fast 755 yards before reaching the semaphore Home Signal. An associated telephone has been linked to this box.

The single yellow aspects in Altofts Junction Up Home signals from both Leeds and York directions applies as Up Fast Distant for this Box and is 1225 yards and 1155 yards respectively from the new colour light home signal.

The ground disc signals, reading along Up Fast and Set Back from Down Fast, have been dispensed with and the Ground Disc for Setting Back from Up Fast only applies to Down Fast or Bay platform.

Altofts Junction

The Down Fast Inner and Outer distant have been replaced by 2 aspect colour light signals as referred to above.

A new Up Slow Section colour light signal has been provided to the left of the Up Slow, displaying R.Y. or G. aspects (a fourth aspect is for future use) 1225 yards and 1155 yards respectively in advance of the home signals from Leeds and York. An associated telephone has been linked to this box. (21)

SPRINGHEAD C & W YARD

All Sidings and Reception lines associated with the former Springhead C & W Yard and Works are now out of use.

A buffer stop has been erected 490 yards from the switches of the connection into Calvert Lane Coal concentration depot. (21)

HOUGHTON COLLIERY SIDINGS

The Down Main Distant signal has been repositioned 458 yards further from the signal box at an increased height of 30 feet. (20)

STARBRECK NORTH

All points have been secured permanently out of use in the normal position pending removal and all associated shunting signals abolished.

The Air Ministry ground frame has been abolished and points secured permanently out of use in the normal position pending removal. (20)

THORNE COLLIERY

The signal box together with all signals worked therefrom has been abolished and all points secured permanently out of use pending removal. (20)

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

* **NORMANTON STATION SOUTH**

The short Carriage Siding, together with the trailing lead in the Up Fast, and the associated signalling have been abolished. (19)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. (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:

DRAX POWER STATION BRANCH

All movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will not apply until further notice.

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Pages 32 - 33 (Pages 57/59 Supp. Oper. Insts.)

CARCROFT TO LEEDS CITY (WEST JUNCTION)

Amend:- CARCROFT AND WAKEFIELD (WESTGATE)	90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES									
Moorhouse Junction Add:-	80	80	164m. 60chs. to 166m.p.									
South Kirkby Junction Add:-	80	-	167m. 55chs. to 167m. 70chs.									
	-	80	168m. 5chs. to 167m. 36chs.									
Nostell Ground Frame Add:-	80	-	169m. 5chs. to 169m. 60chs. (22)									

Pages 33-34 (Pages 56-59 Supp. Oper. Insts.)

CARCROFT TO LEEDS CITY (WEST JUNCTION) ETC.

Hare Park Junction Add:-	80	80	171m. 72chs. to 174m. 58chs.									
Amend:-	50	50	174m. 58chs. to 175m. 34chs.									
Amend:- Wakefield (Westgate) and Leeds City (West Junction)	65	65	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.									
Delete:-	50	50	Main lines, 176m. 70chs. to 177m. 2chs.									
	50	50	178m. 12chs. to 178m. 46chs.									

(22)

NS:20
13-19.5.72

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 SUNDAY 13 to 14 MAY – MOSS STATION LEVEL CROSSING at 163m. 2chs. (between Shaftholme and Brayton)

The level crossing gates will be replaced by lifting barriers controlled from the Gate Box. (24)

SUNDAY 14 MAY – HAMMERTON STATION

The trailing main to main crossover will be abolished.

The associated disc signals will be maintained in the 'ON' position pending removal (24)

DETAILS OF WORK ALREADY CARRIED OUT

*** STAINFORTH JUNCTION AND THORNE JUNCTION**

Supplementary Signalling Notice No.33 is **not** being distributed, pending a revised date for the commissioning of the new signalling. (Amended item)

PLAIN MOOR LEVEL CROSSING at 12m. 32chs. (between Barton Hill and Kirkham Abbey).

The gate boards have been abolished.

A telephone for use by road users, has been provided, connected to Kirkham Abbey signal box. (22/23)

FERRIBY

The facing connection Up Slow to Up Fast at the west end of the station has been secured out of use pending removal. The associated Up Slow to Up Fast Platform Starting signal has been abolished. (22/23)

GLEDHOLT JUNCTION

The Down Fast to Down Slow facing connection, and the trailing crossover between the Down and Up Fast lines have been secured permanently out of use in the normal position pending removal. (22/23)

ST. DUNSTANS

The Engine Sidings, the former Down and Up Platform lines, and the Carriage Sidings have been abolished.

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

- Up Main to Down Branch facing points
- Down Main to Carriage Sidings
- Trailing, Up Branch to Down Main
- Trailing, Down Branch
- Branch crossover north end
- Down Branch/Engine Sidings

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

The points Up Branch line/Up Platform have been secured out of use in the reverse position pending removal.

Signals abolished:—

Branch Starting to Down Main

Up Main to Branch

Down Branch Starting from Bradford direction

Carriage Sidings to Down Main

Shunting, Down Main to Carriage Sidings

Up Branch Home to Bradford

Shunting, Down Branch to Engine Sidings

Shunting, Engine Sidings to Down Branch

(21)

BOLTON PERCY

The Down Leeds Home & Starting semaphore signals (and associated Banner repeating signal) have been abolished and replaced by one 4 aspect colour light Down Leeds Home signal (R/G only at this stage), situated 1,705 yards after passing the Down Leeds Distant signal. A.W.S. has been provided.

The Down Normanton Home and Starting semaphore signals have been abolished and replaced by one 4-aspect colour light Down Normanton Home signal (R/G only at this stage) situated 1,705 yards after passing the Down Normanton Distant signal. A.W.S. has been provided.

The Up Leeds 3-aspect colour light Home and semaphore Starting signals, have been abolished and replaced by one 4-aspect colour light home (R/G only at this stage) situated 2,210 yards after passing the Up Leeds Distant signal. A.W.S. track equipment has been re-positioned accordingly.

The Up Normanton 3-aspect colour light Home and Semaphore Starting signals have been abolished and replaced by one 4-aspect colour light Home signal, (R/G only at this stage) situated 2,210 yards after passing the Up Normanton Distant signal. A.W.S. track equipment has been re-positioned accordingly.

A telephone has been provided at each of the above new signals connected to Bolton Percy signal box.

The A.W.S. track equipment has been positioned 200 yards before reaching the signals concerned.(21)

SHERBURN NORTH

The trailing connection in the Down Main and the Down (Bacon factory) siding between 12m. 70chs. and 12m. 75chs. has been abolished. (21)

BETWEEN GOOSEHILL JUNCTION AND ALTOFTS JUNCTION

Normanton Station North Box together with all signals, except as referred to below, has been abolished and Normanton Station South Box has been redesignated as Normanton.

The Ground frame providing access between the Down Slow and Normanton North Yard has been released from Goosehill Junction and the associated telephone linked to that box.

The Block Sections for the Down and Up Fast lines are between Normanton and Altofts Junction and for the Slow Lines from Goosehill Junction to Altofts Junction.

Goose Hill Junction

The Up Fast Distant signal for the Wakefield direction has been dispensed with. A new Up Fast intermediate distant has been provided below Normanton's Up Fast Home, with the new outer distant being a single yellow aspect, incorporated in a new additional colour light home signal for Normanton Box, 1228 yards before reaching the Home Signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****BETWEEN GOOSEHILL JN. AND ALTOFTS JN. - continued****Goose Hill Jn. - continued**

The Up Slow inner and outer distant signals have been dispensed with and a New Up Slow distant provided by a single yellow aspect, in a new colour light section signal for Altofts Junction, 1156 yards before reaching Up Slow Home signals.

The former Down Slow Home signal for Normanton Station North (with Altofts Junction Distant below) together with associated telephone has been retained as new section signal for this box.

The green aspect in the Down Fast section signal has been blanked out and the distant arm below replaced by 3 aspect colour light displaying Y.YY. or G. aspects only illuminated when above section signal is cleared. The YY. indication is the outer distant signal for Altofts Junction 1730 yards before reaching Down Fast Home signal.

The Stencil route indicator on the Down Branch Goods Home Signal has been amended to read:-

G. Along Down Goods to Signal at Trap Points.

S. Down Goods to Down Branch/Down Slow.

F. " " " " " /Down Fast.

Normanton (Former Station South)

The Green aspect in the Down Fast Home signal has been blanked out and the distant arm below replaced by a 2 aspect colour light displaying Y or G aspects as an intermediate distant signal for Altofts Junction. The colour light is only illuminated when the above home signal has been cleared.

The former Down Fast section signal for Station North has been retained as a section for this box. The green aspect has been blanked out and Altofts Junction inner distant below replaced by a 2 aspect colour light, displaying Y or G aspects, only illuminated when above section signal is cleared.

The Up Fast Home Signal has been increased in height by six feet with Goosehill Junction intermediate distant below.

A new Up Fast outer home colour light signal, displaying R.Y. or G aspects (a fourth aspect is for future use) has been provided to the left of the Up Fast 755 yards before reaching the semaphore Home Signal. An associated telephone has been linked to this box.

The single yellow aspects in Altofts Junction Up Home signals from both Leeds and York directions applies as Up Fast Distant for this Box and is 1225 yards and 1155 yards respectively from the new colour light home signal.

The ground disc signals, reading along Up Fast and Set Back from Down Fast, have been dispensed with and the Ground Disc for Setting Back from Up Fast only applies to Down Fast or Bay platform.

Altofts Junction

The Down Fast Inner and Outer distant have been replaced by 2 aspect colour light signals as referred above.

A new Up Slow Section colour light signal has been provided to the left of the Up Slow, displaying R.Y. or G. aspects (a fourth aspect is for future use) 1225 yards and 1155 yards respectively in advance of the home signals from Leeds and York. An associated telephone has been linked to this box. (21)

SPRINGHEAD C & W YARD

All Sidings and Reception lines associated with the former Springhead C & W Yard and Works are now out of use.

A buffer stop has been erected 490 yards from the switches of the connection into Calvert Lane Coal concentration depot. (21)

*** * HOUGHTON COLLIERY SIDINGS**

The Down Main Distant signal has been repositioned 458 yards further from the signal box at an increased height of 30 feet. (20)

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

*** * STARBRECK NORTH**

All points have been secured permanently out of use in the normal position pending removal and all associated shunting signals abolished.

The Air Ministry ground frame has been abolished and points secured permanently out of use in the normal position pending removal. (20)

*** * THORNE COLLIERY**

The signal box together with all signals worked therefrom has been abolished and all points secured permanently out of use pending removal. (20)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. (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:

DRAX POWER STATION BRANCH

All movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will not apply until further notice.

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Pages 32 - 33 (Pages 57/59 Supp Oper Insts.)

CARCROFT TO LEEDS CITY (WEST JUNCTION)

Amend:- CARCROFT AND WAKEFIELD (WESTGATE)	90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES								
Moorhouse Junction Add:-	80	80	164m. 60chs. to 166m.p.								
South Kirkby Junction Add:-	80	-	167m. 55chs. to 167m. 70chs.								
	-	80	168m. 6chs. to 167m. 36chs.								
Nostell Ground Frame Add:-	80	-	169m. 5chs. to 169m. 60chs. (22)								

Pages 33-34 (Pages 56-59 Supp. Oper. Insts.)

CARCROFT TO LEEDS CITY (WEST JUNCTION) ETC.

Hare Park Junction Add:-	80	80	171m. 72chs. to 174m. 58chs.								
Amend:-	50	50	174m. 58chs. to 175m. 34chs.								
Amend:- Wakefield (Westgate) and Leeds City (West Junction)	65	65	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.								
Delete:-	50	50	Main lines, 176m. 70chs. to 177m. 2chs.								
	50	50	178m. 12chs. to 178m. 46chs. (22)								

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:

DRAX POWER STATION BRANCH

All movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will not apply until further notice.

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

Pages 32 - 33 (Pages 57/59 Supp. Oper. Insts.)

CARCROFT TO LEEDS CITY (WEST JUNCTION)

Amend:-

CARCROFT AND WAKEFIELD
(WESTGATE)90 90 MAXIMUM PERMISSIBLE
SPEED ON MAIN LINES

Moorhouse Junction

Add:-

80 80 164m. 60chs. to 166m.p.

South Kirkby

Junction

Add:-

80 - 167m. 55chs. to 167m. 70chs.

- 80 168m. 5chs. to 167m. 36chs.

Nostell Ground

Frame

Add:-

80 - 169m. 5chs. to 169m. 60chs.
(22)

Pages 33-34 (Pages 56-59 Supp. Oper. Insts.)

CARCROFT TO LEEDS CITY (WEST JUNCTION) ETC.

Hare Park

Junction

Add:-

80 80 171m. 72chs. to 174m. 58chs.

Amend:-

50 50 174m. 58chs. to 175m. 34chs.

Amend:-

Wakefield (Westgate) and
Leeds City (West Junction)65 65 MAXIMUM PERMISSIBLE SPEED ON
MAIN LINES.

Delete:-

50 50 Main lines, 178m. 70chs. to
177m. 2chs.

50 50 178m. 12chs. to 178m. 46chs.

(22)

NS:21
20-26.5.72

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

MOSS STATION LEVEL CROSSING at 163m. 2chs. (between Shaftholme and Brayton)

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (24)

HAMMERTON STATION

The trailing main to main crossover has been abolished. (24)

STAINFORTH JUNCTION AND THORNE JUNCTION

Supplementary Signalling Notice No.33 is **not** being distributed, pending a revised date for the commissioning of the new signalling. (Amended item)

PLAIN MOOR LEVEL CROSSING at 12m. 32chs. (between Barton Hill and Kirkham Abbey).

The gate boards have been abolished.

A telephone for use by road users, has been provided, connected to Kirkham Abbey signal box. (22/23)

FERRIBY

The facing connection Up Slow to Up Fast at the west end of the station has been secured out of use pending removal. The associated Up Slow to Up Fast Platform Starting signal has been abolished. (22/23)

GLEDHOLT JUNCTION

The Down Fast to Down Slow facing connection, and the trailing crossover between the Down and Up Fast lines have been secured permanently out of use in the normal position pending removal. (22/23)

*
** ST. DUNSTANS

The Engine Sidings, the former Down and Up Platform lines, and the Carriage Sidings have been abolished. The following points have been secured permanently out of use in the normal position pending removal:-

- Up Main to Down Branch facing points
- Down Main to Carriage Sidings
- Trailing, Up Branch to Down Main
- Trailing, Down Branch
- Branch crossover north end
- Down Branch/Engine Sidings

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

*** * ST. DUNSTANS — continued**

The points Up Branch line/Up Platform have been secured out of use in the reverse position pending removal.

Signals abolished:—

Branch Starting to Down Main
 Up Main to Branch
 Down Branch Starting from Bradford direction
 Carriage Sidings to Down Main
 Shunting, Down Main to Carriage Sidings
 Up Branch Home to Bradford
 Shunting, Down Branch to Engine Sidings
 Shunting, Engine Sidings to Down Branch

(21)

*** * BOLTON PERCY**

The Down Leeds Home & Starting semaphore signals (and associated Banner repeating signal) have been abolished and replaced by one 4 aspect colour light Down Leeds Home signal (R/G only at this stage), situated 1,705 yards after passing the Down Leeds Distant signal. A.W.S. has been provided.

The Down Normanton Home and Starting semaphore signals have been abolished and replaced by one 4-aspect colour light Down Normanton Home signal (R/G only at this stage) situated 1,705 yards after passing the Down Normanton Distant signal. A.W.S. has been provided.

The Up Leeds 3-aspect colour light Home and semaphore Starting signals, have been abolished and replaced by one 4-aspect colour light home (R/G only at this stage) situated 2,210 yards after passing the Up Leeds Distant signal. A.W.S. track equipment has been re-positioned accordingly.

The Up Normanton 3-aspect colour light Home and Semaphore Starting signals have been abolished and replaced by one 4-aspect colour light Home signal, (R/G only at this stage) situated 2,210 yards after passing the Up Normanton Distant signal. A.W.S. track equipment has been re-positioned accordingly.

A telephone has been provided at each of the above new signals connected to Bolton Percy signal box. The A.W.S. track equipment has been positioned 200 yards before reaching the signals concerned.(21)

*** * SHERBURN NORTH**

The trailing connection in the Down Main and the Down (Bacon factory) siding between 12m. 70chs. and 12m. 75chs. has been abolished. (21)

*** * BETWEEN GOOSEHILL JUNCTION AND ALTOFTS JUNCTION**

Normanton Station North Box together with all signals, except as referred to below, has been abolished and Normanton Station South Box has been redesignated as Normanton.

The Ground frame providing access between the Down Slow and Normanton North Yard has been released from Goosehill Junction and the associated telephone linked to that box.

The Block Sections for the Down and Up Fast lines are between Normanton and Altofts Junction and for the Slow Lines from Goosehill Junction to Altofts Junction.

Goose Hill Junction

The Up Fast Distant signal for the Wakefield direction has been dispensed with. A new Up Fast intermediate distant has been provided below Normanton's Up Fast Home, with the new outer distant being a single yellow aspect, incorporated in a new additional colour light home signal for Normanton Box, 1228 yards before reaching the Home Signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN GOOSEHILL JN. AND ALTOFTS JN. – continued****Goose Hill Jn. – continued**

The Up Slow inner and outer distant signals have been dispensed with and a New Up Slow distant provided by a single yellow aspect, in a new colour light section signal for Altofts Junction, 1156 yards before reaching Up Slow Home signals.

The former Down Slow Home signal for Normanton Station North (with Altofts Junction Distant below) together with associated telephone has been retained as new section signal for this box.

The green aspect in the Down Fast section signal has been blanked out and the distant arm below replaced by 3 aspect colour light displaying Y.YY. or G. aspects only illuminated when above section signal is cleared. The YY. indication is the outer distant signal for Altofts Junction 1730 yards before reaching Down Fast Home signal.

The Stencil route indicator on the Down Branch Goods Home Signal has been amended to read:—

G. Along Down Goods to Signal at Trap Points.

S. Down Goods to Down Branch/Down Slow.

F. “ “ “ “ “ /Down Fast.

Normanton (Former Station South)

The Green aspect in the Down Fast Home signal has been blanked out and the distant arm below replaced by a 2 aspect colour light displaying Y or G aspects as an intermediate distant signal for Altofts Junction. The colour light is only illuminated when the above home signal has been cleared.

The former Down Fast section signal for Station North has been retained as a section for this box. The green aspect has been blanked out and Altofts Junction inner distant below replaced by a 2 aspect colour light, displaying Y or G aspects, only illuminated when above section signal is cleared.

The Up Fast Home Signal has been increased in height by six feet with Goosehill Junction intermediate distant below.

A new Up Fast outer home colour light signal, displaying R.Y. or G aspects (a fourth aspect is for future use) has been provided to the left of the Up Fast 755 yards before reaching the semaphore Home Signal. An associated telephone has been linked to this box.

The single yellow aspects in Altofts Junction Up Home signals from both Leeds and York directions applies as Up Fast Distant for this Box and is 1225 yards and 1155 yards respectively from the new colour light home signal.

The ground disc signals, reading along Up Fast and Set Back from Down Fast, have been dispensed with and the Ground Disc for Setting Back from Up Fast only applies to Down Fast or Bay platform.

Altofts Junction

The Down Fast Inner and Outer distant have been replaced by 2 aspect colour light signals as referred to above.

A new Up Slow Section colour light signal has been provided to the left of the Up Slow, displaying R.Y. or G. aspects (a fourth aspect is for future use) 1225 yards and 1155 yards respectively in advance of the home signals from Leeds and York. An associated telephone has been linked to this box. (21)

*** * * SPRINGHEAD C & W YARD**

All Sidings and Reception lines associated with the former Springhead C & W Yard and Works are now out of use.

A buffer stop has been erected 490 yards from the switches of the connection into Calvert Lane Coal concentration depot. (21)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****FERRYBRIDGE 'C' POWER STATION – continued**

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative 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

SATURDAY to MONDAY 3 to 5 JUNE – STAINFORTH JUNCTION AND THORNE JUNCTION

Revised signalling will be introduced between Stainforth Jn. and Thorne Jn. Full details are shown in Supplementary Signalling Notice No.33 and all concerned should be in possession of a copy.
The date of Sunday 7 May on the front cover should be amended accordingly. (26)

SUNDAY 4 JUNE – BETWEEN NETHER POPPLETON AND HAMMERTON STATION

The train signalling on double lines between Poppleton and Hammerton Station signal boxes will be abolished and the line will be singled and worked under the Electric Token Block system.

Electric Token instruments will be provided at Poppleton and Hammerton.

The single line will be formed as follows:-

The station end of the trailing crossover at Poppleton will be disconnected and secured permanently in the Reverse position pending replacement by plain line.

The Up Main will be abolished between this crossover and Wilstrop Siding Ground Frame, where the lines will be slued into each other at approximately 7½ m.p. and the Down Main will be abolished between this point and the slue at Hammerton Station at 8½ m.p.


The Down Main will become the Single Line to the new facing crossover provided at Hammerton on the site of the former trailing crossover.

The Up Main will be severed at a point 440 yards after passing the Hammerton Up Main Home signal to provide an over-run and the remainder of the Up Main to the slue at 8½ m.p. will be removed.

Signalling Alterations

The signals applicable to the Up Main between Hammerton and Poppleton will apply to the single line and moved as required the following week.

Nether Poppleton (Level Crossing Box)

The Down Main Home signal will become the Poppleton Down Main Home and a  sign will be provided.

Poppleton

The Down Main Distant (below Nether Poppleton former Down Main Home) will be abolished.

The Down Main Home signal will become the Down Main Starting signal.

Hessay W.D. Stores Ground Frame

An Intermediate Token Instrument will be installed to provide "Shut-In" facilities and in future the Ground Frame will be released by the token.

A telephone at the Ground Frame will be re-connected to Poppleton and Hammerton Station signal boxes.

Marston Moor

The signal box will become a Gate Box.

The trailing main to main crossover will be secured out of use in the normal position pending removal and the associated disc signals will be abolished.


Signals Abolished

Up Main Home


Down Main 1st Home

Down Main Starting

Altered Signal

The Down Main 2nd Home will become the Down Main Home signal and the  sign will be removed.

Hammerton Station

The Up Main Starting signal will be repositioned to control movements through the new facing crossover from Up Main to Single line and a  sign will be provided.

The distance after passing the signal box to this signal will then be 105 yards. (26)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****MONDAY TO FRIDAY 5 TO 9 JUNE—BETWEEN POPPLETON AND HAMMERTON STATION****Signalling alterations****Poppleton**

The Up Main Distant and Home signals will be repositioned adjacent to the Single line.

Hessay Gate Box

The Up Main Home signal will be resited approximately 50 yards before reaching the level crossing and adjacent to the Single line.

Marston Moor Gate Box

The Up Main Starting signal (with Hessay Gate Box Up Main Distant below) will be renamed Up Main Home and resited adjacent to the Single line and approximately 50 yards before reaching the level crossing. The bracket post will be replaced by a straight post with the arm of the Home signal reduced in height to 20ft. above rail level.

The distance after passing the Marston Moor G.B. Up Main Distant (also resited adjacent to the Single line) to the Home signal will now be 1,348 yards and the distance after passing the Hessay Gate Box Up Main Distant to the Up Main Home will now be 1,634 yards.

Wilstrop Siding Ground Frame

The Down Main signal will be repositioned adjacent to the Single line and the arm of the signal will be increased in height to 20ft. above rail level.

Hammerton Station

The Down Main Distant signal will be repositioned adjacent to the Single line and 1,100 yards before reaching (440 yards further from) the Down Home signal. (26)

DETAILS OF WORK ALREADY CARRIED OUT**WATERLOO COLLIERY SIDINGS**

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice – the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals. (New Item) (Until further Notice)

★ **MOSS STATION LEVEL CROSSING at 163m. 2chs. (between Shaftholme and Brayton)**

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (This work has not been carried out). (24)

HAMMERTON STATION

The trailing main to main crossover has been abolished. (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** PLAIN MOOR LEVEL CROSSING at 12m. 32chs. (between Barton Hill and Kirkham Abbey).**

The gate boards have been abolished.

A telephone for use by road users, has been provided, connected to Kirkham Abbey signal box. (22/23)

**** FERRIBY**

The facing connection Up Slow to Up Fast at the west end of the station has been secured out of use pending removal. The associated Up Slow to Up Fast Platform Starting signal has been abolished.

(22/23)

**** GLEDHOLT JUNCTION**

The Down Fast to Down Slow facing connection, and the trailing crossover between the Down and Up Fast lines have been secured permanently out of use in the normal position pending removal.

(22/23)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative 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 11 JUNE – DRAX (New Branch) including the internal signalling at the **C.E.G.B. DRAX POWER STATION** (Supplementary Signalling Notice 31).

The Drax Branch signalling and the internal signalling at the Power Station will be brought into use. The following amendments should be made to the Supplementary Notice.

Page 2

General

The A.W.S. equipment shown on the diagram will **not** be brought into use at this stage.

ADD :-

The hand-worked facing points in the By-pass line leading to the Oil Delivery Siding must normally be clipped and padlocked and set for movements along the By-pass line.

Before signal D2 is cleared for a movement onto the Oil Delivery Siding, these points must be set for the Oil Delivery Siding and clipped and padlocked in this position until the train has cleared the points and come to a stand in the Siding, when the points must again be secured for movements along the By-pass.

Page 3

DESCRIPTION OF SIGNALS

Number	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
D2	Down Goods	Etc.		
Amend to read:-				
D2	Down Goods	M	"B"	Track B, D4
		M	"C"	Track C, D5
		S	—	By-Pass, D12 (27)

SATURDAY to SUNDAY 10 to 11 JUNE – MOSS STATION LEVEL CROSSING

The level crossing gates will be replaced by lifting barriers controlled from the gate box. (27)

DETAILS OF WORK ALREADY CARRIED OUT**STAINFORTH JN. AND THORNE JN.**

Revised signalling has been introduced between Stainforth Jn. and Thorne Jn. Full details are shown in Supplementary Signalling Notice No.33 and all concerned should be in possession of a copy.

The date of Sunday 7 May on the front cover should be amended to Saturday to Monday 3 to 5 June. (26)

BETWEEN NETHER POPPLETON AND HAMMERTON STATION

The train signalling on double lines between Poppleton and Hammerton Station signal boxes has been abolished and the line has been singled and is worked under the Electric Token Block system.

Electric Token instruments are provided at Poppleton and Hammerton.

The single line is formed as follows:-

The station end of the trailing crossover at Poppleton has been disconnected and is secured permanently in the Reverse position pending replacement by plain line.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN NETHER POPPLETON AND HAMMERTON STATION – continued**

The Up Main has been abolished between this crossover and Wilstrop Siding Ground Frame, where the lines have been slued into each other at approximately 7½ m.p. and the Down Main has been abolished between this point and the slue at Hammerton Station at 8½ m.p.


The Down Main has become the Single Line to the new facing crossover provided at Hammerton on the site of the former trailing crossover.

The Up Main has been severed at the point 440 yards after passing the Hammerton Up Main Home signal to provide an over-run and the remainder of the Up Main to the slue at 8½ m.p. has been removed.

Signalling Alterations

The signals formerly applicable to the Up Main between Hammerton and Poppleton now apply to the single line and are being moved as required.

Nether Poppleton (Level Crossing Box)

The Down Main Home signal has become the Poppleton Down Main Home and a  sign has been provided.

Poppleton

The Down Main Distant (below Nether Poppleton former Down Main Home) has been abolished.

The Down Main Home signal has become the Down Main Starting signal.

The Up Main Distant and Home signals have been repositioned adjacent to the Single line.

Hessay Gate Box

The Up Main Home signal has been resited approximately 50 yards before reaching the level crossing and adjacent to the Single line.

Hessay W.D. Stores Ground Frame

An Intermediate Token Instrument has been installed to provide "Shut-In" facilities and the Ground Frame will be released by the token.

The telephone at the Ground Frame has been re-connected to Poppleton and Hammerton Station signal boxes.

Marston Moor

The signal box has become a Gate Box.

The trailing main to main crossover has been secured out of use in the normal position pending removal and the associated disc signals have been abolished.

The Up Main Starting signal (with Hessay Gate Box Up Main Distant below) has been renamed Up Main Home and resited adjacent to the Single line and approximately 50 yards before reaching the level crossing. The bracket post has been replaced by a straight post and the arm of the Home signal reduced in height to 20ft. above rail level.

The distance after passing the Marston Moor G.B. Up Main Distant (also resited adjacent to the Single line) to the Home signal is 1,348 yards and the distance after passing the Hessay Gate Box Up Main Distant to the Up Main Home is 1,634 yards.


Signals Abolished

Up Main Home


Down Main 1st Home

Down Main Starting

Altered Signal

The Down Main 2nd Home has become the Down Main Home signal and the  sign has been removed.

Hammerton Station

The Up Main Starting signal has been repositioned to control movements through the new facing crossover from Up Main to Single line and a  sign is provided.

The distance after passing the signal box to this signal is now 105 yards.

The Down Main Distant signal has been repositioned adjacent to the Single line and 1,100 yards before reaching (440 yards further from) the Down Home signal

The trailing main to main crossover has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****BETWEEN NETHER POPPLETON AND HAMMERTON STATION - continued****Wilstrop Siding Ground Frame**

The Down Main signal has been repositioned adjacent to the Single line and the arm of the signal has been increased in height to 20ft. above rail level. (26)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice - the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Hand-signalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

DRAX BRANCH AND DRAX POWER STATION

The new signalling has NOT been commissioned Supplementary Signalling Notice No. 31 should be retained and a new operative date will be advised in due course. **Until Sunday 11 June.**

(See details of work referred to in Section B headed Sunday 11 June. Drax (Power Station) New Branch).

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.

★DRAX POWER STATION BRANCH

Until Thursday 15 June all movements on or off the branch will continue to be made only under the supervision of a Traffic Inspector.

All relevant Sectional Appendix alterations will apply from that date.

(27)

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 354 Add:-

**FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS**

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:- Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

★ Page 363 - Add

DRAX POWER STATION BRANCH

DRAX POWER STATION

The internal layout consists of an Incoming line leading to two hopper tracks ("B" and "C") and a By-Pass line which converge at the exit end of the unloading area to form an Outgoing line. Facing hand-operated points on the By-Pass line give access to the Oil Delivery Siding which then re-joins the By-Pass line via a hand-operated trailing connection.

The Cripple Sidings are situated on the Up Drax Branch line and access is obtained by a trailing connection in the Up line worked from a Ground Frame released by the C.E.G.B. Controller.

A trailing crossover between the Up and Down Drax Branch lines is situated on the Power Station side of the Cripple Sidings in advance of the first C.E.G.B. Signal, D.1. This is also worked from a Ground Frame released by the C.E.G.B. Controller.

The gross Weighbridge is located on the Incoming line in advance of signal D.1 and the Tare Weighbridge is on the outward line on the Hensall side of Signals D.10/11/12.

All trains for the Power Station will enter from Hensall Junction via the Down Drax Branch, then run to the C.E.G.B. Incoming line and, after passing over one of the hopper lines or the By-Pass line, return to Hensall Junction via the C.E.G.B. Outgoing line and the Up Drax Branch.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES — continued

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) — continued

LOCAL INSTRUCTIONS — continued

Page 236—Add — continued

Trains from Hensall Junction will proceed to automatic signal No. H.491, thence to signals D.1 and D.2. A 2-aspect distant signal RD1, is provided 600 yds. in rear of Signal D.1.

Coal trains for the Hopper House will receive a stencil type indication at Signal D.2, either "B" or "C", and proceed to signal D.4 or D.5 pending entrance to the Hopper House. Oil trains, or trains requiring to pass over the By-Pass line, will pass D.2 Signal on a subsidiary aspect and proceed to D.12 signal or the Oil Delivery Siding as the case may be.

Nine special signals (see P330) are provided on both "B" and "C" lines, spaced 47 yards apart, except for the first two which are 52 yards and the last two which are 48 yards apart. The first special signal is located above the tracks at the exit from the Hopper House, the remainder being on posts to the left hand side of the relevant line in the normal direction of travel.

A coal train for automatic discharge must be brought to a stand at Signal D.4 or D.5 **even if a proceed aspect is shown at that signal** where the driver must engage the Automatic Slow Speed control set for $\frac{1}{2}$ m.p.h. When the signal is cleared, the train must proceed forward through the Hopper House under the control of the special signals. The train must also be brought to a stand at signal D.10 or D.11 for the Driver to change back from "Slow Speed" to normal control. Drivers must control their trains at all times by use of the train brake and not rely on the locomotive brake. During discharge, the Guard will normally remain on the locomotive.

Should however, a train be brought to a stand before discharge is completed, the Guard must wait 3 minutes and if working is not then resumed he must proceed to the Hopper House, establish the cause of delay and assist as necessary. Before leaving the locomotive the Guard must inform the Driver of the action he is about to take.

The wagon doors and safety catches are opened and closed automatically. It is essential that the locomotive cab doors be kept closed (except as necessary in accordance with the instruction contained in the preceding paragraph) from the time the locomotive leaves Signal D.4 or D.5 until it arrives at Signal D.10 or D.11.

If there are no defective vehicles to be detached, the Carriage and Wagon Examiner will be responsible for carrying out Rule 131 (i) and he will then depress the "No Cripples" plunger relating to the train and a stencil indication "NC" will be displayed at signal D.10 or D.11 as appropriate which will indicate to the Driver and Guard that the train is in order to proceed when the signal is cleared and also to the Guard that he is thereby exempted from observing Rule 131 (i). In the event of there being no Examiner on duty, the Guard will be responsible for carrying out the provisions of Rule 131 (i).

The Examiner must advise the C.E.G.B. Controller who will advise the Signalman at Hensall box prior to the departure of the train from Signals D.10 or D.11 if there are any defective wagons in the train, including wagons with bottom doors down.

The only wagons which must be detached into the Cripple Sidings are those which have been repaired and taken there specially for re-marshalling into train sets or those which are advised to the Guard as unfit for working forward, on which the Examiner is responsible for attaching the red/white "Not to Go" labels in accordance with Rule 170 (a) before departure of the train from signals D.10 or D.11. The Guard, after detaching wagons from a train which has been unloaded, in the Cripple Sidings, must if wagons fit for running are available, use them to make up his train (maximum train load — 30 wagons).

Wagons with a green "For Repairs" label affixed, which may include those on which the hopper doors cannot be closed after discharge, may be worked with the train set to Knottingley for C. & W. attention. Rule 115 (a) is modified accordingly.

If there are defective vehicles on the train for detaching in the Cripple Sidings, the C. & W. Examiner will, after informing the C.E.G.B. Controller of the number and position on the train of these vehicles, depress the Cripples Plunger and a stencil indication "C" will be displayed on signal D.10 or D.11. On observing this, the Guard must proceed to the signal and telephone the C.E.G.B. Controller to obtain details of the wagons to be detached. The C.E.G.B. Controller will, after arriving at a clear understanding with the Guard, clear D.10 or D.11 signal as appropriate. The train will then proceed to the Cripple Sidings Ground Frame from where the Guard will telephone the C.E.G.B. Controller for the Ground Frame to be released and operate the Ground Frame as necessary. When the necessary movement has been completed and the train is standing on the Up Drax Branch ready to depart, the Guard must restore the Ground Frame points to normal and advise the C.E.G.B. Controller accordingly. The Guard will be responsible for carrying out Rule 131(i) after re-forming the train.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued****LOCAL INSTRUCTIONS – continued****Page 263 –Add – continued**

If the automatic discharge procedure is not operational for any reason, the Driver and Guard will be advised of the method of working before leaving signal D.4 or D.5. If a train has to be handsignalled through the Hopper House the Guard must take complete charge and give handsignals to the Driver as necessary.

When 24½ ton hopper wagons have to be discharged, this must only be done on Hopper line "C" where marker boards are provided, spaced equal to four 24½ ton hopper wagon lengths apart, for the Guidance of Drivers. Train movements will be controlled by the special signals operated by the Track Hopper Controller and the wagons will be discharged manually in groups of four whilst the train is at a stand.

Oil trains or other trains which are not dealt with at the Hoppers will be brought to a stand at Signal D2 where the Driver must contact the CEGB Controller who will give him his instructions. The subsidiary signal D2 will not be cleared for a movement to the By-Pass line or to the Oil Delivery Siding until the CEGB staff have clipped the hand points By-Pass line/Oil Delivery Siding in the required position for the movement concerned. Except when a train is passing to the Oil Delivery Siding the hand points will be set and clipped for the By-Pass line. When the subsidiary signal D2 has been cleared the train may proceed to the By-Pass line/Oil Delivery Siding as the case may be and the speed over the hand points must not exceed 5 m.p.h. When a train on the Oil Delivery Siding is ready to depart, the Guard must first obtain the permission of the CEGB Controller by telephone for the train to proceed to signal D12. On receipt of such permission, the Guard must hand signal the Driver as necessary.

A train conveying repaired 26 ton hopper wagons for placing into the Cripple Sidings, will not be allowed to pass Signal D2 to enter the By-Pass line unless that line is clear throughout to Signal D12 and permission has not been given for a train to depart from the Oil Delivery Siding.

Except for the ½ m.p.h. speed through the Hopper House and 5 m.p.h. speed over the hand points By-Pass line/Oil Delivery Siding, a maximum speed of 15 m.p.h. applies over all CEGB lines. If a train exceeds this speed whilst passing over either of the weighbridges this will be automatically detected and flashing indicators at the line side will be activated. These indicators are situated 200 yards and 400 yards in advance of each weighbridge. The Driver must reduce the speed of his train to 15 m.p.h. immediately these indicators start flashing. (27D)

Page 363 (Page 41 ND 23D)

★ **NEW OAK FARM ACCOMMODATION LEVEL CROSSING**

This instruction will apply until Sunday 11 June inclusive.

MISCELLANEOUS INSTRUCTIONS

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.	
Neville Hill Coaching Stock Depot East End of Reception Sidings	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
2 JUNE 1972

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: 25
17-23-6-72

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 JUNE – BETWEEN THORNHILL (L.N.W. JUNCTION) AND LEEDS CITY (HOLBECK EAST JUNCTION).

The Automatic Warning System will be brought into use at the following signals (the track inductors will be positioned 200 yards before reaching the signal concerned).

Down Main/Huddersfield

between signals B.685 and L.68 inclusive.

Up Huddersfield/Main

between signals L.37 and H.M. 682 inclusive.

Termination Gap signs will be provided as follows:—

200 yards after passing signal L.68 to the left of the Down Huddersfield line.

30 yards after passing signal H.M. 682 to the left of the Up Main line.

Commencement Signs will be provided as follows:—

400 yards before reaching signal L.37 to the left of the Up Huddersfield line.

400 yards before reaching signal B.685 to the left of the Down Main line. (28)

DETAILS OF WORK ALREADY CARRIED OUT

DRAX (New Branch) including the internal signalling at the C.E.G.B. DRAX POWER STATION (Supplementary Signalling Notice 31)

The Drax Branch signalling and the internal signalling at the Power Station has been brought into use. The following amendments should be made to the Supplementary Notice.

Page 2

General

The A.W.S. equipment shown on the diagram has not been brought into use at this stage.

ADD :—

The hand-worked facing points in the By-pass line leading to the Oil Delivery Siding must normally be clipped and padlocked and set for movements along the By-pass line.

Before signal D2 is cleared for a movement onto the Oil Delivery Siding, these points must be set for the Oil Delivery Siding and clipped and padlocked in this position until the train has cleared the points and come to a stand in the Siding, when the points must again be secured for movements along the By-pass.

Page 3

DESCRIPTION OF SIGNALS

Number	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
D2	Down Goods	Etc.		
Amend to read:—				
D2	Down Goods	M	"B"	Track B, D4
		M	"C"	Track C, D5
		S	—	By-Pass, D12

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****MOSS STATION LEVEL CROSSING**

The level crossing gates have been replaced by lifting barriers controlled from the gate box. (27)

STAINFORTH JN. AND THORNE JN.

Revised signalling has been introduced between Stainforth Jn. and Thorne Jn. Full details are shown in Supplementary Signalling Notice No.33 and all concerned should be in possession of a copy.

The date of Sunday 7 May on the front cover should be amended to Saturday to Monday 3 to 5 June. (26)

BETWEEN NETHER POPPLETON AND HAMMERTON STATION

The train signalling on double lines between Poppleton and Hammerton Station signal boxes has been abolished and the line has been singled and is worked under the Electric Token Block system.

Electric Token instruments are provided at Poppleton and Hammerton.

The single line is formed as follows:—

The station end of the trailing crossover at Poppleton has been disconnected and is secured permanently in the Reverse position pending replacement by plain line.

The Up Main has been abolished between this crossover and Wilstrop Siding Ground Frame, where the lines have been slued into each other at approximately 7½ m.p. and the Down Main has been abolished between this point and the slue at Hammerton Station at 8½ m.p.


The Down Main has become the Single Line to the new facing crossover provided at Hammerton on the site of the former trailing crossover.

The Up Main has been severed at the point 440 yards after passing the Hammerton Up Main Home signal to provide an over-run and the remainder of the Up Main to the slue at 8½ m.p. has been removed.

Signalling Alterations

The signals formerly applicable to the Up Main between Hammerton and Poppleton now apply to the single line and are being moved as required.

Nether Poppleton (Level Crossing Box)

The Down Main Home signal has become the Poppleton Down Main Home and a  sign has been provided.

Poppleton

The Down Main Distant (below Nether Poppleton former Down Main Home) has been abolished.

The Down Main Home signal has become the Down Main Starting signal.

The Up Main Distant and Home signals have been repositioned adjacent to the Single line.

Hessay Gate Box

The Up Main Home signal has been resited approximately 50 yards before reaching the level crossing and adjacent to the Single line.

Hessay W.D. Stores Ground Frame

An Intermediate Token Instrument has been installed to provide "Shut-In" facilities and the Ground Frame will be released by the token.

The telephone at the Ground Frame has been re-connected to Poppleton and Hammerton Station signal boxes.

Marston Moor

The signal box has become a Gate Box.

The trailing main to main crossover has been secured out of use in the normal position pending removal and the associated disc signals have been abolished.


The Up Main Starting signal (with Hessay Gate Box Up Main Distant below) has been renamed Up Main Home and resited adjacent to the Single line and approximately 50 yards before reaching the level crossing. The bracket post has been replaced by a straight post and the arm of the Home signal reduced in height to 20ft. above rail level.

The distance after passing the Marston Moor G.B. Up Main Distant (also resited adjacent to the Single line) to the Home signal is 1,348 yards and the distance after passing the Hessay Gate Box Up Main Distant to the Up Main Home is 1,634 yards.


SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN NETHER POPPLETON AND HAMMERTON STATION – continued****Marston Moor – continued****Signals Abolished**

- Up Main Home
- Down Main 1st Home
- Down Main Starting

Altered Signal

The Down Main 2nd Home has become the Down Main Home signal and the  sign has been removed.

Hammerton Station

The Up Main Starting signal has been repositioned to control movements through the new facing crossover from Up Main to Single line and a  sign is provided.

The distance after passing the signal box to this signal is now 105 yards.

The Down Main Distant signal has been repositioned adjacent to the Single line and 1,100 yards before reaching (440 yards further from) the Down Home signal

The trailing main to main crossover has been abolished.

Wilstrop Siding Ground Frame

The Down Main signal has been repositioned adjacent to the Single line and the arm of the signal has been increased in height to 20ft. above rail level. (26)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice – the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES — continued

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) — continued

LOCAL INSTRUCTIONS — continued

Page 363—Add—continued

Nine special signals (see P330) are provided on both "B" and "C" lines, spaced 47 yards apart, except for the first two which are 52 yards and the last two which are 48 yards apart. The first special signal is located above the tracks at the exit from the Hopper House, the remainder being on posts to the left hand side of the relevant line in the normal direction of travel.

A coal train for automatic discharge must be brought to a stand at Signal D.4 or D.5 **even if a proceed aspect is shown at that signal** where the driver must engage the Automatic Slow Speed control set for ½ m.p.h. When the signal is cleared, the train must proceed forward through the Hopper House under the control of the special signals. The train must also be brought to a stand at signal D.10 or D.11 for the Driver to change back from "Slow Speed" to normal control. Drivers must control their trains at all times by use of the train brake and not rely on the locomotive brake. During discharge, the Guard will normally remain on the locomotive.

Should however, a train be brought to a stand before discharge is completed, the Guard must wait 3 minutes and if working is not then resumed he must proceed to the Hopper House, establish the cause of delay and assist as necessary. Before leaving the locomotive the Guard must inform the Driver of the action he is about to take.

The wagon doors and safety catches are opened and closed automatically. It is essential that the locomotive cab doors be kept closed (except as necessary in accordance with the instruction contained in the preceding paragraph) from the time the locomotive leaves Signal D.4 or D.5 until it arrives at Signal D.10 or D.11.

If there are no defective vehicles to be detached, the Carriage and Wagon Examiner will be responsible for carrying out Rule 131 (i) and he will then depress the "No Cripples" plunger relating to the train and a stencil indication "NC" will be displayed at signal D.10 or D.11 as appropriate which will indicate to the Driver and Guard that the train is in order to proceed when the signal is cleared and also to the Guard that he is thereby exempted from observing Rule 131 (i). In the event of there being no Examiner on duty, the Guard will be responsible for carrying out the provisions of Rule 131 (i).

The Examiner must advise the C.E.G.B. Controller who will advise the Signaller at Hensall box prior to the departure of the train from Signals D.10 or D.11 if there are any defective wagons in the train, including wagons with bottom doors down.

The only wagons which must be detached into the Cripple Sidings are those which have been repaired and taken there specially for re-marshalling into train sets or those which are advised to the Guard as unfit for working forward, on which the Examiner is responsible for attaching the red/white "Not to Go" labels in accordance with Rule 170 (a) before departure of the train from signals D.10 or D.11. The Guard, after detaching wagons from a train which has been unloaded, in the Cripple Sidings, must if wagons fit for running are available, use them to make up his train (maximum train load — 30 wagons).

Wagons with a green "For Repairs" label affixed, which may include those on which the hopper doors cannot be closed after discharge, may be worked with the train set to Knottingley for C. & W. attention. Rule 115 (a) is modified accordingly.

If there are defective vehicles on the train for detaching in the Cripple Sidings, the C. & W. Examiner will, after informing the C.E.G.B. Controller of the number and position on the train of these vehicles, depress the Cripples Plunger and a stencil indication "C" will be displayed on signal D.10 or D.11. On observing this, the Guard must proceed to the signal and telephone the C.E.G.B. Controller to obtain details of the wagons to be detached. The C.E.G.B. Controller will, after arriving at a clear understanding with the Guard, clear D.10 or D.11 signal as appropriate. The train will then proceed to the Cripple Sidings Ground Frame from where the Guard will telephone the C.E.G.B. Controller for the Ground Frame to be released and operate the Ground Frame as necessary. When the necessary movement has been completed and the train is standing on the Up Drax Branch ready to depart, the Guard must restore the Ground Frame points to normal and advise the C.E.G.B. Controller accordingly. The Guard will be responsible for carrying out Rule 131(i) after re-forming the train.

If the automatic discharge procedure is not operational for any reason, the Driver and Guard will be advised of the method of working before leaving signal D.4 or D.5. If a train has to be handsignalled through the Hopper House the Guard must take complete charge and give handsignals to the Driver as necessary.

When 24½ ton hopper wagons have to be discharged, this must only be done on Hopper line "C" where marker boards are provided, spaced equal to four 24½ ton hopper wagon lengths apart, for the Guidance of Drivers. Train movements will be controlled by the special signals operated by the Track Hopper Controller and the wagons will be discharged manually in groups of four whilst the train is at a stand.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued****LOCAL INSTRUCTIONS – continued****Page 363 –Add – continued**

Oil trains or other trains which are not dealt with at the Hoppers will be brought to a stand at Signal D2 where the Driver must contact the CEGB Controller who will give him his instructions. The subsidiary signal D2 will not be cleared for a movement to the By-Pass line or to the Oil Delivery Siding until the CEGB staff have clipped the hand points By-Pass line/Oil Delivery Siding in the required position for the movement concerned. Except when a train is passing to the Oil Delivery Siding the hand points will be set and clipped for the By-Pass line. When the subsidiary signal D2 has been cleared the train may proceed to the By-Pass line/Oil Delivery Siding as the case may be and the speed over the hand points must not exceed 5 m.p.h. When a train on the Oil Delivery Siding is ready to depart, the Guard must first obtain the permission of the CEGB Controller by telephone for the train to proceed to signal D12. On receipt of such permission, the Guard must hand signal the Driver as necessary.

A train conveying repaired 26 ton hopper wagons for placing into the Cripple Sidings, will not be allowed to pass Signal D2 to enter the By-Pass line unless that line is clear throughout to Signal D12 and permission has not been given for a train to depart from the Oil Delivery Siding.

Except for the ½ m.p.h. speed through the Hopper House and 5 m.p.h. speed over the hand points By-Pass line/Oil Delivery Siding, a maximum speed of 15 m.p.h. applies over all CEGB lines. If a train exceeds this speed whilst passing over either of the weighbridges this will be automatically detected and flashing indicators at the line side will be activated. These indicators are situated 200 yards and 400 yards in advance of each weighbridge. The Driver must reduce the speed of his train to 15 m.p.h. immediately these indicators start flashing. (27D)

MISCELLANEOUS INSTRUCTIONS**GARFORTH MOOR LEVEL CROSSING – GARFORTH**

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - 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. (U.F.N.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.	
Neville Hill Coaching Stock Depot East End of Reception Sidings	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
9 JUNE 1972

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 25 JUNE – HEALEY MILLS**

A portion of the Up Loop line between No. 475 points and 471 points will be abandoned.

The following points will be abolished:-

475 Facing Up Branch – Up Loop and trap points.

The following signals will be abolished:-

236 position light Up Loop to Down Branch or 242 signal.

242 position light Up Loop to Down Branch

237 position light Up Loop to Outlet signal No. 226.

Altered Signals

The "L" indicator on 244 signal Down Branch to Up Loop will apply via No. 471 point reversed.

247 subsidiary signal will still apply to the Up Loop via 471 points reversed.

A "Limit of Shunt" board will be installed on the site of the former position light signal No. 236 Up Loop to Down Branch. (29)

TUESDAY 27 JUNE – MIRFIELD UP SIDINGS

An illuminated notice board will be installed 300 yards on the approach side of the ground frame outlet points worded "Stop telephone". A telephone will be fitted adjacent to it. (29)

MONDAY 26 JUNE – LOWTHORPE ✓

The Up Main Home signal at present positioned on a bracket will be replaced by a straight post signal on the same site and at the same height. (29)

SUNDAY 25 JUNE – HUDDERSFIELD JN.

A "LIMIT OF SHUNT" notice board will be provided at the Clayton West end of the Penistone Station Up Branch Platform.

The disc signal at present applying – Up Main to Down Main or to Down Branch will be replaced by a double disc signal. The upper disc will apply – Up Main to Down Main or to Down Branch. The lower disc will apply – Up Main to Up Branch (to the Limit of Shunt board). (29)

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

BETWEEN THORNHILL (L.N.W. JUNCTION) AND LEEDS CITY (HOLBECK EAST JUNCTION)

The Automatic Warning System has been brought into use at the following signals (the track inductors are positioned 200 yards before reaching the signal concerned)

Down Main/Huddersfield

between signals B.685 and L.68 inclusive.

Up Huddersfield/Main

between signals L.37 and H.M. 682 inclusive.

Termination Gap signs have been provided as follows:—

200 yards after passing signal L.68 to the left of the Down Huddersfield line.

30 yards after passing signal H.M. 682 to the left of the Up Main line.

Commencement Signs have been provided as follows:—

400 yards before reaching signal L.37 to the left of the Up Huddersfield line.

400 yards before reaching signal B.685 to the left of the Down Main line. (28)

DRAX (New Branch) including the internal signalling at the C.E.G.B. DRAX POWER STATION
 (Supplementary Signalling Notice 31)

The Drax Branch signalling and the internal signalling at the Power Station has been brought into use.
 The following amendments should be made to the Supplementary Notice.

Page 2

General

The A.W.S. equipment shown on the diagram has **not** been brought into use at this stage.

ADD :—

The hand-worked facing points in the By-pass line leading to the Oil Delivery Siding must normally be clipped and padlocked and set for movements along the By-pass line.

Before signal D2 is cleared for a movement onto the Oil Delivery Siding, these points must be set for the Oil Delivery Siding and clipped and padlocked in this position until the train has cleared the points and come to a stand in the Siding, when the points must again be secured for movements along the By-pass.

Page 3

DESCRIPTION OF SIGNALS

Number	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
D 2	Down Goods	Etc.		
Amend to read:—				
D 2	Down Goods	M	"B"	Track B, D4
		M	"C"	Track C, D5
		S	—	By-Pass, D12

(27)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued****MOSS STATION LEVEL CROSSING**

The level crossing gates have been replaced by lifting barriers controlled from the gate box. (27)

****STAINFORTH JN. AND THORNE JN.**

Revised signalling has been introduced between Stainforth Jn. and Thorne Jn. Full details are shown in Supplementary Signalling Notice No.33 and all concerned should be in possession of a copy.

The date of Sunday 7 May on the front cover should be amended to Saturday to Monday 3 to 5 June. (26)

****BETWEEN NETHER POPPLETON AND HAMMERTON STATION**

The train signalling on double lines between Poppleton and Hammerton Station signal boxes has been abolished and the line has been singled and is worked under the Electric Token Block system.

Electric Token instruments are provided at Poppleton and Hammerton.

The single line is formed as follows:—

The station end of the trailing crossover at Poppleton has been disconnected and is secured permanently in the Reverse position pending replacement by plain line.

The Up Main has been abolished between this crossover and Wilstrop Siding Ground Frame, where the lines have been slued into each other at approximately 7½ m.p. and the Down Main has been abolished between this point and the slue at Hammerton Station at 8½ m.p.

The Down Main has become the Single Line to the new facing crossover provided at Hammerton on the site of the former trailing crossover.

The Up Main has been severed at the point 440 yards after passing the Hammerton Up Main Home signal to provide an over-run and the remainder of the Up Main to the slue at 8½ m.p. has been removed.

Signalling Alterations

The signals formerly applicable to the Up Main between Hammerton and Poppleton now apply to the single line and are being moved as required.

Nether Poppleton (Level Crossing Box)

The Down Main Home signal has become the Poppleton Down Main Home and a < > sign has been provided.

Poppleton

The Down Main Distant (below Nether Poppleton former Down Main Home) has been abolished.

The Down Main Home signal has become the Down Main Starting signal.

The Up Main Distant and Home signals have been repositioned adjacent to the Single line.

Hessay Gate Box

The Up Main Home signal has been resited approximately 50 yards before reaching the level crossing and adjacent to the Single line.

Hessay W.D. Stores Ground Frame

An Intermediate Token Instrument has been installed to provide "Shut-In" facilities and the Ground Frame will be released by the token.

The telephone at the Ground Frame has been re-connected to Poppleton and Hammerton Station signal boxes.

Marston Moor

The signal box has become a Gate Box.

The trailing main to main crossover has been secured out of use in the normal position pending removal and the associated disc signals have been abolished.

The Up Main Starting signal (with Hessay Gate Box Up Main Distant below) has been renamed Up Main Home and resited adjacent to the Single line and approximately 50 yards before reaching the level crossing. The bracket post has been replaced by a straight post and the arm of the Home signal reduced in height to 20ft. above rail level.

The distance after passing the Marston Moor G.B. Up Main Distant (also resited adjacent to the Single line) to the Home signal is 1,348 yards and the distance after passing the Hessay Gate Box Up Main Distant to the Up Main Home is 1,634 yards.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* BETWEEN NETHER POPPLETON AND HAMMERTON STATION - continued

Marston Moor - continued


Signals Abolished

Up Main Home


Down Main 1st Home

Down Main Starting

Altered Signal

The Down Main 2nd Home has become the Down Main Home signal and the  sign has been removed.

Hammerton Station

The Up Main Starting signal has been repositioned to control movements through the new facing crossover from Up Main to Single line and a  sign is provided.

The distance after passing the signal box to this signal is now 105 yards.

The Down Main Distant signal has been repositioned adjacent to the Single line and 1,100 yards before reaching (440 yards further from) the Down Home signal

The trailing main to main crossover has been abolished.

Wilstrop Siding Ground Frame

The Down Main signal has been repositioned adjacent to the Single line and the arm of the signal has been increased in height to 20ft. above rail level. (26)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice - the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 354 Add:-

**FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS**

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:- Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

Page 363 - Add

DRAX POWER STATION BRANCH

DRAX POWER STATION

The internal layout consists of an Incoming line leading to two hopper tracks ("B" and "C") and a By-Pass line which converge at the exit end of the unloading area to form an Outgoing line. Facing hand-operated points on the By-Pass line give access to the Oil Delivery Siding which then re-joins By-Pass line via a hand-operated trailing connection.

The Cripple Sidings are situated on the Up Drax Branch line and access is obtained by a trailing connection in the Up line worked from a Ground Frame released by the C.E.G.B. Controller.

A trailing crossover between the Up and Down Drax Branch lines is situated on the Power Station side of the Cripple Sidings in advance of the first C.E.G.B. Signal, D.1. This is also worked from a Ground Frame released by the C.E.G.B. Controller.

The gross Weighbridge is located on the Incoming line in advance of signal D.1 and the Tare Weighbridge is on the outward line on the Hensall side of Signals D.10/11/12.

All trains for the Power Station will enter from Hensall Junction via the Down Drax Branch, then run to the C.E.G.B. Incoming line and, after passing over one of the hopper lines or the By-Pass line, return to Hensall Junction via the C.E.G.B. Outgoing line and the Up Drax Branch.

Trains from Hensall Junction will proceed to automatic signal No. H.491, thence to signals D.1 and D.2. A 2-aspect distant signal RD1, is provided 600 yds. in rear of Signal D.1.

Coal trains for the Hopper House will receive a stencil type indication at Signal D.2, either "B" or "C", and proceed to signal D.4 or D.5 pending entrance to the Hopper House. Oil trains, or trains requiring to pass over the By-Pass line, will pass D.2 Signal on a subsidiary aspect and proceed to D.12 signal or the Oil Delivery Siding as the case may be.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES — continued

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) — continued

LOCAL INSTRUCTIONS — continued

Page 363—Add—continued

Nine special signals (see P330) are provided on both "B" and "C" lines, spaced 47 yards apart, except for the first two which are 52 yards and the last two which are 48 yards apart. The first special signal is located above the tracks at the exit from the Hopper House, the remainder being on posts to the left hand side of the relevant line in the normal direction of travel.

A coal train for automatic discharge must be brought to a stand at Signal D.4 or D.5 **even if a proceed aspect is shown at that signal** where the driver must engage the Automatic Slow Speed control set for $\frac{1}{2}$ m.p.h. When the signal is cleared, the train must proceed forward through the Hopper House under the control of the special signals. The train must also be brought to a stand at signal D.10 or D.11 for the Driver to change back from "Slow Speed" to normal control. Drivers must control their trains at all times by use of the train brake and not rely on the locomotive brake. During discharge, the Guard will normally remain on the locomotive.

Should however, a train be brought to a stand before discharge is completed, the Guard must wait 3 minutes and if working is not then resumed he must proceed to the Hopper House, establish the cause of delay and assist as necessary. Before leaving the locomotive the Guard must inform the Driver of the action he is about to take.

The wagon doors and safety catches are opened and closed automatically. It is essential that the locomotive cab doors be kept closed (except as necessary in accordance with the instruction contained in the preceding paragraph) from the time the locomotive leaves Signal D.4 or D.5 until it arrives at Signal D.10 or D.11.

If there are no defective vehicles to be detached, the Carriage and Wagon Examiner will be responsible for carrying out Rule 131 (i) and he will then depress the "No Cripples" plunger relating to the train and a stencil indication "NC" will be displayed at signal D.10 or D.11 as appropriate which will indicate to the Driver and Guard that the train is in order to proceed when the signal is cleared and also to the Guard that he is thereby exempted from observing Rule 131 (i). In the event of there being no Examiner on duty, the Guard will be responsible for carrying out the provisions of Rule 131 (i).

The Examiner must advise the C.E.G.B. Controller who will advise the Signaller at Hensall box prior to the departure of the train from Signals D.10 or D.11 if there are any defective wagons in the train, including wagons with bottom doors down.

The only wagons which must be detached into the Cripple Sidings are those which have been repaired and taken there specially for re-marshalling into train sets or those which are advised to the Guard as unfit for working forward, on which the Examiner is responsible for attaching the red/white "Not to Go" labels in accordance with Rule 170 (a) before departure of the train from signals D.10 or D.11. The Guard, after detaching wagons from a train which has been unloaded, in the Cripple Sidings, must if wagons fit for running are available, use them to make up his train (maximum train load — 30 wagons).

Wagons with a green "For Repairs" label affixed, which may include those on which the hopper doors cannot be closed after discharge, may be worked with the train set to Knottingley for C. & W. attention. Rule 115 (a) is modified accordingly.

If there are defective vehicles on the train for detaching in the Cripple Sidings, the C. & W. Examiner will, after informing the C.E.G.B. Controller of the number and position on the train of these vehicles, depress the Cripples Plunger and a stencil indication "C" will be displayed on signal D.10 or D.11. On observing this, the Guard must proceed to the signal and telephone the C.E.G.B. Controller to obtain details of the wagons to be detached. The C.E.G.B. Controller will, after arriving at a clear understanding with the Guard, clear D.10 or D.11 signal as appropriate. The train will then proceed to the Cripple Sidings Ground Frame from where the Guard will telephone the C.E.G.B. Controller for the Ground Frame to be released and operate the Ground Frame as necessary. When the necessary movement has been completed and the train is standing on the Up Drax Branch ready to depart, the Guard must restore the Ground Frame points to normal and advise the C.E.G.B. Controller accordingly. The Guard will be responsible for carrying out Rule 131 (i) after re-forming the train.

If the automatic discharge procedure is not operational for any reason, the Driver and Guard will be advised of the method of working before leaving signal D.4 or D.5. If a train has to be handsignalled through the Hopper House the Guard must take complete charge and give handsignals to the Driver as necessary.

When $24\frac{1}{2}$ ton hopper wagons have to be discharged, this must only be done on Hopper line "C" where marker boards are provided, spaced equal to four $24\frac{1}{2}$ ton hopper wagon lengths apart, for the Guidance of Drivers. Train movements will be controlled by the special signals operated by the Track Hopper Controller and the wagons will be discharged manually in groups of four whilst the train is at a stand.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA) — continued****LOCAL INSTRUCTIONS — continued****Page 363 —Add — continued**

Oil trains or other trains which are not dealt with at the Hoppers will be brought to a stand at Signal D2 where the Driver must contact the CEGB Controller who will give him his instructions. The subsidiary signal D2 will not be cleared for a movement to the By-Pass line or to the Oil Delivery Siding until the CEGB staff have clipped the hand points By-Pass line/Oil Delivery Siding in the required position for the movement concerned. Except when a train is passing to the Oil Delivery Siding the hand points will be set and clipped for the By-Pass line. When the subsidiary signal D2 has been cleared the train may proceed to the By-Pass line/Oil Delivery Siding as the case may be and the speed over the hand points must not exceed 5 m.p.h. When a train on the Oil Delivery Siding is ready to depart, the Guard must first obtain the permission of the CEGB Controller by telephone for the train to proceed to signal D12. On receipt of such permission, the Guard must hand signal the Driver as necessary.

A train conveying repaired 26 ton hopper wagons for placing into the Cripple Sidings, will not be allowed to pass Signal D2 to enter the By-Pass line unless that line is clear throughout to Signal D12 and permission has not been given for a train to depart from the Oil Delivery Siding.

Except for the ½ m.p.h. speed through the Hopper House and 5 m.p.h. speed over the hand points By-Pass line/Oil Delivery Siding, a maximum speed of 15 m.p.h. applies over all CEGB lines. If a train exceeds this speed whilst passing over either of the weighbridges this will be automatically detected and flashing indicators at the line side will be activated. These indicators are situated 200 yards and 400 yards in advance of each weighbridge. The Driver must reduce the speed of his train to 15 m.p.h. immediately these indicators start flashing. (27D)

MISCELLANEOUS INSTRUCTIONS**GARFORTH MOOR LEVEL CROSSING — GARFORTH**

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – 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. (U.F.N.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	
Neville Hill Coaching Stock Depot No.4 Reception Siding	Contractors constructing fuel base. Mechanical plant in use.	Continuous.	

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

MO.45/NS
York

16 JUNE, 1972

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

* * HEALEY MILLS (THIS WORK HAS NOT BEEN CARRIED OUT)

A portion of the Up Loop line between No. 475 points and 471 points has been abandoned.

The following points have been abolished:-

475 Facing Up Branch - Up Loop and trap points.

The following signals have been abolished:-

236 position light Up Loop to Down Branch or 242 signal.

242 position light Up Loop to Down Branch

237 position light Up Loop to Outlet signal No. 226.

Altered Signals

The "L" indicator on 244 signal Down Branch to Up Loop applies via No.471 point reversed.

247 subsidiary signal still applies to the Up Loop via 471 points reversed.

A "Limit of Shunt" board has been installed on the site of the former position light signal No.236 Up Loop to Down Branch. (29)

MIRFIELD UP SIDINGS

An illuminated notice board has been installed 300 yards on the approach side of the ground frame outlet points worded "Stop telephone". A telephone has been fitted adjacent to it. (29)

LOWTHORPE

The Up Main Home signal formerly positioned on a bracket has been replaced by a straight post signal on the same site and at the same height. (29)

HUDDESFIELD JN.

A "LIMIT OF SHUNT" notice board has been provided at the Clayton West end of the Penistone Station Up Branch Platform.

The disc signal formerly applying-Up Main to Down Main or to Down Branch has been replaced by a double disc signal. The upper disc applies-Up Main to Down Main or to Down Branch. The lower disc applies-Up Main to Up Branch (to the Limit of Shunt board). (29)

BETWEEN THORNHILL (L.N.W. JUNCTION) AND LEEDS CITY (HOLBECK EAST JUNCTION)

The Automatic Warning System has been brought into use at the following signals (the track inductors are positioned 200 yards before reaching the signal concerned).

Down Main/Huddersfield

between signals B.685 and L.68 inclusive.

Up Huddersfield/Main

between signals L.37 and H.M. 682 inclusive.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

BETWEEN THORNHILL (L.N.W. JN.) AND LEEDS CITY (HOLBECK EAST JN.) — continued

Termination Gap signs have been provided as follows:—

200 yards after passing signal L.68 to the left of the Down Huddersfield line.

30 yards after passing signal H.M. 682 to the left of the Up Main line.

Commencement Signs have been provided as follows:—

400 yards before reaching signal L.37 to the left of the Up Huddersfield line.

400 yards before reaching signal B.685 to the left of the Down Main line.

(28)

DRAX (New Branch) including the internal signalling at the C.E.G.B. DRAX POWER STATION
(Supplementary Signalling Notice 31)

The Drax Branch signalling and the internal signalling at the Power Station has been brought into use.

The following amendments should be made to the Supplementary Notice.

Page 2

General

The A.W.S. equipment shown on the diagram has **not** been brought into use at this stage.

ADD :—

The hand-worked facing points in the By-pass line leading to the Oil Delivery Siding must normally be clipped and padlocked and set for movements along the By-pass line.

Before signal D2 is cleared for a movement onto the Oil Delivery Siding, these points must be set for the Oil Delivery Siding and clipped and padlocked in this position until the train has cleared the points and come to a stand in the Siding, when the points must again be secured for movements along the By-pass.

Page 3

DESCRIPTION OF SIGNALS

Number	Location	Aspect M = Main S = Sub	Route or Junction Indication	Application to or towards
D 2	Down Goods	Etc.		
Amend to read:—				
D 2	Down Goods	M	"B"	Track B, D4
		M	"C"	Track C, D5
		S	—	By-Pass, D12

(27)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice—the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

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

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 354 Add:—

**FERRYBRIDGE 'C' POWER STATION – WORKING INSTRUCTIONS FOR TRAINS
 CONVEYING 100-TON GLW BOGIE TANKS**

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:— Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
MISCELLANEOUS INSTRUCTIONS

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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 have been 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.)

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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

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
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	
Neville Hill Coaching Stock Depot No.4 Reception Siding	Contractors constructing fuel base. Mechanical plant in use.	Continuous.	

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

MO.45/NS
York
23 JUNE, 1972

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

MIRFIELD UP SIDINGS

An illuminated notice board has been installed 300 yards on the approach side of the ground frame outlet points worded "Stop telephone". A telephone has been fitted adjacent to it. (29)

LOWTHORPE

The Up Main Home signal formerly positioned on a bracket has been replaced by a straight post signal on the same site and at the same height. (29)

HUDDERSFIELD JN.

A "LIMIT OF SHUNT" notice board has been provided at the Clayton West end of the Penistone Station Up Branch Platform.

The disc signal formerly applying—Up Main to Down Main or to Down Branch has been replaced by a double disc signal. The upper disc applies—Up Main to Down Main or to Down Branch. The lower disc applies—Up Main to Up Branch (to the Limit of Shunt board). (29)

* * BETWEEN THORNHILL (L.N.W. JUNCTION) AND LEEDS CITY (HOLBECK EAST JUNCTION)

The Automatic Warning System has been brought into use at the following signals (the track inductors are positioned 200 yards before reaching the signal concerned).

Down Main/Huddersfield

between signals B.685 and L.68 inclusive.

Up Huddersfield/Main

between signals L.37 and H.M. 682 inclusive.

Commencement of Gap signs have been provided as follows:—

200 yards after passing signal L.68 to the left of the Down Huddersfield line.

30 yards after passing signal H.M. 682 to the left of the Up Main line.

End of Gap Signs have been provided as follows:—

400 yards before reaching signal L.37 to the left of the Up Huddersfield line.

400 yards before reaching signal B.685 to the left of the Down Main line. (Amended) (28)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

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

Until further notice—the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

FERRYBRIDGE 'C' POWER STATION

A new temporary Loop line has been provided and brought into use to facilitate the unloading of Oil-tank trains, conveying 100 ton tank wagons.

Access to this line is via new temporary hand-worked facing points in No.1 (East) track situated 70 yards before reaching No.4 signal, and this Loop line is connected to, and continuous with the Cripple Siding.

The temporary facing points are normally padlocked for movements through the Hopper House, and the padlock-key must be retained by the C.E.G.B. Coal Plant Foreman.

On receipt of an advice from the Ferrybridge signalman that an Oil train requiring to use the Loop Line is proceeding towards No.3 signal, the C.E.G.B. control-room staff will arrange for the hand points to be re-set, and clipped for movements onto the new Loop line.

No.3 signal will be maintained in the 'ON' position, and after the driver has been advised that the train is to run onto the new Loop line, and that a speed of 5m.p.h. must not be exceeded, No.3 signal, with route indication 'East' may be cleared.

Immediately after the train has passed clear, the hand-points must be clipped for the direction of the Hopper House, before No.3 signal is again cleared for normal working. (U.F.N.)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 354 Add:—

FERRYBRIDGE 'C' POWER STATION – WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS

1. On arrival the train will be stopped at No.3 signal. The driver must telephone the C.E.G.B. Controller and obtain assurance that the points leading to the loop line have been set, clipped and scotched for movement onto the loop line.
2. When No.3 signal, with route indication 'East', is cleared the train must proceed at a maximum speed of 5 m.p.h. via the loop line and come to a stand at the GF controlling the exit from the Cripple Sidings.
3. The guard must telephone the signal box and ask for No.42 points to be set for the Up C.E.G.B. line, and for the GF to be released. The guard must then set No.2 points to enable the train to proceed to the Up C.E.G.B. line.
4. The train must be brought to a stand when clear of FB43 GPL and the guard must then telephone the signalbox from FB41 post telephone and request the signalman to re-set No.42 points for the West line.
5. When permission is obtained from the signalman for the train to set back the guard must hand-signal the train onto the West line, passing GPL 43 at danger.
6. The driver must bring the train to a stand immediately after the locomotive has reached No.41 signal and then position the train for discharging under the direction of the guard.
7. When the discharging operation is complete the C.E.G.B. staff will notify the guard who, after carrying out the provisions of Rule 131 (i), must telephone the signal box and notify the signalman that the train is ready to depart.

Note:— Under no circumstances must loaded 100-ton GLW tanks be worked through the Hopper House.

MISCELLANEOUS INSTRUCTIONS

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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 have been 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.)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 16 JULY – SELBY SOUTH

The gantry-mounted position light subsidiary signal, applying – Passenger Dock to Up Sidings or Up Goods, will be re-positioned from the right-hand to the left-hand side of its associated 4-aspect main signal. (32)

SUNDAY 16 JULY – FILEY HOLIDAY CAMP ✓

Nos.1 and 2 Engine Pit Lines and the adjacent part of No.2 Engine Line will be secured out of use. (32)

DETAILS OF WORK ALREADY CARRIED OUT

* MIRFIELD UP SIDINGS

An illuminated notice board has been installed 300 yards on the approach side of the ground frame outlet points worded "Stop telephone". A telephone has been fitted adjacent to it. (29)

** LOWTHORPE

The Up Main Home signal formerly positioned on a bracket has been replaced by a straight post signal on the same site and at the same height. (29)

** HUDDERSFIELD JN.

A "LIMIT OF SHUNT" notice board has been provided at the Clayton West end of the Penistone Station Up Branch Platform.

The disc signal formerly applying–Up Main to Down Main or to Down Branch has been replaced by a double disc signal. The upper disc applies–Up Main to Down Main or to Down Branch. The lower disc applies–Up Main to Up Branch (to the Limit of Shunt board). (29)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice – the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

FERRYBRIDGE 'C' POWER STATION

The new temporary Loop line for unloading Oil-tank trains, conveying 100 ton tank wagons has now been secured out of use. (Amended item) (32)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

★ Page 354

**FERRYBRIDGE 'C' POWER STATION – WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS**

The facilities for dealing with these trains have now been withdrawn.

(32)

MISCELLANEOUS INSTRUCTIONS

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

★ THORNHILL

On Monday 17 July All points in the Down sidings with the exception of the former Warehouse Road will be secured out of use.

(32)

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 have been 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.)

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

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

SOWERBY BRIDGE STATION

The front coal drop road has been secured out of use. (31)

★ **MILL LANE AND SPRING MILL STREET**

Nos. 1 and 2 sidings, Mill Lane and No. 2 sidings in Spring Mill Street Coal Yard have been removed, and the points spiked out of use pending removal.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	
Neville Hill Coaching Stock Depot No.4 Reception Siding	Contractors constructing fuel base. Mechanical plant in use.	Continuous.	

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

MO.45/NS
York
7 JULY, 1972

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

SATURDAY 22 JULY – SHARLSTON COLLIERY – RE-INSTATEMENT OF RAPID LOADING FACILITIES

Sharlston Colliery Bunker

Two lines named "Bunker Arrival and Departure line" and "Run Round line" are provided within the colliery.

The entry to the "Bunker Arrival and Departure line" is controlled by a self operating position light signal situated to the left side of the line 2 yards on the approach side of the spring points and will only exhibit a 'Proceed' aspect when the spring points are in the normal position leading to the Bunker line.

The Rapid Loading Bunker is situated on the Bunker Arrival and Departure line, approximately 1,200 yards from the B.R. Main Lines and is protected by Ground Position Light signal No.1 which is situated 5 yards East of the weighbridge. The Bunker Arrival and Departure line is terminated by buffer stops approximately 400 yards West of the Bunker.

Control During Loading

Four Loading Control signals (see Page 330 Sectional Appendix (Northern Area) page 122 Supp. No.1) have been provided, adjacent to the Bunker Arrival and Departure line, positioned as follows:-

- D – 385 yards West of Bunker
- C – 275 yards West of Bunker
- B – 165 yards West of Bunker
- A – 55 yards West of Bunker

General

Ground Position Light signal No.1 and Loading Control signals A, B, C and D are controlled by the Bunker Operator.

A lineside Plunger is provided at the Bunker to enable the Guard to stop the train, if necessary, during loading or before the locomotive enters the Bunker.

A notice board worded "STOP, AWAIT INSTRUCTIONS", is provided, facing movements towards B.R. Main Lines, at the convergence of the Bunker Arrival and Departure line and the conventional sidings.

A wagon derailer is provided on the Colliery side of Whinney Lane Level Crossing. This derailer will be positioned, as necessary, by the N.C.B. Crossing Keeper in order to protect road movements over the level crossing.

Reference should be made to the diagram shown on page 27 of this notice which indicates the signalling arrangements at the Bunker and to the instructions on Page 362 of the Sectional Appendix. (33)

SUNDAY 23 JULY – APPERLEY VIADUCT

The trailing crossover between the Down and Up Mains, together with the slip connection to the Up Sidings will be secured out of use in the normal position pending removal.

The associated ground disc signals will be abolished. (33)

DETAILS OF WORK ALREADY CARRIED OUT

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WATERLOO COLLIERY SIDINGS—continued**

Until further notice—the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

FERRYBRIDGE 'C' POWER STATION

The new temporary Loop line for unloading Oil-tank trains, conveying 100 ton tank wagons has now been secured out of use.

(Amended item) (32)

SELBY SOUTH

The gantry-mounted position light subsidiary signal, applying — Passenger Dock to Up Sidings or Up Goods, has been re-positioned from the right-hand to the left-hand side of its associated 4—aspect main signal.

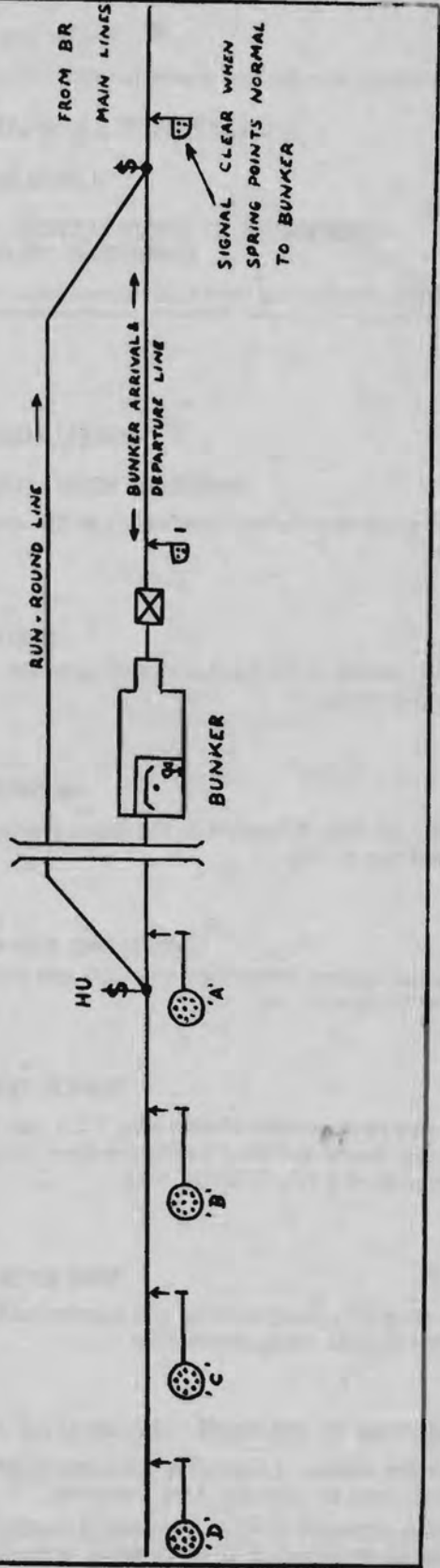
(32)

FILEY HOLIDAY CAMP

Nos.1 and 2 Engine Pit Lines and the adjacent part of No.2 Engine Line has been secured out of use.

(32)

SHARLSTON COLLIERY BUNKER



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 E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 354

FERRYBRIDGE 'C' POWER STATION – WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS

The facilities for dealing with these trains have now been withdrawn. (32)

MISCELLANEOUS INSTRUCTIONS

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

★ THORNHILL

On Monday 17 July All points in the Down sidings with the exception of the former Warehouse Road will be secured out of use. (32)

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 have been 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.)

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

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

SOWERBY BRIDGE STATION

The front coal drop road has been secured out of use. (31)

MILL LANE AND SPRING MILL STREET

Nos. 1 and 2 sidings, Mill Lane and No. 2 sidings in Spring Mill Street Coal Yard have been removed, and the points spiked out of use pending removal.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	
Neville Hill Coaching Stock Depot No.4 Reception Siding	Contractors constructing fuel base. Mechanical plant in use.	Continuous.	

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

MO.45/NS
 York
 14 JULY, 1972

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

SATURDAY TO MONDAY 29 TO 31 JULY - SELBY SOUTH

A new 3-lever Ground Frame (Selby South G.F. "C") released by Selby South signal box and situated adjacent to the Down Sidings/Down Goods Loop points will be provided and brought into use. The Ground Frame will control the points Down Sidings/Down Goods Loop.

The 2-lever Dock Sidings Ground Frame will be replaced by a 3-lever Ground Frame and renamed Selby G.F. "D". (The additional lever will control new ground position light signal S587. See below).

The Down Reception Sidings Ground Frame will be abolished and the points formally worked therefrom will be converted to hand-worked points.

The spring points on the Up York, leading from the Up Hull, will become motor operated and controlled from Selby South.

The connection between the Goods Yard line and the Up Goods Loop will be abolished. Trap Points will be formed at the south end of this connection.

Signalling Alterations (Down Direction)

The Down Main Home No.2 with Barlby Outer Down Distant below and the Down Goods Loop to Down Main semaphore arm signals will be abolished and replaced by multi-unit type colour light signals mounted on the same gantry as follows:-

The Down Main Home No.2 with Barlby Outer Distant below will be replaced by a 4-aspect colour light signal plated S1943. A position "1" junction indicator, with position light subsidiary positioned to the left of the main signal will be provided and the following indications will apply:-

Aspect	Route Indicator	Application to or towards
Main		Down Main S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

The Down Goods Loop to Down Main will be replaced by a 3-aspect colour light signal plated S1941. A position "1" junction indicator with position light subsidiary positioned to the left of the main signal will be provided and the following indications will apply:-

Aspect	Route Indicator	Application to or towards
Main		Down Main Signal S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

The Down Branch Home signal will be replaced by a 4-aspect colour light signal plated S1869 with position "1" junction indicator and position light subsidiary. This signal will be repositioned 200 yards further from the signal box (638 yards before reaching the Down Platform Starting) and 126 yards after passing the associated Banner Repeater.

The following indications will apply:-

Aspect	Route Indicator	Application to or towards
Main		Down Main Signal S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

Up Direction

Passenger Dock Starting (SD61) will be re-plated S1950. The theatre type route indicator will be replaced by position "1" and "4" junction indicators with the following readings:-

Aspect	Route Indicator	Application to or towards
Main		Up Main Signal S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub	Junction Indicator "1"	Up Goods Loop Occupied
Sub		Up Sidings

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B — continued

SATURDAY TO MONDAY 29 TO 31 JULY—SELBY SOUTH—continued

Up Platform Starting S62 will be re-plated S1952. The theatre type route indicator will be replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main Signal S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub		Up Sidings
Sub	Junction Indicator "1"	Up Goods Loop Occupied

Up Main Home S63 will be re-plated S1954. The theatre type route indicator will be replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub		Up Sidings
Sub	Junction Indicator "1"	Up Goods Loop Occupied

The following ground disc or miniature arm shunting signals will be replaced by ground position light signals:—

Disc applying — set-back — Down Platform to Down Main, to Up Main to Up Branch, to Up Goods Loop or to Up Sidings. (New signal plated S590.)

Disc applying — set-back — Down Main to Up Main, to Up Branch, to Up Goods Loop or to Up Sidings. (New signal plated S588.)

Disc applying along Goods Yard line. (New signal Plated S584.)

Disc applying Up Sidings to Up Main or to Goods Yard. (New signal plated S583.)

Disc applying — set-back — Down Main to Down Goods Loop or to Down Sidings — new signal situated on the R-H side of the Down Main and plated S586. A 2-way stencil route indicator will be provided with the following readings:—

"X" — Down Goods Loop

"S" — Down Sidings

This signal will be additionally controlled by Ground Frame "C".

2-arm miniature applying — set-back — Up Main to Down Main, to Down Platform or to Passenger Dock. New signal plated S587. A 5-way stencil route indicator will be provided with the following readings:—

P — Down Platform

M — Down Main

B — Up Bay

S — Dock Sidings

X — Up Platform

S587 will be additionally controlled by Ground Frame "D".

Telephones connected to Selby South will be provided at all the above main colour light signals at Ground Frames "C" and "D" and at ground position light signals Nos. 588/590 and 583/584.

Signals abolished:—

Down Main Home No.3 with Barlby Inner Distant below.

Down Main to Down Platform with "Calling-On" below.

Disc — set-back — Up Goods Loop to Up Main or to Goods Yard.

Disc — No.1 Goods Yard to Up Sidings or to Up Goods Loop.

The miniature arm signal, applying Down Sidings to Down Main, will be abolished and replaced by an illuminated notice board worded "STOP TELEPHONE", situated at the exit to the Down Sidings and an adjacent telephone connected to Selby South will be provided.

An illuminated notice board worded "STOP TELEPHONE" and an adjacent telephone connected to Selby South will be provided 30 yards north of the signal box, applying to Down direction movements on the Goods Yard line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 30 JULY – WEST PARADE AND HULL PARAGON****West Parade**

The facing end of the connection in "E" Road (Up Main, leading to the Down Scarborough) will be secured out of use.

(The trailing end of this connection in the Down Scarborough will be secured out of use on Sunday 6 August pending abolition of this connection).

Signalling alterations

The theatre-type route indicator will be abolished from the Up Main Home No.2 and this signal without route indication will apply along the Up Main only.

Hull Paragon

Route indication "E" will be abolished from signal No.133/134 (route via former facing connection "C" Road to "E" Road/Up Main).

Route indication "B" will be abolished from signal No.232/233 (route via former facing connection Down Main/"D" Road to "B" Road). (34)

SUNDAY 30 JULY – BETWEEN MARSDEN JN. AND GLEDHOLT JN.

The Up Goods line will be abolished from the west side of the Gledholt Junction facing connection Up Fast to Up Main, to a point approximately 600 yards east of Marsden. The remainder of the Up Goods at the Marsden Jn. end will become an Up Refuge Siding.

Gledholt Junction

The facing end of the connection – Up Fast to Up Main, will be secured in the reverse position for through running to Up Main, pending replacement by plain line.

The Up Siding and associated Shunt Spur will be abolished.

The following points and connections will be secured out of use pending removal:—

Up Slow to Up Fast/Up Goods Facing connection.

Down Fast to Down Slow Facing connection.

Down Fast to Up Fast trailing crossover and associated slip connection to Up Sidings.

Up Goods to Up Sidings trailing connection.

All associated ground position light shunting signals will be abolished.

Signal Abolished

Up Goods auto-signal U24G.

Altered Signals

The position "1" junction indicator applying Up Slow to Up Fast/Up Goods will be abolished from signal 191.

The position "4" junction indicator applying Up Fast to Up Main will be abolished from signal 189 and the main signal without junction indicator will now apply – Up Fast to Up Main.

Longwood Goods**Signal Abolished**

Up Goods Home C/L signal LG40

Marsden Junction**Signal Abolished**

Up Goods Distant.

(34)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT

SHARLSTON COLLIERY – RE-INSTATEMENT OF RAPID LOADING FACILITIES**Sharlston Colliery Bunker**

Two lines named "Bunker Arrival and Departure line" and "Run Round line" have been provided within the colliery.

The entry to the "Bunker Arrival and Departure line" is controlled by a self operating position light signal situated to the left side of the line 2 yards on the approach side of the spring points and will only exhibit a 'Proceed' aspect when the spring points are in the normal position leading to the Bunker line.

The Rapid Loading Bunker is situated on the Bunker Arrival and Departure line, approximately 1,200 yards from the B.R. Main Lines and is protected by Ground Position Light signal No.1 which is situated 5 yards East of the weighbridge. The Bunker Arrival and Departure line is terminated by buffer stops approximately 400 yards West of the Bunker.

Control During Loading

Four Loading Control signals (see Page 330 Sectional Appendix (Northern Area) page 122 Supp. No.1) have been provided, adjacent to the Bunker Arrival and Departure line, positioned as follows:—

D – 385 yards West of Bunker

C – 275 yards West of Bunker

B – 165 yards West of Bunker

A – 55 yards West of Bunker

General

Ground Position Light signal No.1 and Loading Control signals A, B, C and D are controlled by the Bunker Operator.

A lineside Plunger has been provided at the Bunker to enable the Guard to stop the train, if necessary, during loading or before the locomotive enters the Bunker.

A notice board worded "STOP AWAIT INSTRUCTIONS", has been provided, facing movements towards B.R. Main Lines, at the convergence of the Bunker Arrival and Departure line and the conventional sidings.

A wagon derailer has been provided on the Colliery side of Whinney Lane Level Crossing. This derailer will be positioned, as necessary, by the N.C.B. Crossing Keeper in order to protect road movements over the level crossing.

Reference should be made to the diagram shown on page 31 of this notice which indicates the signalling arrangements at the Bunker and to the instructions on Page 362 of the Sectional Appendix. (33)

APPERLEY VIADUCT

The trailing crossover between the Down and Up Mains, together with the slip connection to the Up Sidings has been secured out of use in the normal position pending removal.

The associated ground disc signals has been abolished. (33)

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

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice— the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

FERRYBRIDGE 'C' POWER STATION

The new temporary Loop line for unloading Oil-tank trains, conveying 100 ton tank wagons has now been secured out of use.

(Amended item) (32)

SELBY SOUTH

The gantry-mounted position light subsidiary signal, applying — Passenger Dock to Up Sidings or Up Goods, has been re-positioned from the right-hand to the left-hand side of its associated 4—aspect main signal.

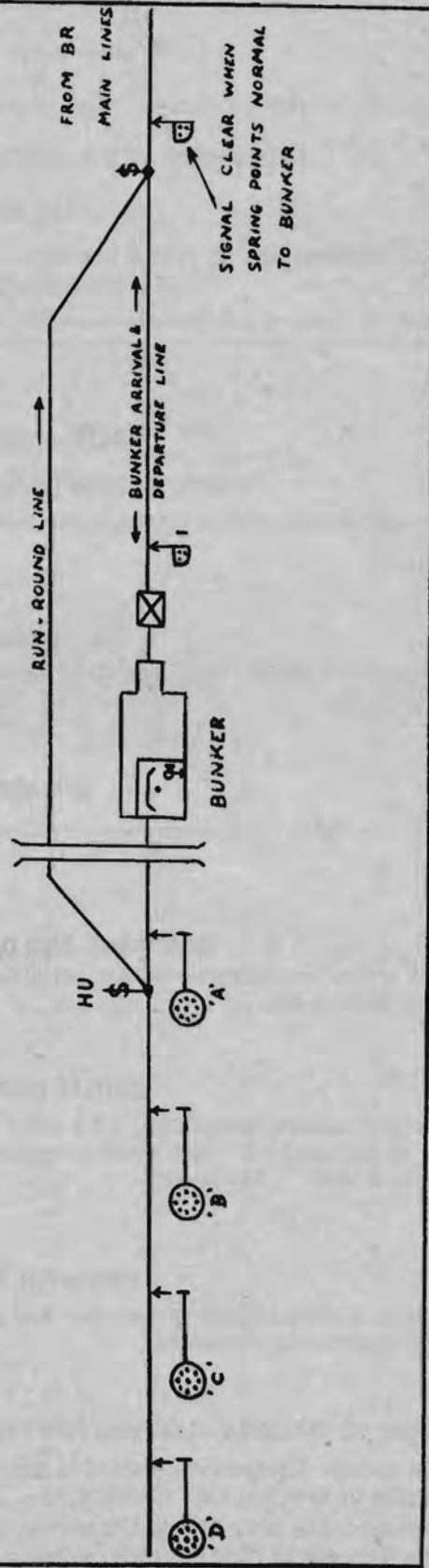
(32)

FILEY HOLIDAY CAMP

Nos.1 and 2 Engine Pit Lines and the adjacent part of No.2 Engine Line has been secured out of use.

(32)

SHARLSTON COLLIERY BUNKER



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 E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 354

FERRYBRIDGE 'C' POWER STATION – WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS

The facilities for dealing with these trains have now been withdrawn. (32)

MISCELLANEOUS INSTRUCTIONS

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

★ THORNHILL

All points in the Down Sidings with the exception of the former Warehouse Road have been secured out of use. (32)

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 have been 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.)

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

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

*** * SOWERBY BRIDGE STATION**

The front coal drop road has been secured out of use.

(31)

MILL LANE AND SPRING MILL STREET

Nos. 1 and 2 sidings, Mill Lane and No. 2 sidings in Spring Mill Street Coal Yard have been removed, and the points spiked out of use pending removal.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	
Neville Hill Coaching Stock Depot No.4 Reception Siding	Contractors constructing fuel base. Mechanical plant in use.	Continuous.	

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

MO.45/NS
York
21 JULY 1972

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 6 AUGUST—HULL WEST PARADE

The trailing end of the connection in the Down Scarborough from "E" Road (Up Main) will be secured out of use pending removal of this connection. (The facing end was secured out of use on Sunday 30 July). (35/36)

MONDAY 7 AUGUST – HULL LOW LEVEL LINE – WILMINGTON *

The running line beyond Hornsea Sidings Scrap Dock will be severed at a point 150 yards on the Wilmington side of the Hornsea Siding connection.

A temporary wheel-stop will be provided pending erection of buffer-stops. All sidings, including connections to Earle's Sidings beyond this point will be abolished. (35/36)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY SOUTH

A new 3-lever Ground Frame (Selby South G.F. "C") released by Selby South signal box and situated adjacent to the Down Sidings/Down Goods Loop points has been provided and brought into use. The Ground Frame controls the points Down Sidings/Down Goods Loop.

The 2-lever Dock Sidings Ground Frame has been replaced by a 3-lever Ground Frame and renamed Selby G.F. "D". (The additional lever controls new ground position light signal S587. See below).

The Down Reception Sidings Ground Frame has been abolished and the points formerly worked therefrom have been converted to hand-worked points.

The spring points on the Up York, leading from the Up Hull, have become motor operated and are controlled from Selby South.

The connection between the Goods Yard line and the Up Goods Loop have been abolished. Trap Points have been formed at the south end of this connection.

Signalling Alterations (Down Direction)

The Down Main Home No.2 with Barby Outer Down Distant below and the Down Goods Loop to Down Main semaphore arm signals have been abolished and replaced by multi-unit type colour light signals mounted on the same gantry as follows:—

The Down Main Home No.2 with Barby Outer Distant below has been replaced by a 4-aspect colour light signal plated S1943. A position "1" junction indicator, with position light subsidiary positioned to the left of the main signal has been provided and the following indications will apply:—

Aspect	Route Indicator	Application to or towards
Main		Down Main S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

The Down Goods Loop to Down Main has been replaced by a 3-aspect colour light signal plated S1941. A position "1" junction indicator with position light subsidiary positioned to the left of the main signal has been provided and the following indications will apply:—

Aspect	Route Indicator	Application to or towards
Main		Down Main Signal S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

The Down Branch Home signal has been replaced by a 4-aspect colour light signal plated S1869 with position "1" junction indicator and position light subsidiary. This signal has been repositioned 200 yards further from the signal box (638 yards before reaching the Down Platform Starting) and 126 yards after passing the associated Banner Repeater.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

SELBY SOUTH — continued

The following indications will apply:—

Aspect	Route Indicator	Application to or towards
Main		Down Main Signal S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

Up Direction

Passenger Dock Starting (SD61) has been re-plated S1950. The theatre type route indicator has been replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main Signal S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub	Junction Indicator "1"	Up Goods Loop Occupied
Sub		Up Sidings

Up Platform Starting S62 has been re-plated S1952. The theatre type route indicator has been replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main Signal S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub		Up Sidings
Sub	Junction Indicator "1"	Up Goods Loop Occupied

Up Main Home S63 has been re-plated S1954. The theatre type route indicator has been replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub		Up Sidings
Sub	Junction Indicator "1"	Up Goods Loop Occupied

The following ground disc or miniature arm shunting signals have been replaced by ground position light signals:—

Disc applying — set-back — Down Platform to Down Main, to Up Main to Up Branch, to Up Goods Loop or to Up Sidings. (New signal plated S590.)

Disc applying — set-back — Down Main to Up Main, to Up Branch, to Up Goods Loop or to Up Sidings. (New signal plated S588.)

Disc applying along Goods Yard line. (New signal Plated S584.)

Disc applying Up Sidings to Up Main or to Goods Yard. (New signal plated S583.)

Disc applying—set-back—Down Main to Down Goods Loop or to Down Sidings—new signal situated on the R-H side of the Down Main and plated S586. A 2-way stencil route indicator has been provided with the following readings:—

"X" — Down Goods Loop

"S" — Down Sidings

This signal will be additionally controlled by Ground Frame "C".

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

2-arm miniature applying-set-back-Up Main to Down Main, to Down Platform or to Passenger Dock. New signal plated S587. A 5-way stencil route indicator has been provided with the following readings:-

- P - Down Platform
- M - Down Main
- B - Up Bay
- S - Dock Sidings
- X - Up Platform

S587 will be additionally controlled by Ground Frame "D".

Telephones connected to Selby South have been provided at all the above main colour light signals at Ground Frames "C" and "D" and at ground position light signals Nos.588/590 and 583/584.

Signals abolished:-

- Down Main Home No.3 with Barlby Inner Distant below.
- Down Main to Down Platform with "Calling-On" below.
- Disc - set-back - Up Goods Loop to Up Main or to Goods Yard.
- Disc - No.1 Goods Yard to Up Sidings or to Up Goods Loop.

The miniature arm signal, which applied Down Sidings to Down Main, has been abolished and replaced by an illuminated notice board worded "STOP TELEPHONE", situated at the exit to the Down Sidings and an adjacent telephone connected to Selby South has been provided.

An illuminated notice board worded "STOP TELEPHONE" and an adjacent telephone connected to Selby South have been provided 30 yards north of the signal box, applying to Down direction movements on the Goods Yard line.

(34)

WEST PARADE AND HULL PARAGON**West Parade**

The facing end of the connection in "E" Road (Up Main, leading to the Down Scarborough) has been secured out of use.

Signalling alterations

The theatre-type route indicator has been abolished from the Up Main Home No.2 and this signal without route indication will apply along the Up Main only.

Hull Paragon

Route indication "E" has been abolished from signal No.133/134 (route via former facing connection "C" Road to "E" Road/Up Main).

Route indication "B" has been abolished from signal No.232/233 (route via former facing connection Down Main/"D" Road to "B" Road).

(34)

BETWEEN MARSDEN JN. AND GLEDHOLT JN.

The Up Goods line has been abolished from the west side of the Glenholt Junction facing connection Up Fast to Up Main, to a point approximately 600 yards east of Marsden. The remainder of the Up Goods at the Marsden Jn. end will eventually become an Up Refuge Siding.

Gledholt Junction

The facing end of the connection - Up Fast to Up Main, has been secured in the reverse position for through running to Up Main, pending replacement by plain line.

The Up Siding and associated Shunt Spur have been abolished.

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

- Up Slow to Up Fast/Up Goods Facing connection.
- Down Fast to Down Slow Facing connection.
- Down Fast to Up Fast trailing crossover and associated slip connection to Up Sidings.
- Up Goods to Up Sidings trailing connection.

All associated ground position light shunting signals have been abolished.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT— continued****BETWEEN MARSDEN JN. AND GLEDHOLT JN.—continued****Signal Abolished**

Up Goods auto-signal U24G.

Altered Signals

The position "1" junction indicator applying Up Slow to Up Fast/Up Goods has been abolished from signal 191.

The position "4" junction indicator applying Up Fast to Up Main has been abolished from signal 189 and the main signal without junction indicator now applies Up Fast to Up Main.

Longwood Goods**Signal Abolished**

Up Goods Home C/L signal LG40

Marsden Junction**Signal Abolished**

Up Goods Distant.

(34)

SHARLSTON COLLIERY — RE-INSTATEMENT OF RAPID LOADING FACILITIES**Sharlston Colliery Bunker**

Two lines named "Bunker Arrival and Departure line" and "Run Round line" have been provided within the colliery.

The entry to the "Bunker Arrival and Departure line" is controlled by a self operating position light signal situated to the left side of the line 2 yards on the approach side of the spring points and will only exhibit a 'Proceed' aspect when the spring points are in the normal position leading to the Bunker line.

The Rapid Loading Bunker is situated on the Bunker Arrival and Departure line, approximately 1,200 yards from the B.R. Main Lines and is protected by Ground Position Light signal No.1 which is situated 5 yards East of the weighbridge. The Bunker Arrival and Departure line is terminated by buffer stops approximately 400 yards West of the Bunker.

Control During Loading

Four Loading Control signals (see Page 330 Sectional Appendix (Northern Area) page 122 Supp. No.1) have been provided, adjacent to the Bunker Arrival and Departure line, positioned as follows:—

- D — 385 yards West of Bunker
- C — 275 yards West of Bunker
- B — 165 yards West of Bunker
- A — 55 yards West of Bunker

General

Ground Position Light signal No.1 and Loading Control signals A, B, C and D are controlled by the Bunker Operator.

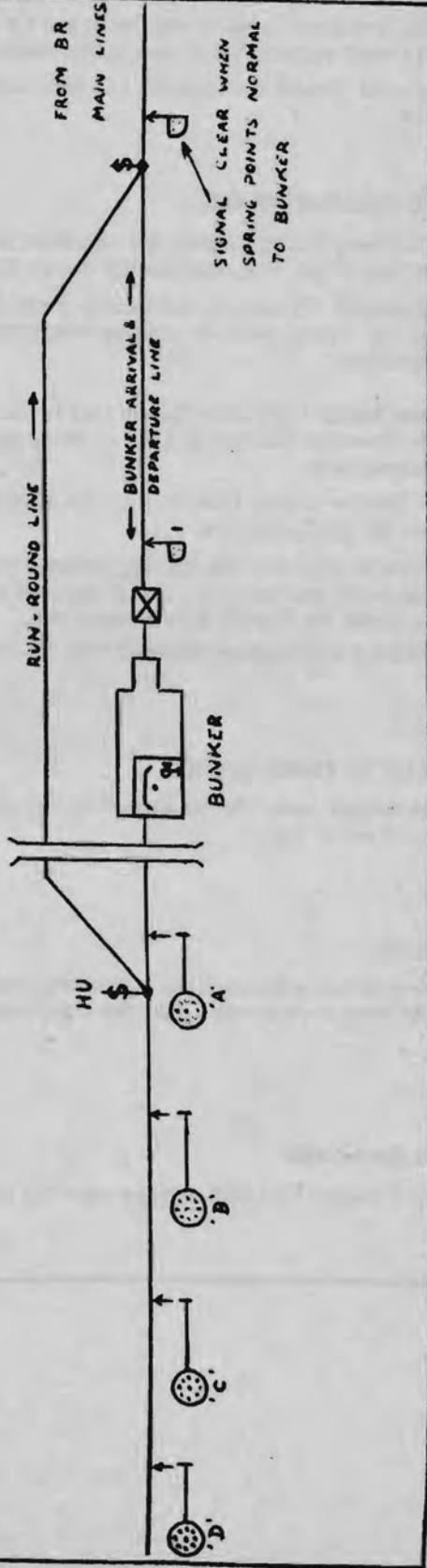
A lineside Plunger has been provided at the Bunker to enable the Guard to stop the train, if necessary, during loading or before the locomotive enters the Bunker.

A notice board worded "STOP AWAIT INSTRUCTIONS", has been provided, facing movements towards B.R. Main Lines, at the convergence of the Bunker Arrival and Departure line and the conventional sidings.

A wagon derailer has been provided on the Colliery side of Whinney Lane Level Crossing. This derailer will be positioned, as necessary, by the N.C.B. Crossing Keeper in order to protect road movements over the level crossing.

Reference should be made to the diagram shown on page 31 of this notice which indicates the signalling arrangements at the Bunker and to the instructions on Page 362 of the Sectional Appendix. (33)

SHARLSTON COLLIERY BUNKER



SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

APPERLEY VIADUCT

The trailing crossover between the Down and Up Mains, together with the slip connection to the Up Sidings has been secured out of use in the normal position pending removal.

The associated ground disc signals has been abolished.

(33)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice—the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

* * FERRYBRIDGE 'C' POWER STATION

The new temporary Loop line for unloading Oil-tank trains, conveying 100 ton tank wagons has now been secured out of use.

(Amended item) (32)

* * SELBY SOUTH

The gantry-mounted position light subsidiary signal, applying — Passenger Dock to Up Sidings or Up Goods, has been re-positioned from the right-hand to the left-hand side of its associated 4-aspect main signal.

(32)

* * FILEY HOLIDAY CAMP

Nos.1 and 2 Engine Pit Lines and the adjacent part of No.2 Engine Line has been secured out of use.

(32)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

* * Page 354

FERRYBRIDGE 'C' POWER STATION - WORKING INSTRUCTIONS FOR TRAINS
CONVEYING 100-TON GLW BOGIE TANKS

The facilities for dealing with these trains have now been withdrawn.

(32)

MISCELLANEOUS INSTRUCTIONS

★ SUNDAY 6 AUGUST - BETWEEN LEEDS CITY WEST END AND WEST JN.

Rule 55

From 07 30 to 17 00 various signal post telephones will be in operative, and to avoid delay, Trainmen must use the appropriate telephone immediately after their train has come to a stand.

GARFORTH MOOR LEVEL CROSSING - GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

* * THORNHILL

All points in the Down Sidings with the exception of the former Warehouse Road have been secured out of use. (32)

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 have been 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.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - 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. (U.F.N.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform is being shortened by 85 yards at each end.

* * MILL LANE AND SPRING MILL STREET

Nos. 1 and 2 sidings, Mill Lane and No. 2 sidings in Spring Mill Street Coal Yard have been removed, and the points spiked out of use pending removal.

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
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.	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	
Neville Hill Coaching Stock Depot No.4 Reception Siding	Contractors constructing fuel base. Mechanical plant in use.	Continuous.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN)

★ Page 365-Add-

HARE PARK TO CROFTON WEST
WALTON COLLIERY

Commencing on Monday 7th August conventional loading of merry-go-round wagons will take place at this colliery in accordance with the following instructions:-

1. Trains conveying MGR wagons will arrive on the Up Crofton Branch and come to a stand at the 30 wagon Marker Board situated on the Hare Park side of ground position light signal 0.307.
2. The provisions of Rule 111(a) (iv) to be carried out and when the signal has been lowered the empty wagons must be propelled towards the Colliery Traffic Sidings and brought to a stand at the Marker Board situated on the Colliery Branch line before being propelled into the Colliery Traffic Sidings in accordance with the provisions of Rule 111 (d).
3. When the movement has been completed the guard must uncouple the empty train into rafts of 5 wagons.
4. Fifteen loaded wagons must then be hauled from the Colliery Traffic Sidings to the Shunt Spur and after the provisions of Rule 111 (a) (iv) have been carried out, propelled on to the Arrival line. The locomotive will then run-round the wagons via the Main lines and propel the loaded wagons onto the Shunt Spur. 5 wagon brakes must then be pinned down.
5. A further fifteen loaded wagons must then be hauled from the Colliery Traffic Sidings to the Up Main Line and the movement must come to a stand clear of the connections on the Hare Park side of ground position light signal 0.307.
6. The provisions of Rule 111 (a) (iv) to be carried out and when the signal has been lowered the wagons must be propelled on to the Arrival Line, the locomotive will then run-round the wagons via the Main lines and propel them on to the first portion standing on the Shunt Spur.
7. On completion the train will depart via the Down Crofton branch line. (35D)

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

0.45/NS
work
28 JULY, 1972

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 13 AUGUST – HESSLE STATION AND HESSLE HAVEN ***

The Down Goods line will be abolished. A 440 yards over-run will remain on the Hesse Haven side of the facing points – Down Goods to Down Main on which a sand-drag will be provided.

Hesse Station

The trailing crossover between the Down and Up Main lines will be secured out of use until further notice. The associated disc shunting signals will be abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, will be secured out of use pending removal.

following signals will be abolished:–

- Down Slow Starting to Down Goods.
- Down Main Starting to Down Goods.
- Up Slow Home No. 1
- Disc – set back – Up Slow to Up Main.

Altered naming of signal

The Up Slow Home No. 2 will become the Up Slow Home signal.

(37)

DETAILS OF WORK ALREADY CARRIED OUT**HULL WEST PARADE**

The trailing end of the connection in the Down Scarborough from "E" Road (Up Main) has been secured out of use pending removal of this connection. (35/36)

LOW LEVEL LINE – WILMINGTON

The running line beyond Hornsea Sidings Scrap Dock has been severed at a point 150 yards on the Wilmington side of the Hornsea Siding connection.

A temporary wheel-stop has been provided pending erection of buffer stops. All sidings, including connections to Earle's Sidings beyond this point have been abolished. (35/36)

SELBY SOUTH

A new 3-lever Ground Frame (Selby South G.F. "C") released by Selby South signal box and situated adjacent to the Down Sidings/Down Goods Loop points has been provided and brought into use. The Ground Frame controls the points Down Sidings/Down Goods Loop.

The 2-lever Dock Sidings Ground Frame has been replaced by a 3-lever Ground Frame and renamed Selby G.F. "D". (The additional lever controls new ground position light signal S587. See below).

The Down Reception Sidings Ground Frame has been abolished and the points formerly worked therefrom have been converted to hand-worked points.

The spring points on the Up York, leading from the Up Hull, have become motor operated and are controlled from Selby South.

The connection between the Goods Yard line and the Up Goods Loop have been abolished. Trap Points have been formed at the south end of this connection.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT — continued

SELBY SOUTH—continued

Signalling Alterations (Down Direction)

The Down Main Home No.2 with Barlby Outer Down Distant below and the Down Goods Loop to Down Main semaphore arm signals have been abolished and replaced by multi-unit type colour light signals mounted on the same gantry as follows:—

The Down Main Home No.2 with Barlby Outer Distant below has been replaced by a 4-aspect colour light signal plated S1943. A position "1" junction indicator, with position light subsidiary positioned to the left of the main signal has been provided and the following indications will apply:—

Aspect	Route Indicator	Application to or towards
Main		Down Main S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

The Down Goods Loop to Down Main has been replaced by a 3-aspect colour light signal plated S1941. A position "1" junction indicator with position light subsidiary positioned to the left of the main signal has been provided and the following indications will apply:—

Aspect	Route Indicator	Application to or towards
Main		Down Main Signal S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

The Down Branch Home signal has been replaced by a 4-aspect colour light signal plated S1869 with position "1" junction indicator and position light subsidiary. This signal has been repositioned 200 yards further from the signal box (638 yards before reaching the Down Platform Starting) and 126 yards after passing the associated Banner Repeater.

The following indications will apply:—

Aspect	Route Indicator	Application to or towards
Main		Down Main Signal S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

Up Direction

Passenger Dock Starting (SD61) has been re-plated S1950. The theatre type route indicator has been replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main Signal S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub	Junction Indicator "1"	Up Goods Loop Occupied
Sub		Up Sidings

Up Platform Starting S62 has been re-plated S1952. The theatre type route indicator has been replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main Signal S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub		Up Sidings
Sub	Junction Indicator "1"	Up Goods Loop Occupied

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

Up Main Home S63 has been re-plated S1954. The theatre type route indicator has been replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub		Up Sidings
Sub	Junction Indicator "1"	Up Goods Loop Occupied

The following ground disc or miniature arm shunting signals have been replaced by ground position light signals:—

Disc applying—set-back—Down Platform to Down Main, to Up Main to Up Branch, to Up Goods Loop or to Up Sidings. (New signal plated S590.)

Disc applying—set-back—Down Main to Up Main, to Up Branch, to Up Goods Loop or to Up Sidings. (New signal plated S588.)

Disc applying along Goods Yard line. (New signal Plated S584.)

Disc applying Up Sidings to Up Main or to Goods Yard. (New signal plated S583.)

Disc applying—set-back—Down Main to Down Goods Loop or to Down Sidings—new signal situated on the R—H side of the Down Main and plated S586. A 2-way stencil route indicator has been provided with the following readings:—

"X" — Down Goods Loop

"S" — Down Sidings

This signal will be additionally controlled by Ground Frame "C".

2-arm miniature applying—set-back—Up Main to Down Main, to Down Platform or to Passenger Dock. New signal plated S587. A 5-way stencil route indicator has been provided with the following readings:—

P — Down Platform

M — Down Main

B — Up Bay

S — Dock Sidings

X — Up Platform

S587 will be additionally controlled by Ground Frame "D".

Telephones connected to Selby South have been provided at all the above main colour light signals at Ground Frames "C" and "D" and at ground position light signals Nos. 588/590 and 583/584.

Signals abolished:—

Down Main Home No.3 with Barlby Inner Distant below.

Down Main to Down Platform with "Calling-On" below.

Disc — set-back — Up Goods Loop to Up Main or to Goods Yard.

Disc — No.1 Goods Yard to Up Sidings or to Up Goods Loop.

The miniature arm signal, which applied Down Sidings to Down Main, has been abolished and replaced by an illuminated notice board worded "STOP TELEPHONE", situated at the exit to the Down Sidings and an adjacent telephone connected to Selby South has been provided.

An illuminated notice board worded "STOP TELEPHONE" and an adjacent telephone connected to Selby South have been provided 30 yards north of the signal box, applying to Down direction movements on the Goods Yard line.

(34)

WEST PARADE AND HULL PARAGON

West Parade

The facing end of the connection in "E" Road (Up Main, leading to the Down Scarborough) has been secured out of use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****WEST PARADE AND HULL PARAGON – continued****Signalling alterations**

The theatre-type route indicator has been abolished from the Up Main Home No.2 and this signal without route indication will apply along the Up Main only.

Hull Paragon

Route indication "E" has been abolished from signal No.133/134 (route via former facing connection "C" Road to "E" Road/Up Main).

Route indication "B" has been abolished from signal No.232/233 (route via former facing connection Down Main/"D" Road to "B" Road). (34)

BETWEEN MARSDEN JN. AND GLEDHOLT JN.

The Up Goods line has been abolished from the west side of the Glenholt Junction facing connection Up Fast to Up Main, to a point approximately 600 yards east of Marsden. The remainder of the Up Goods at the Marsden Jn. end will eventually become an Up Refuge Siding.

Gledholt Junction

The facing end of the connection – Up Fast to Up Main, has been secured in the reverse position for through running to Up Main, pending replacement by plain line.

The Up Siding and associated Shunt Spur have been abolished.

The following points and connections have been secured out of use pending removal:—

Up Slow to Up Fast/Up Goods Facing connection.

Down Fast to Down Slow Facing connection.

Down Fast to Up Fast trailing crossover and associated slip connection to Up Sidings.

Up Goods to Up Sidings trailing connection.

All associated ground position light shunting signals have been abolished.

Signal Abolished

Up Goods auto-signal U24G.

Altered Signals

The position "1" junction indicator applying Up Slow to Up Fast/Up Goods has been abolished from signal 191.

The position "4" junction indicator applying Up Fast to Up Main has been abolished from signal 189 and the main signal without junction indicator now applies Up Fast to Up Main.

Longwood Goods**Signal Abolished**

Up Goods Home C/L signal LG40

Marsden Junction**Signal Abolished**

Up Goods Distant.

(34)

*** * SHARLSTON COLLIERY – RE-INSTATEMENT OF RAPID LOADING FACILITIES****Sharlston Colliery Bunker**

Two lines named "Bunker Arrival and Departure line" and "Run Round line" have been provided within the colliery.

The entry to the "Bunker Arrival and Departure line" is controlled by a self operating position light signal situated to the left side of the line 2 yards on the approach side of the spring points and will only exhibit a "Proceed" aspect when the spring points are in the normal position leading to the Bunker line.

The Rapid Loading Bunker is situated on the Bunker Arrival and Departure line, approximately 1,200 yards from the B.R. Main Lines and is protected by Ground Position Light signal No.1 which is situated 5 yards East of the weighbridge. The Bunker Arrival and Departure line is terminated by buffer stops approximately 400 yards West of the Bunker.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued***** * SHARLSTON COLLIERY — RE-STATEMENT OF RAPID LOADING FACILITIES — continued****Control During Loading**

Four Loading Control signals (see Page 330 Sectional Appendix (Northern Area) page 122 Supp. No.1) have been provided, adjacent to the Bunker Arrival and Departure line, positioned as follows:—

- D — 385 yards West of Bunker
- C — 275 yards West of Bunker
- B — 165 yards West of Bunker
- A — 55 yards West of Bunker

General

Ground Position Light signal No.1 and Loading Control signals A, B, C and D are controlled by the Bunker Operator.

A lineside Plunger has been provided at the Bunker to enable the Guard to stop the train, if necessary, during loading or before the locomotive enters the Bunker.

A notice board worded "STOP AWAIT INSTRUCTIONS", has been provided, facing movements towards B.R. Main Lines, at the convergence of the Bunker Arrival and Departure line and the conventional sidings.

A wagon derailer has been provided on the Colliery side of Whinney Lane Level Crossing. This derailer will be positioned, as necessary, by the N.C.B. Crossing Keeper in order to protect road movements over the level crossing.

Reference should be made to the diagram shown on page 31 of this notice which indicates the signalling arrangements at the Bunker and to the instructions on Page 362 of the Sectional Appendix. (33)

*** * APPERLEY VIADUCT**

The trailing crossover between the Down and Up Mains, together with the slip connection to the Up Sidings has been secured out of use in the normal position pending removal.

The associated ground disc signals has been abolished. (33)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice — the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

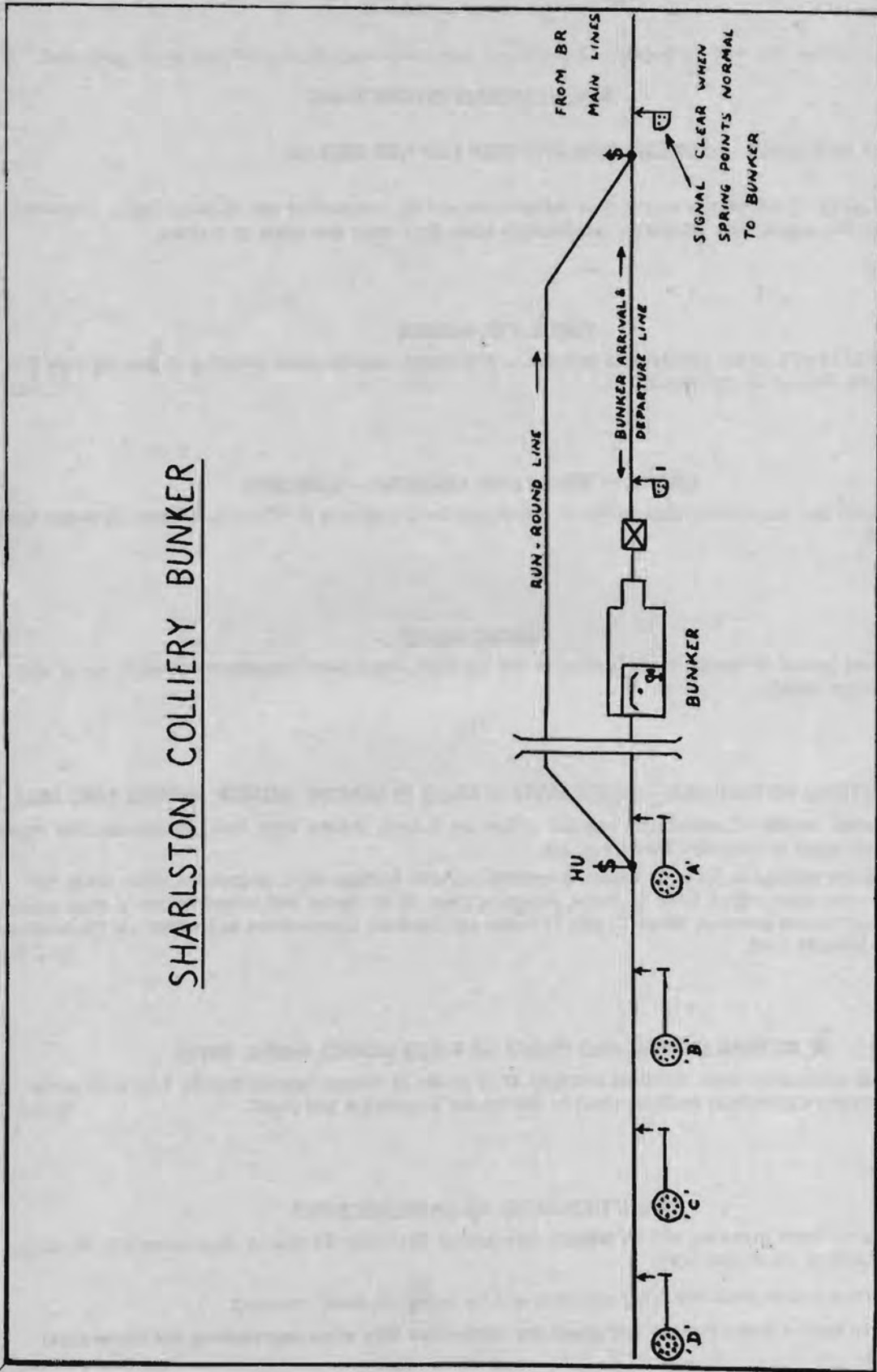
Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignaller acting under the Signaller's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

SHARLSTON COLLIERY BUNKER



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

★ SUNDAY 13 AUGUST – BETWEEN LEEDS CITY WEST END AND WEST JN.

Rule 55
From 07 30 to 17 00 various signal post telephones will be inoperative and to avoid delay, Trainmen must use the appropriate telephone immediately after their train has come to a stand.

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.)

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.)

★ BETWEEN CUTSYKE AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

★ LOFTHOUSE JN. TO CHARLESWORTH'S

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1¼ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to keep a sharp lookout and sound the locomotive horn when approaching the above level crossing.

Commencing 07 00 Saturday 12 August.

(U.F.N.)

NS: 34
19-25.8.72

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 SUNDAY 19 to 20 AUGUST-CHALK LANE LEVEL CROSSING •
(between Hull West Parade and Hessele Road)

The level crossing gates will be replaced by lifting barriers controlled from the Gate Box. (38)

MONDAY 21 AUGUST- NEWLAY

The points leading from Down Main to Down Sidings will be secured out of use pending removal of the points and the sidings.

All associated signals will be abolished. (40)

DETAILS OF WORK ALREADY CARRIED OUT

HESSLE STATION AND HESSLE HAVEN

The Down Goods line has been abolished. A 440 yards over-run now remains on the Hessele Haven side of the facing points - Down Goods to Down Main for which a sand-drag has been provided.

Hessele Station

The trailing crossover between the Down and Up Main lines has been secured out of use until further notice. The associated disc shunting signals has been abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, has been secured out of use pending removal.

The following signals have been abolished:-

- Down Slow Starting to Down Goods.
- Down Main Starting to Down Goods.
- Up Slow Home No. 1
- Disc - set back - Up Slow to Up Main.

Altered naming of signal

The Up Slow Home No.2 is now the Up Slow Home signal. (40)

HULL WEST PARADE

The trailing end of the connection in the Down Scarborough from "E" Road (Up Main) has been secured out of use pending removal of this connection. (35/36)

HULL LOW LEVEL LINE - WILMINGTON

The running line beyond Hornsea Sidings Scrap Dock has been severed at a point 150 yards on the Wilmington side of the Hornsea Siding connection.

A temporary wheel-stop has been provided pending erection of buffer stops. All sidings, including connections to Earle's Sidings beyond this point have been abolished. (35/36)

* * * SELBY SOUTH

A new 3-lever Ground Frame (Selby South G.F. "C") released by Selby South signal box and situated adjacent to the Down Sidings/Down Goods Loop points has been provided and brought into use. The Ground Frame controls the points Down Sidings/Down Goods Loop.

The 2-lever Dock Sidings Ground Frame has been replaced by a 3-lever Ground Frame and renamed Selby G.F. "D". (The additional lever controls new ground position light signal S587. See below).

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT — continued

SELBY SOUTH—continued

The Down Reception Sidings Ground Frame has been abolished and the points formerly worked therefrom have been converted to hand-worked points.

The spring points on the Up York, leading from the Up Hull, have become motor operated and are controlled from Selby South.

The connection between the Goods Yard line and the Up Goods Loop have been abolished. Trap Points have been formed at the south end of this connection.

Signalling Alterations (Down Direction)

The Down Main Home No.2 with Barlby Outer Down Distant below and the Down Goods Loop to Down Main semaphore arm signals have been abolished and replaced by multi-unit type colour light signals mounted on the same gantry as follows:—

The Down Main Home No.2 with Barlby Outer Distant below has been replaced by a 4-aspect colour light signal plated S1943. A position "1" junction indicator, with position light subsidiary positioned to the left of the main signal has been provided and the following indications will apply:—

Aspect	Route Indicator	Application to or towards
Main		Down Main S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

The Down Goods Loop to Down Main has been replaced by a 3-aspect colour light signal plated S1941. A position "1" junction indicator with position light subsidiary positioned to the left of the main signal has been provided and the following indications will apply:—

Aspect	Route Indicator	Application to or towards
Main		Down Main Signal S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

The Down Branch Home signal has been replaced by a 4-aspect colour light signal plated S1869 with position "1" junction indicator and position light subsidiary. This signal has been repositioned 200 yards further from the signal box (638 yards before reaching the Down Platform Starting) and 126 yards after passing the associated Banner Repeater.

The following indications will apply:—

Aspect	Route Indicator	Application to or towards
Main		Down Main Signal S1955
Main	Junction Indicator	Down Platform Signal S1953
Sub	Junction Indicator	Down Platform line occupied.

Up Direction

Passenger Dock Starting (SD61) has been re-plated S1950. The theatre type route indicator has been replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main Signal S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub	Junction Indicator "1"	Up Goods Loop Occupied
Sub		Up Sidings

Up Platform Starting S62 has been re-plated S1952. The theatre type route indicator has been replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to or towards
Main		Up Main Signal S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub		Up Sidings
Sub	Junction Indicator "1"	Up Goods Loop Occupied

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

** SELBY SOUTH — continued

Up Main Home S63 has been re-plated S1954. The theatre type route indicator has been replaced by position "1" and "4" junction indicators with the following readings:—

Aspect	Route Indicator	Application to, or towards
Main		Up Main S1934
Main	Junction Indicator "1"	Up Goods Loop Signal S1932
Main	Junction Indicator "4"	Up Selby
Sub		Up Sidings
Sub	Junction Indicator "1"	Up Goods Loop Occupied

The following ground disc or miniature arm shunting signals have been replaced by ground position light signals:—

Disc applying—set-back—Down Platform to Down Main, to Up Main to Up Branch, to Up Goods Loop or to Up Sidings. (New signal plated S590.)

Disc applying—set-back—Down Main to Up Main, to Up Branch, to Up Goods Loop or to Up Sidings. (New signal plated S588.)

Disc applying along Goods Yard line. (New signal Plated S584.)

Disc applying Up Sidings to Up Main or to Goods Yard. (New signal plated S583.)

Disc applying—set-back—Down Main to Down Goods Loop or to Down Sidings—new signal situated on the R-H side of the Down Main and plated S586. A 2-way stencil route indicator has been provided with the following readings:—

"X" — Down Goods Loop

"S" — Down Sidings

This signal will be additionally controlled by Ground Frame "C".

2-arm miniature applying—set-back—Up Main to Down Main, to Down Platform or to Passenger Dock. New signal plated S587. A 5-way stencil route indicator has been provided with the following readings:—

P — Down Platform

M — Down Main

B — Up Bay

S — Dock Sidings

X — Up Platform

S587 will be additionally controlled by Ground Frame "D".

Telephones connected to Selby South have been provided at all the above main colour light signals at Ground Frames "C" and "D" and at ground position light signals Nos.588/590 and 583/584.

Signals abolished:—

Down Main Home No.3 with Barby Inner Distant below.

Down Main to Down Platform with "Calling-On" below.

Disc — set-back — Up Goods Loop to Up Main or to Goods Yard.

Disc — No.1 Goods Yard to Up Sidings or to Up Goods Loop.

The miniature arm signal, which applied Down Sidings to Down Main, has been abolished and replaced by an illuminated notice board worded "STOP TELEPHONE", situated at the exit to the Down Sidings and an adjacent telephone connected to Selby South has been provided.

An illuminated notice board worded "STOP TELEPHONE" and an adjacent telephone connected to Selby South have been provided 30 yards north of the signal box, applying to Down direction movements on the Goods Yard line. (34)

** WEST PARADE AND HULL PARAGON

West Parade

The facing end of the connection in "E" Road (Up Main, leading to the Down Scarborough) has been secured out of use.

Signalling alterations

The theatre-type route indicator has been abolished from the Up Main Home No.2 and this signal without route indication will apply along the Up Main only.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****** WEST PARADE AND HULL PARAGON – continued****Hull Paragon**

Route indication "E" has been abolished from signal No.133/134 (route via former facing connection "C" Road to "E" Road/Up Main).

Route indication "B" has been abolished from signal No.232/233 (route via former facing connection Down Main/"D" Road to "B" Road). (34)

**** BETWEEN MARSDEN JN. AND GLEDHOLT JN.**

The Up Goods line has been abolished from the west side of the Glenholt Junction facing connection Up Fast to Up Main, to a point approximately 600 yards east of Marsden. The remainder of the Up Goods at the Marsden Jn. end will eventually become an Up Refuge Siding.

Gledholt Junction

The facing end of the connection – Up Fast to Up Main, has been secured in the reverse position for through running to Up Main, pending replacement by plain line.

The Up Siding and associated Shunt Spur have been abolished.

The following points and connections have been secured out of use pending removal:—

Up Slow to Up Fast/Up Goods Facing connection.

Down Fast to Down Slow Facing connection.

Down Fast to Up Fast trailing crossover and associated slip connection to Up Sidings.

Up Goods to Up Sidings trailing connection.

All associated ground position light shunting signals have been abolished.

Signal Abolished

Up Goods auto-signal U24G.

Altered Signals

The position "1" junction indicator applying Up Slow to Up Fast/Up Goods has been abolished from signal 191.

The position "4" junction indicator applying Up Fast to Up Main has been abolished from signal 189 and the main signal without junction indicator now applies Up Fast to Up Main.

Longwood Goods**Signal Abolished**

Up Goods Home C/L signal LG40

Marsden Junction**Signal Abolished**

Up Goods Distant. (34)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice—the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signals have been removed from all signals.

(Until further Notice)

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

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.)

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

★ CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to keep a sharp lookout and sound the locomotive horn when approaching the above level crossing. (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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform has been shortened by 85 yards at each end.

SHIPLEY TOWN GOODS YARD

A fence has been erected across Nos, 2,3,4 and 5 sidings. Nos. 2,3 and 4 sidings have been 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.)

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
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house	08 00 to 16 30 daily	

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN)

Page 365-Add-

HARE PARK TO CROFTON WEST
 WALTON COLLIERY

Conventional loading of merry-go-round wagons will take place at this colliery in accordance with the following instructions:-

1. Trains conveying MGR wagons will arrive on the Up Crofton Branch and come to a stand at the 30 wagon Marker Board situated on the Hare Park side of ground position light signal 0.307.
2. The provisions of Rule 111(a) (iv) to be carried out and when the signal has been lowered the empty wagons must be propelled towards the Colliery Traffic Sidings and brought to a stand at the Marker Board situated on the Colliery Branch line before being propelled into the Colliery Traffic Sidings in accordance with the provisions of Rule 111 (d).
3. When the movement has been completed the guard must uncouple the empty train into rafts of 5 wagons.
4. Fifteen loaded wagons must then be hauled from the Colliery Traffic Sidings to the Shunt Spur and after the provisions of Rule 111 (a) (iv) have been carried out, propelled on to the Arrival line. The locomotive will then run-round the wagons via the Main lines and propel the loaded wagons onto the Shunt Spur. 5 wagon brakes must then be pinned down.
5. A further fifteen loaded wagons must then be hauled from the Colliery Traffic Sidings to the Up Main Line and the movement must come to a stand clear of the connections on the Hare Park side of ground position light signal 0.307.
6. The provisions of Rule 111 (a) (iv) to be carried out and when the signal has been lowered the wagons must be propelled on to the Arrival Line, the locomotive will then run-round the wagons via the Main lines and propel them on to the first portion standing on the Shunt Spur.
7. On completion the train will depart via the Down Crofton branch line. (35D)

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

MO.45/NS
 York
 11 AUGUST, 1972

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 3 SEPTEMBER – BETWEEN BARLBY NORTH AND BARLBY

The Up Goods (No. 1 Up Goods) between Barlby North and Barlby will be abolished.

Barlby North

The Up Sidings will be abolished and the following points and connections will be secured out of use in the normal position pending removal:—

- Facing connection Up Hull to Up Goods
- Facing connection Up Goods to Up Sidings
- Facing Up Main to Up Goods

Signals abolished:—

- Up Main Starting to Up Goods with Barlby Up Distant below.
- Up Hull Starting to Up Goods, with Barlby Up Distant below and the adjacent disc signal applying – Up Hull to Up Sidings.
- Up Hull Starting to the former No. 2 Up Goods, with Barlby Up Distant below.
- Miniature arm – Up Sidings outlet signal.

Barlby

The facing connection – Up Goods to Up Hull Fast will be secured out of use in the normal position pending removal.

Signals abolished

- Up Goods Home.
- Up Goods Starting to Up Hull Fast. (40)

TUESDAY 5 SEPTEMBER – HARROGATE SOUTH

The Up Main Home signal will be renewed on a straight post to the L-H side of the Up Main 39 yards from (11 yards nearer to) the signalbox. (40)

MONDAY 4 SEPTEMBER – BETWEEN HESSLE HAVEN AND HESSLE STATION *

The Up Slow will be abolished and the Up Fast will be redesignated Up Main.

All connections between Up Main and the former Up Slow will be secured out of use in the normal position pending removal.

Hessle Station

The Up Platform face will lie to the Up Main and will be initially 40 yards long from the Hull end and progressively lengthened to the full 120 yards during subsequent weeks.

All signals applying to the Up Slow will be abolished and all signals applying to the Up Fast will become Up Main signals. (40)

BETWEEN LONGWOOD GOODS AND MARSDEN

Lineside telephones have been provided adjacent to the Up Main Line at approximately half mile intervals, providing telephone communication to both Longwood Goods and Marsden signal boxes.

(New Item) (40)

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

GLDHOULT JUNCTION — The trailing end of the connection, Down Main to Down Fast has been removed and replaced by plain line. (New Item) (40)

SUNDAY 3 SEPTEMBER — SHIPLEY (BRADFORD JUNCTION) AND SHIPLEY GOODS SIDINGS


ShipleY Goods Sidings signal box will be abolished. All points worked therefrom will be secured out of use in the normal position pending removal. The Block section will then be between Bradford Junction and Manningham Station signal boxes.

Signalling Alterations

The signal acting as the Up Main Distant for ShipleY Goods Sidings and the Up Main Outer Distant for Bradford Junction will become the Up Main Distant signal for Bradford Junction.

The Bradford Junction Up Main Inner Distant and all signals formerly worked by ShipleY Goods Sidings signal box will be abolished.

Bradford Junction

A new Down Main Starting signal will be provided at a distance of 340 yards after passing the signal box and a  sign will be provided. (40)

DETAILS OF WORK ALREADY CARRIED OUT**CHALK LANE LEVEL CROSSING**

(between Hull West Parade and Hessle Road)

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (40)

NEWLAY

The points leading from Down Main to Down Sidings have been secured out of use pending removal of the points and the sidings.

All associated signals have been abolished. (40)

HESSLE STATION AND HESSLE HAVEN

The Down Goods line has been abolished. A 440 yards over-run now remains on the Hessle Haven side of the facing points — Down Goods to Down Main for which a sand-drag has been provided.

Hessle Station

The trailing crossover between the Down and Up Main lines has been secured out of use until further notice. The associated disc shunting signals has been abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, has been secured out of use pending removal.

The following signals have been abolished:—

- Down Slow Starting to Down Goods.
- Down Main Starting to Down Goods.
- Up Slow Home No. 1
- Disc — set back — Up Slow to Up Main.

Altered naming of signal

The Up Slow Home No.2 is now the Up Slow Home signal. (40)

*** **HULL WEST PARADE**

The trailing end of the connection in the Down Scarborough from "E" Road (Up Main) has been secured out of use pending removal of this connection. (35/36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued***** HULL LOW LEVEL LINE – WILMINGTON**

The running line beyond Hornsea Sidings Scrap Dock has been severed at a point 150 yards on the Wilmington side of the Hornsea Siding connection.

A temporary wheel-stop has been provided pending erection of buffer stops. All sidings, including connections to Earle's Sidings beyond this point have been abolished. (35/36)

WATERLOO COLLIERY SIDINGS

Waterloo Colliery Sidings Signal Box has been destroyed by fire. A temporary Signal Box at Ground level on the Up Side of the line opposite the former Box has been brought into use.

All points except the trailing connection in the Up Main from the Up Goods/Up Sidings have been secured in the normal position pending reconstruction of the signal box and the re-introduction of normal signalling.

Until further notice—the Down Goods line is not available and the up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The main line signals and the trailing connection in the Up Main are being worked from a 5 lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Handsignalman acting under the Signalman's instructions.

The diamond signs have been removed from all signals.

(Until further Notice)

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

★ **CONDITIONAL WORKING TIMETABLES – OCTOBER 1972**

Commencing with the October, 1972 issue, the following books will be combined and re-lettered.

1. Present sections A.C.D and K combined and lettered K.
2. Present sections E,F and G combined and lettered L.

The new books will be produced in the standard size of 11½" x 7½" and have buff covers. (40)

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.)

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to keep a sharp lookout and sound the locomotive horn when approaching the above level crossing. (U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform has been shortened by 85 yards at each end.

SHIPLEY TOWN GOODS YARD

A fence has been erected across Nos, 2,3,4 and 5 sidings. Nos. 2,3 and 4 sidings have been 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.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

ALTERATIONS TO E.R. SECTIONAL APPENDIX (NORTHERN)

Page 365-Add-

**HARE PARK TO CROFTON WEST
WALTON COLLIERY**

Conventional loading of merry-go-round wagons will take place at this colliery in accordance with the following instructions:-

1. Trains conveying MGR wagons will arrive on the Up Crofton Branch and come to a stand at the 30 wagon Marker Board situated on the Hare Park side of ground position light signal 0.307.
2. The provisions of Rule 111(a) (iv) to be carried out and when the signal has been lowered the empty wagons must be propelled towards the Colliery Traffic Sidings and brought to a stand at the Marker Board situated on the Colliery Branch line before being propelled into the Colliery Traffic Sidings in accordance with the provisions of Rule 111 (d).
3. When the movement has been completed the guard must uncouple the empty train into rafts of 5 wagons.

PERIOD

WHEN MO 27 HOME BLENDAW IS RUMED OFF. IT HIS UNDESIRIN-
THE BINDER SET BROCK NEEDLE IN THIS BOX TO WIND BOURDED
PLEASE ASH INSTANTLY TO MAKE WOODS

POSITION

~~THE BINDER SET BROCK NEEDLE IN THIS BOX TO WIND BOURDED~~
PLEASE ASH INSTANTLY TO MAKE WOODS

~~XXXXXXXXXX~~

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY and SUNDAY 9 and 10 SEPTEMBER, HEMINGBROUGH ✓**

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (40)

WEDNESDAY 13 SEPTEMBER – HESSLE HAVEN ◊

The facing points leading from the former Down Goods to North Inward line will be secured out of use pending removal. The North Inward line and associated traps, will be abolished between those points and the trailing points of the scissor crossing.

The facing connection from North Inward to South Inward (half of the scissor crossing) will be secured out of use in the normal position pending removal.

Signal abolished

Semaphore arm signal and associated route indicator applying – Down Goods to North and South Inwards lines and to Down North Goods.

Altered signal

The semaphore arm outlet signal applying from Up South Goods will in future apply towards the Up Main only and the associated 2-way route indicator will be abolished. (40)

MONDAY 11 SEPTEMBER – BETWEEN THORNE MOOR AND DUTCH RIVER

The crossover between the Down and Up Mains at 11m. 55chs. (formerly worked by Thorne Colliery) will be secured out of use in the normal position pending removal. (40)

MONDAY 11 SEPTEMBER – DUTCH RIVER ✓

The following points and connections will be secured out of use in the normal position pending removal:–
Facing Connection – Down Main to Down Goods

Connection nearest to the signal box between the Up Goods Nos.2 and 1.

The Goole New Sidings Nos.1, 2 and 4 and the Ground Frame worked connections between 7m. 46chs. and 6m. 79chs. will also be secured out of use pending removal.

Signals Abolished

Semaphore – Down Main Home to Down Goods

“ – Up Goods No.2 to Up Main (40)

SUNDAY 10 SEPTEMBER – WATERLOO COLLIERY SIDINGS

The signal box has been re-built in its former position and will be brought back into use together with all points and signals.

The diamond signs will be replaced on the Up Main Home, Up Main Section, and Down Main Home signals.

The Down Goods line will be re-opened to traffic and normal block signalling will be re-introduced over the Up Goods line.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**DETAILS OF WORK REFERRED TO IN SECTION B — continued****SUNDAY 10 SEPTEMBER — WATERLOO COLLIERY SIDINGS —continued****Until Sunday 10 September:—**

The Down Goods line will not be available and the Up Goods line from Stourton Junction to Waterloo Colliery Sidings is being worked by telephone in accordance with the "NO BLOCK" Regulations.

Trains for Skelton Grange Sidings from the Woodlesford direction must proceed to Stourton Junction and return over the Up Goods line.

The Main Line signals, and the trailing connection in the Up Main are being worked from a 5-lever Ground Frame adjacent to the temporary signal box. All other movements are being controlled by a Hand-Signalman acting under the Signalman's instructions. (40)

SUNDAY 10 SEPTEMBER — WORTLEY JUNCTION

The former Gas Works Sidings and the trailing connections to the Down Shipley Slow line will be abolished.

Signalling alterations:—

The Down Sidings ground position light exit signal will be abolished.

The ground position light applying-set back through the trailing crossover Down Shipley Slow to Up Shipley Slow or to Down Sidings will now apply through trailing crossover only.

This trailing crossover will be taken out of use **until Sunday 17 September**, to allow for relaying work to be carried out. (40)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN BARLBY NORTH AND BARLBY**

The Up Goods (No. 1 Up Goods) between Barlby North and Barlby has been abolished.

Barlby North

The Up Sidings have been abolished and the following points and connections have been secured out of use in the normal position pending removal:—

Facing connection Up Hull to Up Goods

Facing connection Up Goods to Up Sidings

Facing Up Main to Up Goods

Signals abolished:—

Up Main Starting to Up Goods with Barlby Up Distant below.

Up Hull Starting to Up Goods, with Barlby Up Distant below and the adjacent disc signal applying — Up Hull to Up Sidings.

Up Hull Starting to the former No. 2 Up Goods, with Barlby Up Distant below.

Miniature arm — Up Sidings outlet signal.

Barlby

The facing connection — Up Goods to Up Hull Fast has been secured out of use in the normal position pending removal.

Signals abolished

Up Goods Home.

Up Goods Starting to Up Hull Fast.

(40)

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

The Up Main Home signal has been renewed on a straight post to the L-H side of the Up Main 39 yards from (11 yards nearer to) the signalbox. (40)

BETWEEN HESSLE AND HESSLE STATION

The Up Slow has been abolished and the Up Fast has been redesignated Up Main. All connections between Up Main and the former Up Slow have been secured out of use in the normal position pending removal.

Hessle Station

The Up Platform face now lies to the Up Main and will be initially 40 yards long from the Hull end and progressively lengthened to the full 120 yards during subsequent weeks.

All signals applying to the Up Slow have been abolished and all signals applying to the Up Fast have become Up Main signals. (40)

BETWEEN LONGWOOD GOODS AND MARSDEN

Lineside Telephones have been provided adjacent to the Up Main Line at approximately half mile intervals, providing telephone communication to both Longwood Goods and Marsden signal boxes. (40)

GLEDHOLT JUNCTION — The trailing end of the connection, Down Main to Down Fast has been removed and replaced by plain line. (New Item) (40)

BRADFORD ST. DUNSTANS AND CITY ROAD GOODS YARD

The points leading to and from St. Dunstans East Junction and Bradford City Road Goods Yard have been secured out of use pending removal of the Arrival and Departure lines. (New Item) (40)

SHIPLEY (BRADFORD JUNCTION) AND SHIPLEY GOODS SIDINGS


ShipleY Goods Sidings signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. The Block section is now between Bradford Junction and Manningham Station signal boxes.

Signalling Alterations

The signal acting as the Up Main Distant for ShipleY Goods Sidings and the Up Main Outer Distant for Bradford Junction is now the Up Main Distant signal for Bradford Junction.

The Bradford Junction Up Main Inner Distant and all signals formerly worked by ShipleY Goods Sidings signal box have been abolished.

Bradford Junction

A new Down Main Starting signal has been provided at a distance of 340 yards after passing the signal box and a  sign is now provided. (40)

CHALK LANE LEVEL CROSSING

(between Hull West Parade and Hessle Road)

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (40)

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

The points leading from Down Main to Down Sidings have been secured out of use pending removal of the points and the sidings.

All associated signals have been abolished.

(40)

HESSLE STATION AND HESSLE HAVEN

The Down Goods line has been abolished. A 440 yards over-run now remains on the Hesse Haven side of the facing points – Down Goods to Down Main for which a sand-drag has been provided.

Hesse Station

The trailing crossover between the Down and Up Main lines has been secured out of use until further notice. The associated disc shunting signals has been abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, has been secured out of use pending removal.

The following signals have been abolished:—

- Down Slow Starting to Down Goods.
- Down Main Starting to Down Goods.
- Up Slow Home No. 1
- Disc – set back – Up Slow to Up Main.

Altered naming of signal

The Up Slow Home No.2 is now the Up Slow Home signal.

(40)

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****CONDITIONAL WORKING TIMETABLES – OCTOBER 1972**

Commencing with the October, 1972 issue, the following books will be combined and re-lettered.

1. Present sections A.C.D and K combined and lettered K.
2. Present sections E,F and G combined and lettered L.

The new books will be produced in the standard size of 11½" x 7½" and have buff covers. (40)

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.)

★ **SKELTON NEW YARD**

On Monday, 11 September and until further notice – due to the condition of the track, the facing points – Down Independent to the P.W. Top Yard will be secured out of use.

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****CHARLESWORTH'S TO LOFTHOUSE JN.**

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform has been shortened by 85 yards at each end.

SHIPLEY TOWN GOODS YARD

A fence has been erected across Nos, 2,3,4 and 5 sidings. Nos. 2,3 and 4 sidings have been 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.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
1 SEPTEMBER, 1972

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:-"

AIR BRAKE CONTINUITY TEST

The Air Brake Continuity Test is VITAL—

your life may depend on it.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 17 SEPTEMBER – COTTINGHAM SOUTH AND WALTON STREET ✓**

Cottingham South Signal Box, together with all signals worked therefrom (except as shown below) will be abolished. All points will be secured out of use pending removal. The Block section will then be between Walton Street and Cottingham North.

Signalling Alterations:-

The Walton Street Down Main Starting (No.16) signal will in future display R or G aspects only. (The Y aspect will be taken out of use).

Cottingham South Up Main Starting Signal – the R aspect will be taken out of use and this signal will become the Inner Distant to the Walton Street No.1 Up Main Home signal displaying Y, YY or G aspects only. The associated signal post telephone will be abolished.

The colour light Distant beneath the Cottingham South semaphore Up Main Home signal will become the Outer Distant to Walton Street No.1 Up Main Home displaying Y, YY or G aspects only. The Home arm and the diamond sign will be abolished. (41)

TUESDAY 19 SEPTEMBER – BETWEEN BARLBY NORTH AND CHALONERS WHIN AND BETWEEN SKELTON AND YORK

Warning Indicators as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions – Indicator Signs" (Supplementary Operating Instructions dated 11 March, 1972), together with the A.W.S. Permanent magnets, will be brought into use at the following locations.

Between Barlby North and Chaloners Whin**Down Main**

804 yards before reaching D184 B signal and 1,890 yards from the commencement of the 55m.p.h. permanent speed restriction at 185m. 45chs.

Between Skelton and York**Up Main**

300 yards before reaching S4 signal and 1,809 yards from commencement of the 50m.p.h. permanent speed restriction at 1m. 9chs. (41)

THURSDAY 21 SEPTEMBER – SOWERBY BRIDGE UP SIDINGS

A new hand-worked crossover will be provided and brought into use between Nos.1 and 2 Sidings approximately 30 yards from the Buffer-Stop end. (41)

DETAILS OF WORK ALREADY CARRIED OUT**HEMINGBROUGH**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (40)

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

The facing points leading from the former Down Goods to North Inward line have been secured out of use pending removal. The North Inward line and associated traps, have been abolished between those points and the trailing points of the scissor crossing.

The facing connection from North Inward to South Inward (half of the scissor crossing) has been secured out of use in the normal position pending removal.

Signal abolished

Semaphore arm signal and associated route indicator applying – Down Goods to North and South Inwards lines and to Down North Goods.

Altered signal

The semaphore arm outlet signal applying from Up South Goods now applies towards the Up Main only and the associated 2-way route indicator has been abolished. (40)

BETWEEN THORNE MOOR AND DUTCH RIVER

The crossover between the Down and Up Mains at 11m. 55chs. (formerly worked by Thorne Colliery) has been secured out of use in the normal position pending removal. (40)

DUTCH RIVER

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

Facing Connection – Down Main to Down Goods

Connection nearest to the signal box between the Up Goods Nos.2 and 1.

The Goole New Sidings Nos.1,2 and 4 and the Ground Frame worked connections between 7m. 46chs. and 6m. 79chs. have also been secured out of use pending removal.

Signals Abolished

Semaphore – Down Main Home to Down Goods

“ – Up Goods No.2 to Up Main

(40)

WATERLOO COLLIERY SIDINGS

The signal box has been re-built in its former position and brought back into use together with all points and signals.

The diamond signs have been replaced on the Up Main Home, Up Main Section, and Down Main Home signals.

The Down Goods line has been re-opened to traffic and normal block signalling has been re-introduced over the Up Goods line. (40)

WORTLEY JUNCTION

The former Gas Works Sidings and the trailing connections to the Down Shipley Slow line have been abolished.

Signalling alterations:-

The Down Sidings ground position light exit signal has been abolished.

The ground position light applying-set back through the trailing crossover Down Shipley Slow to Up Shipley Slow or to Down Sidings will now apply through trailing crossover only.

This trailing crossover will be taken out of use until Sunday 17 September. to allow for relaying work to be carried out. (40)

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

The Up Goods (No. 1 Up Goods) between Barlby North and Barlby has been abolished.

Barlby North

The Up Sidings have been abolished and the following points and connections have been secured out of use in the normal position pending removal:-

Facing connection Up Hull to Up Goods

Facing connection Up Goods to Up Sidings

Facing Up Main to Up Goods

Signals abolished:-

Up Main Starting to Up Goods with Barlby Up Distant below.

Up Hull Starting to Up Goods, with Barlby Up Distant below and the adjacent disc signal applying - Up Hull to Up Sidings.

Up Hull Starting to the former No. 2 Up Goods, with Barlby Up Distant below.

Miniature arm - Up Sidings outlet signal.

Barlby

The facing connection - Up Goods to Up Hull Fast has been secured out of use in the normal position pending removal.

Signals abolished

Up Goods Home.

Up Goods Starting to Up Hull Fast.

(40)

HARROGATE SOUTH

The Up Main Home signal has been renewed on a straight post to the L-H side of the Up Main 39 yards from (11 yards nearer to) the signalbox.

(40)

BETWEEN HESSLE AND HESSLE STATION

The Up Slow has been abolished and the Up Fast has been redesignated Up Main.

All connections between Up Main and the former Up Slow have been secured out of use in the normal position pending removal.

Hessle Station

The Up Platform face now lies to the Up Main and will be initially 40 yards long from the Hull end and progressively lengthened to the full 120 yards during subsequent weeks.

All signals applying to the Up Slow have been abolished and all signals applying to the Up Fast have become Up Main signals.

(40)

BETWEEN LONGWOOD GOODS AND MARSDEN

Lineside Telephones have been provided adjacent to the Up Main Line at approximately half mile intervals, providing telephone communication to both Longwood Goods and Marsden signal boxes.

(40)

GLEDHOLT JUNCTION - The trailing end of the connection, Down Main to Down Fast has been removed and replaced by plain line.

(40)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BRADFORD ST. DUNSTANS AND CITY ROAD GOODS YARD**

The points leading to and from St. Dunstans East Junction and Bradford City Road Goods Yard have been secured out of use pending removal of the Arrival and Departure lines. (40)

SHIPLEY (BRADFORD JUNCTION) AND SHIPLEY GOODS SIDINGS


ShipleY Goods Sidings signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. The Block section is now between Bradford Junction and Manningham Station signal boxes.

Signalling Alterations

The signal acting as the Up Main Distant for ShipleY Goods Sidings and the Up Main Outer Distant for Bradford Junction is now the Up Main Distant signal for Bradford Junction.

The Bradford Junction Up Main Inner Distant and all signals formerly worked by ShipleY Goods Sidings signal box have been abolished.

Bradford Junction

A new Down Main Starting signal has been provided at a distance of 340 yards after passing the signal box and a  sign is now provided. (40)

CHALK LANE LEVEL CROSSING

(between Hull West Parade and Hessle Road)

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (40)

NEWLAY

The points leading from Down Main to Down Sidings have been secured out of use pending removal of the points and the sidings.

All associated signals have been abolished. (40)

HESSLE STATION AND HESSLE HAVEN

The Down Goods line has been abolished. A 440 yards over-run now remains on the Hessle Haven side of the facing points – Down Goods to Down Main for which a sand-drag has been provided.

Hessle Station

The trailing crossover between the Down and Up Main lines has been secured out of use until further notice. The associated disc shunting signals has been abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, has been secured out of use pending removal.

The following signals have been abolished:—

- Down Slow Starting to Down Goods.
- Down Main Starting to Down Goods.
- Up Slow Home No. 1
- Disc – set back – Up Slow to Up Main.

Altered naming of signal

The Up Slow Home No.2 is now the Up Slow Home signal. (40)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

CONDITIONAL WORKING TIMETABLES – OCTOBER 1972

Commencing with the October, 1972 issue, the following books will be combined and re-lettered.

1. Present sections A,C,D and K combined and lettered K.
2. Present sections E,F and G combined and lettered L.

The new books will be produced in the standard size of 11½" x 7½" and have buff covers. (40)

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W. Top Yard have been secured out of use.

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

★ WAKEFIELD KIRKGATE

From Monday 18 September the Tip Dock Siding will be shortened by 145 yards and temporary buffer stops provided. No.6 Exchange Siding will be closed.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****CHARLESWORTH'S TO LOFTHOUSE JN.**

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform has been shortened by 85 yards at each end.

SHIPLEY TOWN GOODS YARD

A fence has been erected across Nos, 2,3,4 and 5 sidings. Nos. 2,3 and 4 sidings have been 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.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
8 SEPTEMBER, 1972

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

SATURDAY to MONDAY 23 to 25 SEPTEMBER – BETWEEN JUMBLE LANE AND DODWORTH

Summer Lane and Barnsley Courthouse Junction signal boxes together with all signals worked therefrom will be abolished. Barnsley Exchange Junction signal box will be renamed Barnsley Station Junction. The single line section – Dodworth to Summer Lane will be extended to include approximately 730 yards of the Down Dodworth at the Barnsley end and the adjacent Up Dodworth will subsequently be removed.

A new double line to single line junction (to be known as "Gawber Road points") controlled from Barnsley Station Junction will be provided adjacent to Bridge No. 17 (approximately 1,060 yards on the Dodworth side of Barnsley Station Junction) and the single line between this new junction and Dodworth will be fully track-circuited and worked in both directions. A telephone connected to Barnsley Station Junction will be provided adjacent to these new junction points.

Summer Lane

The Shunt Spur and Sidings No. 3, 4 and 5 will be taken out of use pending removal.

The facing connection – Up Dodworth Single line to former Up Dodworth and the trailing crossover between the new section of the single line and the former Up Dodworth will also be secured out of use pending removal.

The connection – present single line to sidings will in future be controlled by a new 2-lever Ground Frame, to be known as "Summer Lane Ground Frame", released by Barnsley Station Junction.

Between Courthouse Junction and Summer Lane

The catch points in the Down Dodworth, situated 471 yards before reaching the site of the former Summer Lane Home signal are 1m. 1,135 yards before reaching Dodworth DO4 signal.

Between Barnsley Station Junction and Jumble Lane

The worked catch points, situated in the Up Main 227 yards before reaching the Jumble Lane Home signal will be secured for through running pending replacement by plain line.

Barnsley Station Junction

The following connections together with the Warehouse Siding will be secured out of use pending removal:—

- Facing slip connection – Up Dodworth to Goods Yard
- Trailing connection Down Main to Warehouse Siding


Access to the Goods Yard will in future be via a new trailing connection to the Down Dodworth. The trap points at the outlet from the Goods Yard are being retained and the miniature arm Goods Yard outlet signal, formerly applying towards the Warehouse Siding will in future apply towards the Down Dodworth.

Signals Abolished

- Up Dodworth Inner and Outer Distant.
- Up Dodworth Home.
- Disc – shunting, Warehouse Siding to Goods Yard.
- Disc – shunting, Warehouse Siding to Down Main.

The Down Main Inner Distant will be abolished and the Outer Distant will be renamed Down Main Distant.

The disc signal – Down Main to Short Siding, to Coal Yard, to Up Main or to Warehouse Siding, will cease to apply towards the Warehouse Siding and in future will additionally apply – set back along the Down Main. This signal will now be additionally controlled by Jumble Lane.

The Down Main Home and Down Main Starting signals will be provided with  signs.

The following new colour light signals will be provided:—

- BY9 – Down Starting signal to the Down Dodworth single line (extended section) displaying R or G aspects and situated 665 yards after passing the signal box. A telephone connected to the signal box will be provided.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B — continued

SATURDAY to MONDAY 23 to 25 SEPTEMBER — BETWEEN JUMBLE LANE AND DODWORTH — continued

The following new colour light signals will be provided:— continued

BY9 — continued

The worked catch points in the Down Dodworth, situated 320 yards before reaching the site of the former Courthouse Junction Down Home are 602 yards before reaching **BY9**. A new disc signal will be provided on the Penistone side of these catch points which will apply — Down Dodworth to Down Main or through the new trailing points to the Goods Yard. This disc will also be controlled by Jumble Lane.

BY50 — Up Dodworth Single line 1st Home displaying R or Y aspects. This signal is adjacent to the 5¼m.p. and 325 yards before reaching the new Gawber Road facing points. A telephone connected to the signal box will be provided.

A colour light Distant to **BY50** will be provided displaying Y or YY aspects at a distance of 1,600 yards before reaching **BY50**.

BY48 — Up Dodworth 2nd Home displaying R or Y aspects and situated 291 yards before reaching the signal box and 1095 yards after passing **BY50**. This signal also acts as the Distant to the Jumble Lane Up Main Home from Dodworth direction and is 650 yards before reaching that signal.

A position '4' Junction Indicator will be provided and the following readings will apply:—

Aspect	Application to or towards
Main	Up Main
Main in conjunction with junction indicator	Down Main

A telephone connected to the signal box will be provided and the Red aspect will be additionally controlled by Jumble Lane.

New facing trap points are provided in the Up Dodworth line situated 102 yards after passing this signal

Jumble Lane**Signalling Alterations:—**

The Down Main Starting and Up Distant from Dodworth semaphore signals will be abolished.

The Up Main Distant will be renamed Up Main Inner Distant and a new Up Main Outer distant will be provided below the Barnsley Station Junction Up Main 1st Home at a distance of 720 yards before reaching the Jumble Lane Up Main Home.

The Up Main Home signal and the Down Platform to Up Main Starting signal will be provided with signs.

(42)

DETAILS OF WORK ALREADY CARRIED OUT**COTTINGHAM SOUTH AND WALTON STREET**

Cottingham South Signal Box, together with all signals worked therefrom (except as shown below) has been abolished. All points have been secured out of use pending removal. The Block section is now between Walton Street and Cottingham North.

Signalling Alterations:—

The Walton Street Down Main Starting (No.16) signal now displays R or G aspects only. (The Y aspect has been taken out of use).

Cottingham South Up Main Starting Signal — the R aspect has been taken out of use and this signal has become the Inner Distant to the Walton Street No.1 Up Main Home signal displaying Y, YY or G aspects only. The associated signal post telephone has been abolished.

The colour light Distant beneath the Cottingham South semaphore Up Main Home signal has become the Outer Distant to Walton Street No.1 Up Main Home displaying Y, YY or G aspects only. The Home arm and the diamond sign have been abolished.

(41)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN BARLBY NORTH AND CHALONERS WHIN AND BETWEEN SKELTON AND YORK**

Warning Indicators as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions — Indicator Signs" (Supplementary Operating Instructions dated 11 March, 1972), together with the A.W.S. Permanent magnets, have been brought into use at the following locations.

Between Barlby North and Chaloners Whin**Down Main**

804 yards before reaching D184 B signal and 1,890 yards from the commencement of the 55m.p.h. permanent speed restriction at 185m. 45chs.

Between Skelton and York**Up Main**

300 yards before reaching S4 signal and 1,809 yards from commencement of the 50m.p.h. permanent speed restriction at 1m. 9chs. (41)

SOWERBY BRIDGE UP SIDINGS

A new hand-worked crossover has been provided and brought into use between Nos.1 and 2 Sidings approximately 30 yards from the Buffer-Stop end. (41)

HEMINGBROUGH

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (40)

HESSLE HAVEN

The facing points leading from the former Down Goods to North Inward line have been secured out of use pending removal. The North Inward line and associated traps, have been abolished between those points and the trailing points of the scissor crossing.

The facing connection from North Inward to South Inward (half of the scissor crossing) has been secured out of use in the normal position pending removal.

Signal abolished

Semaphore arm signal and associated route indicator applying — Down Goods to North and South Inwards lines and to Down North Goods.

Altered signal

The semaphore arm outlet signal applying from Up South Goods now applies towards the Up Main only and the associated 2-way route indicator has been abolished. (40)

BETWEEN THORNE MOOR AND DUTCH RIVER

The crossover between the Down and Up Mains at 11m. 55chs. (formerly worked by Thorne Colliery) has been secured out of use in the normal position pending removal. (40)

DUTCH RIVER AND BOOTHFERRY ROAD

Up Goods No. 2 has been closed to traffic.

Dutch River

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

Facing Connection — Down Main to Down Goods

Connection nearest to the signal box between the Up Goods Nos.2 and 1.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****DUTCH RIVER AND BOOTHFERRY ROAD — continued****Dutch River — continued**

Dutch River Ground Frame has been abolished and the points formerly controlled therefrom converted to hand-worked points.

Nos. 3 and 4 Sidings are buffer stopped at the Goole Station end and retained for attaching and detaching.

Signals Abolished

Semaphore — Down Main Home to Down Goods

“ — Up Goods No.2 to Up Main

Boothferry Road

The facing connection between Up Goods Nos.1 and 2 has been secured out of use pending removal and the associated signal route indicator 'R' abolished. (Amended) (40)

WATERLOO COLLIERY SIDINGS

The signal box has been re-built in its former position and brought back into use together with all points and signals.

The diamond signs have been replaced on the Up Main Home, Up Main Section, and Down Main Home signals.

The Down Goods line has been re-opened to traffic and normal block signalling has been re-introduced over the Up Goods line. (40)

WORTLEY JUNCTION

The former Gas Works Sidings and the trailing connections to the Down Shipley Slow line have been abolished.

Signalling alterations:—

The Down Sidings ground position light exit signal has been abolished.

The ground position light applying-set back through the trailing crossover Down Shipley Slow to Up Shipley Slow or to Down Sidings will now apply through trailing crossover only.

This trailing crossover will be taken out of use **until Sunday 24 September**, to allow for relaying work to be carried out. (40)

BETWEEN BARLBY NORTH AND BARLBY

The Up Goods (No. 1 Up Goods) between Barlby North and Barlby has been abolished.

Barlby North

The Up Sidings have been abolished and the following points and connections have been secured out of use in the normal position pending removal:—

Facing connection Up Hull to Up Goods

Facing connection Up Goods to Up Sidings

Facing Up Main to Up Goods

Signals abolished:—

Up Main Starting to Up Goods with Barlby Up Distant below.

Up Hull Starting to Up Goods, with Barlby Up Distant below and the adjacent disc signal applying — Up Hull to Up Sidings.

Up Hull Starting to the former No. 2 Up Goods, with Barlby Up Distant below.

Miniature arm — Up Sidings outlet signal.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BARLBY NORTH AND BARLBY—continued****Barlby**

The facing connection – Up Goods to Up Hull Fast has been secured out of use in the normal position pending removal.

Signals abolished

Up Goods Home.

Up Goods Starting to Up Hull Fast.

(40)

HARROGATE SOUTH

The Up Main Home signal has been renewed on a straight post to the L–H side of the Up Main 39 yards from (11 yards nearer to) the signalbox. (40)

BETWEEN HESSLE AND HESSLE STATION

The Up Slow has been abolished and the Up Fast has been redesignated Up Main.

All connections between Up Main and the former Up Slow have been secured out of use in the normal position pending removal.

Hessle Station

The Up Platform face now lies to the Up Main and will be initially 40 yards long from the Hull end and progressively lengthened to the full 120 yards during subsequent weeks.

All signals applying to the Up Slow have been abolished and all signals applying to the Up Fast have become Up Main signals. (40)

BETWEEN LONGWOOD GOODS AND MARSDEN

Lineside Telephones have been provided adjacent to the Up Main Line at approximately half mile intervals, providing telephone communication to both Longwood Goods and Marsden signal boxes. (40)

GLEDHOLT JUNCTION – The trailing end of the connection, Down Main to Down Fast has been removed and replaced by plain line. (40)

BRADFORD ST. DUNSTANS AND CITY ROAD GOODS YARD

The points leading to and from St. Dunstans East Junction and Bradford City Road Goods Yard have been secured out of use pending removal of the Arrival and Departure lines. (40)

SHIPLEY (BRADFORD JUNCTION) AND SHIPLEY GOODS SIDINGS


ShipleY Goods Sidings signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. The Block section is now between Bradford Junction and Manningham Station signal boxes.

Signalling Alterations

The signal acting as the Up Main Distant for ShipleY Goods Sidings and the Up Main Outer Distant for Bradford Junction is now the Up Main Distant signal for Bradford Junction.

The Bradford Junction Up Main Inner Distant and all signals formerly worked by ShipleY Goods Sidings signal box have been abolished.

Bradford Junction

A new Down Main Starting signal has been provided at a distance of 340 yards after passing the signal box and a  sign is now provided. (40)

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

CHALK LANE LEVEL CROSSING

(between Hull West Parade and Hessle Road)

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (40)

NEWLAY

The points leading from Down Main to Down Sidings have been secured out of use pending removal of the points and the sidings.

All associated signals have been abolished. (40)

HESSLE STATION AND HESSLE HAVEN

The Down Goods line has been abolished. A 440 yards over-run now remains on the Hessle Haven side of the facing points – Down Goods to Down Main for which a sand-drag has been provided.

Hessle Station

The trailing crossover between the Down and Up Main lines has been secured out of use until further notice. The associated disc shunting signals has been abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, has been secured out of use pending removal.

The following signals have been abolished:–

- Down Slow Starting to Down Goods.
- Down Main Starting to Down Goods.
- Up Slow Home No. 1
- Disc – set back – Up Slow to Up Main.

Altered naming of signal

The Up Slow Home No.2 is now the Up Slow Home signal. (40)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

CONDITIONAL WORKING TIMETABLES – OCTOBER 1972

Commencing with the October, 1972 issue, the following books will be combined and re-lettered.

1. Present sections A.C.D and K combined and lettered K.
2. Present sections E,F and G combined and lettered L.

The new books will be produced in the standard size of 11½" x 7½" and have buff covers. (40)

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W. Top Yard have been secured out of use.

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

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.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

WAKEFIELD KIRKGATE

The Tip Dock Siding has been shortened by 145 yards and temporary buffer stops provided. No.6 Exchange Siding has been closed. (41)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

NORMANTON STATION

The Up Side platform has been shortened by 85 yards at each end.

SHIPLEY TOWN GOODS YARD

A fence has been erected across Nos. 2,3,4 and 5 sidings. Nos. 2,3 and 4 sidings have been 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.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	Monday 25 September
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	

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

MO.45/NS
York
15 SEPTEMBER, 1972

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN JUMBLE LANE AND DODWORTH**

Summer Lane and Barnsley Courthouse Junction signal boxes together with all signals worked therefrom have been abolished. Barnsley Exchange Junction signal box has been renamed Barnsley Station Junction. The single line section – Dodworth to Summer Lane now includes approximately 730 yards of the Down Dodworth at the Barnsley end and the adjacent Up Dodworth has been removed.

A new double line to single line junction (to be known as "Gawber Road points") controlled from Barnsley Station Junction has been provided adjacent to Bridge No.17 (approximately 1,060 yards on the Dodworth side of Barnsley Station Junction) and the single line between this new junction and Dodworth is now fully track-circuited and worked in both directions. A telephone connected to Barnsley Station Junction has been provided adjacent to these new junction points.

Summer Lane

The Shunt Spur and Sidings No.3, 4 and 5 has been taken out of use pending removal.

The facing connection – Up Dodworth Single line to former Up Dodworth and the trailing crossover between the new section of the single line and the former Up Dodworth has also been secured out of use pending removal.

The connection – present single line to sidings is now controlled by a new 2-lever Ground Frame known as "Summer Lane Ground Frame", released by Barnsley Station Junction.

Between Courthouse Junction and Summer Lane

The catch points in the Down Dodworth, situated 471 yards before reaching the site of the former Summer Lane Home signal are 1m. 1,135 yards before reaching Dodworth DO4 signal.

Between Barnsley Station Junction and Jumble Lane

The worked catch points, situated in the Up Main 227 yards before reaching the Jumble Lane Home signal have been secured for through running pending replacement by plain line.

Barnsley Station Junction

The following connections together with the Warehouse Siding have been secured out of use pending removal:–

- Facing slip connection – Up Dodworth to Goods Yard
- Trailing connection Down Main to Warehouse Siding


Access to the Goods Yard is now via a new trailing connection to the Down Dodworth. The trap points at the outlet from the Goods Yard have been retained and the miniature arm Goods Yard outlet signal, formerly applying towards the Warehouse Siding now applies towards the Down Dodworth.

Signals Abolished

- Up Dodworth Inner and Outer Distant.
- Up Dodworth Home.
- Disc – shunting, Warehouse Siding to Goods Yard.
- Disc – shunting, Warehouse Siding to Down Main.

The Down Main Inner Distant has been abolished and the Outer Distant has been renamed Down Main Distant.

The disc signal – Down Main to Short Siding, to Coal Yard, to Up Main or to Warehouse Siding, now ceases to apply towards the Warehouse Siding and now additionally applies – set back along the Down Main. This signal is now additionally controlled by Jumble Lane.

The Down Main Home and Down Main Starting signals have been provided with  signs.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

BETWEEN JUMBLE LANE AND DODWORTH — continued

The following new colour light signals have been provided:—

BY9 — Down Starting signal to the Down Dodworth single line (extended section) displaying R or G aspects and situated 665 yards after passing the signal box. A telephone connected to the signal box.

The worked catch points in the Down Dodworth, situated 320 yards before reaching the site of the former Courthouse Junction Down Home are 602 yards before reaching **BY9**. A new disc signal has been provided on the Penistone side of these catch points which apply — Down Dodworth to Down Main or through the new trailing points to the Goods Yard. This disc is also controlled by Jumble Lane.

BY50 — Up Dodworth Single line 1st Home displaying R or Y aspects. This signal is adjacent to the 5¼m.p. and 325 yards before reaching the new Gawber Road facing points. A telephone connected to the signal box has been provided.

A colour light Distant to **BY50** has been provided displaying Y or YY aspects at a distance of 1,600 yards before reaching **BY50**.

BY48 — Up Dodworth 2nd Home displaying R or Y aspects and situated 291 yards before reaching the signal box and 1095 yards after passing **BY50**. This signal also acts as the Distant to the Jumble Lane Up Main Home from Dodworth direction and is 650 yards before reaching that signal.

A position '4' Junction Indicator has been provided and the following readings apply:—

Aspect	Application to or towards
Main	Up Main
Main in conjunction with junction indicator	Down Main


A telephone connected to the signal box has been provided and the Red aspect is additionally controlled by Jumble Lane.

New facing trap points are provided in the Up Dodworth line situated 102 yards after passing this signal.

Jumble Lane**Signalling Alterations:—**

The Down Main Starting and Up Distant from Dodworth semaphore signals have been abolished.

The Up Main Distant has been renamed Up Main Inner Distant and a new Up Main Outer distant provided below the Barnsley Station Junction Up Main 1st Home at a distance of 720 yards before reaching the Jumble Lane Up Main Home.

The Up Main Home signal and the Down Platform to Up Main Starting signal have been provided with  signs. (42)

COTTINGHAM SOUTH AND WALTON STREET

Cottingham South Signal Box, together with all signals worked therefrom (except as shown below) has been abolished. All points have been secured out of use pending removal. The Block section is now between Walton Street and Cottingham North.

Signalling Alterations:—

The Walton Street Down Main Starting (No.16) signal now displays R or G aspects only. (The Y aspect has been taken out of use).

Cottingham South Up Main Starting Signal — the R aspect has been taken out of use and this signal has become the Inner Distant to the Walton Street No.1 Up Main Home signal displaying Y, YY or G aspects only. The associated signal post telephone has been abolished.

The colour light Distant beneath the Cottingham South semaphore Up Main Home signal has become the Outer Distant to Walton Street No.1 Up Main Home displaying Y, YY or G aspects only. The Home arm and the diamond sign have been abolished. (41)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN BARLBY NORTH AND CHALONERS WHIN AND BETWEEN SKELTON AND YORK**

Warning Indicators as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions — Indicator Signs", together with the A.W.S. Permanent magnets, have been brought into use at the following locations.

Between Barlby North and Chaloners Whin**Down Main**

804 yards before reaching D184 B signal and 1,890 yards from the commencement of the 55m.p.h. permanent speed restriction at 185m. 45chs.

Between Skelton and York**Up Main**

300 yards before reaching S4 signal and 1,809 yards from commencement of the 50m.p.h. permanent speed restriction at 1m. 9chs. (41)

SOWERBY BRIDGE UP SIDINGS

A new hand-worked crossover has been provided and brought into use between Nos.1 and 2 Sidings approximately 30 yards from the Buffer-Stop end. (41)

*** * HEMINGBROUGH**

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (40)

*** * HESSLE HAVEN**

The facing points leading from the former Down Goods to North Inward line have been secured out of use pending removal. The North Inward line and associated traps, have been abolished between those points and the trailing points of the scissor crossing.

The facing connection from North Inward to South Inward (half of the scissor crossing) has been secured out of use in the normal position pending removal.

Signal abolished

Semaphore arm signal and associated route indicator applying — Down Goods to North and South Inward lines and to Down North Goods.

Altered signal

The semaphore arm outlet signal applying from Up South Goods now applies towards the Up Main only and the associated 2-way route indicator has been abolished. (40)

*** * BETWEEN THORNE MOOR AND DUTCH RIVER**

The crossover between the Down and Up Mains at 11m. 55chs. (formerly worked by Thorne Colliery) has been secured out of use in the normal position pending removal. (40)

*** * DUTCH RIVER AND BOOTHFERRY ROAD**

Up Goods No. 2 has been closed to traffic.

Dutch River

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

Facing Connection — Down Main to Down Goods

Connection nearest to the signal box between the Up Goods Nos.2 and 1.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****DUTCH RIVER AND BOOTHFERRY ROAD — continued****Dutch River — continued**

Dutch River Ground Frame has been abolished and the points formerly controlled therefrom converted to hand-worked points.

Nos. 3 and 4 Sidings are buffer stopped at the Goole Station end and retained for attaching and detaching

Signals Abolished

Semaphore — Down Main Home to Down Goods

“ — Up Goods No.2 to Up Main

Boothferry Road

The facing connection between Up Goods Nos.1 and 2 has been secured out of use pending removal and the associated signal route indicator 'R' abolished. (Amended) (40)

**** WATER LOO COLLIERY SIDINGS**

The signal box has been re-built in its former position and brought back into use together with all points and signals.

The diamond signs have been replaced on the Up Main Home, Up Main Section, and Down Main Home signals.

The Down Goods line has been re-opened to traffic and normal block signalling has been re-introduced over the Up Goods line. (40)

**** WORTLEY JUNCTION**

The former Gas Works Sidings and the trailing connections to the Down Shipley Slow line have been abolished.

Signalling alterations:—

The Down Sidings ground position light exit signal has been abolished.

The ground position light applying-set back through the trailing crossover Down Shipley Slow to Up Shipley Slow or to Down Sidings will now apply through trailing crossover only. (40)

*** BETWEEN BARLBY NORTH AND BARLBY**

The Up Goods (No. 1 Up Goods) between Barlby North and Barlby has been abolished.

Barlby North

The Up Sidings have been abolished and the following points and connections have been secured out of use in the normal position pending removal:—

Facing connection Up Hull to Up Goods

Facing connection Up Goods to Up Sidings

Facing Up Main to Up Goods

Signals abolished:—

Up Main Starting to Up Goods with Barlby Up Distant below.

Up Hull Starting to Up Goods, with Barlby Up Distant below and the adjacent disc signal applying — Up Hull to Up Sidings.

Up Hull Starting to the former No. 2 Up Goods, with Barlby Up Distant below.

Miniature arm — Up Sidings outlet signal.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****BETWEEN BARLBY NORTH AND BARLBY—continued****Barlby**

The facing connection—Up Goods to Up Hull Fast has been secured out of use in the normal position pending removal.

Signals abolished

Up Goods Home.

Up Goods Starting to Up Hull Fast.

(40)

*** * HARROGATE SOUTH**

The Up Main Home signal has been renewed on a straight post to the L—H side of the Up Main 39 yards from (11 yards nearer to) the signalbox.

(40)

*** * BETWEEN HESSLE AND HESSLE STATION**

The Up Slow has been abolished and the Up Fast has been redesignated Up Main.

All connections between Up Main and the former Up Slow have been secured out of use in the normal position pending removal.

Hessle Station

The Up Platform face now lies to the Up Main and will be initially 40 yards long from the Hull end and progressively lengthened to the full 120 yards during subsequent weeks.

All signals applying to the Up Slow have been abolished and all signals applying to the Up Fast have become Up Main signals.

(40)

*** * BETWEEN LONGWOOD GOODS AND MARSDEN**

Lineside Telephones have been provided adjacent to the Up Main Line at approximately half mile intervals, providing telephone communication to both Longwood Goods and Marsden signal boxes.

(40)

*** * GLEDHOLT JUNCTION — The trailing end of the connection, Down Main to Down Fast has been removed and replaced by plain line.**

(40)

*** * BRADFORD ST. DUNSTANS AND CITY ROAD GOODS YARD**

The points leading to and from St. Dunstans East Junction and Bradford City Road Goods Yard have been secured out of use pending removal of the Arrival and Departure lines.

(40)

*** * SHIPLEY (BRADFORD JUNCTION) AND SHIPLEY GOODS SIDINGS**


ShIPLEY Goods Sidings signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. The Block section is now between Bradford Junction and Manningham Station signal boxes.

Signalling Alterations

The signal acting as the Up Main Distant for Shipley Goods Sidings and the Up Main Outer Distant for Bradford Junction is now the Up Main Distant signal for Bradford Junction.

The Bradford Junction Up Main Inner Distant and all signals formerly worked by Shipley Goods Sidings signal box have been abolished.

Bradford Junction

A new Down Main Starting signal has been provided at a distance of 340 yards after passing the signal box and a  sign is now provided.

(40)

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

* * CHALK LANE LEVEL CROSSING

(between Hull West Parade and Hessle Road)

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (40)

* * NEWLAY

The points leading from Down Main to Down Sidings have been secured out of use pending removal of the points and the sidings.

All associated signals have been abolished. (40)

* * HESSLE STATION AND HESSLE HAVEN

The Down Goods line has been abolished. A 440 yards over-run now remains on the Hessle Haven side of the facing points – Down Goods to Down Main for which a sand-drag has been provided.

Hessle Station

The trailing crossover between the Down and Up Main lines has been secured out of use until further notice. The associated disc shunting signals has been abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, has been secured out of use pending removal.

The following signals have been abolished:–

- Down Slow Starting to Down Goods.
- Down Main Starting to Down Goods.
- Up Slow Home No. 1
- Disc – set back – Up Slow to Up Main.

Altered naming of signal

The Up Slow Home No.2 is now the Up Slow Home signal.

(40)

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★ **TRACK CIRCUIT OPERATING CLIPS**

Track circuit operating clips, as described on page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments.

The equipping of every locomotive and vehicle will necessarily take some time, during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip (s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rule Book, Section M and Section T, Part 1.

★ **ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21**

This machine must be worked in accordance with the instructions shown in pages 62-69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	U.F.N.

* * **CONDITIONAL WORKING TIMETABLES - OCTOBER 1972**

Commencing with the October, 1972 issue, the following books will be combined and re-lettered.

1. Present sections A.C.D and K combined and lettered K.
2. Present sections E,F and G combined and lettered L.

The new books will be produced in the standard size of 11½" x 7½" and have buff covers. (40)

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points - Down Independent to the P.W. Top Yard have been secured out of use.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS — continued

WAKEFIELD KIRKGATE

The Tip Dock Siding has been shortened by 145 yards and temporary buffer stops provided. No.6 Exchange Siding has been closed. (41)

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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

* * NORMANTON STATION

The Up Side platform has been shortened by 85 yards at each end.

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

GARFORTH MOOR LEVEL CROSSING — GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - 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. (U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
22 SEPTEMBER, 1972

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

TUESDAY 10 OCTOBER – HUNMANBY ✓

The Up Main Starting signal will be abolished.

(44)

WEDNESDAY 11 OCTOBER – SPEETON ✓

The trailing crossover between the Down and Up Main lines will be secured out of use in the normal position pending removal and the associated disc shunting signals abolished.

(44)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN JUMBLE LANE AND DODWORTH

Summer Lane and Barnsley Courthouse Junction signal boxes together with all signals worked therefrom have been abolished. Barnsley Exchange Junction signal box has been renamed Barnsley Station Junction. The single line section – Dodworth to Summer Lane now includes approximately 730 yards of the Down Dodworth at the Barnsley end and the adjacent Up Dodworth has been removed.

A new double line to single line junction (to be known as "Gawber Road points") controlled from Barnsley Station Junction has been provided adjacent to Bridge No.17 (approximately 1,060 yards on the Dodworth side of Barnsley Station Junction) and the single line between this new junction and Dodworth is now fully track-circuited and worked in both directions. A telephone connected to Barnsley Station Junction has been provided adjacent to these new junction points.

Summer Lane

The Shunt Spur and Sidings No.3, 4 and 5 has been taken out of use pending removal.

The facing connection – Up Dodworth Single line to former Up Dodworth and the trailing crossover between the new section of the single line and the former Up Dodworth has also been secured out of use pending removal.

The connection – present single line to sidings is now controlled by a new 2-lever Ground Frame known as "Summer Lane Ground Frame", released by Barnsley Station Junction.

Between Courthouse Junction and Summer Lane

The catch points in the Down Dodworth, situated 471 yards before reaching the site of the former Summer Lane Home signal are 1m. 1,135 yards before reaching Dodworth DO4 signal.

Between Barnsley Station Junction and Jumble Lane

The worked catch points, situated in the Up Main 227 yards before reaching the Jumble Lane Home signal have been secured for through running pending replacement by plain line.

Barnsley Station Junction

The following connections together with the Warehouse Siding have been secured out of use pending removal:-

Facing slip connection – Up Dodworth to Goods Yard

Trailing connection Down Main to Warehouse Siding


Access to the Goods Yard is now via a new trailing connection to the Down Dodworth. The trap points at the outlet from the Goods Yard have been retained and the miniature arm Goods Yard outlet signal, formerly applying towards the Warehouse Siding now applies towards the Down Dodworth.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****BETWEEN JUMBLE LANE AND DODWORTH - continued****Signals Abolished**

- Up Dodworth Inner and Outer Distant.
- Up Dodworth Home.
- Disc - shunting, Warehouse Siding to Goods Yard.
- Disc - shunting, Warehouse Siding to Down Main.

The Down Main Inner Distant has been abolished and the Outer Distant has been renamed Down Main Distant.

The disc signal - Down Main to Short Siding, to Coal Yard, to Up Main or to Warehouse Siding, now ceases to apply towards the Warehouse Siding and now additionally applies - set back along the Down Main. This signal is now additionally controlled by Jumble Lane.

The Down Main Home and Down Main Starting signals have been provided with  signs.

The following new colour light signals have been provided:-

- BY9** - Down Starting signal to the Down Dodworth single line (extended section) displaying R or G aspects and situated 665 yards after passing the signal box. A telephone connected to the signal box has been provided.

The worked catch points in the Down Dodworth, situated 320 yards before reaching the site of the former Courthouse Junction Down Home are 602 yards before reaching **BY9**. A new disc signal has been provided on the Penistone side of these catch points which apply - Down Dodworth to Down Main or through the new trailing points to the Goods Yard. This disc is also controlled by Jumble Lane.

- BY50** - Up Dodworth Single line 1st Home displaying R or Y aspects. This signal is adjacent to the 5 $\frac{1}{4}$ m.p. and 325 yards before reaching the new Gawber Road facing points. A telephone connected to the signal box has been provided.

A colour light Distant to **BY50** has been provided displaying Y or YY aspects at a distance of 1,600 yards before reaching **BY50**.

- BY48** - Up Dodworth 2nd Home displaying R or Y aspects and situated 291 yards before reaching the signal box and 1095 yards after passing **BY50**. This signal also acts as the Distant to the Jumble Lane Up Main Home from Dodworth direction and is 650 yards before reaching that signal.

A position '4' Junction Indicator has been provided and the following readings apply:-

Aspect	Application to or towards
Main	Up Main
Main in conjunction with junction indicator	Down Main


A telephone connected to the signal box has been provided and the Red aspect is additionally controlled by Jumble Lane.

New facing trap points are provided in the Up Dodworth line situated 102 yards after passing this signal.

Jumble Lane**Signalling Alterations:-**

The Down Main Starting and Up Distant from Dodworth semaphore signals have been abolished.

The Up Main Distant has been renamed Up Main Inner Distant and a new Up Main Outer distant provided below the Barnsley Station Junction Up Main 1st Home at a distance of 720 yards before reaching the Jumble Lane Up Main Home.

The Up Main Home signal and the Down Platform to Up Main Starting signal have been provided with  signs. (42)

**** COTTINGHAM SOUTH AND WALTON STREET**

Cottingham South Signal Box, together with all signals worked therefrom (except as shown below) has been abolished. All points have been secured out of use pending removal. The Block section is now between Walton Street and Cottingham North.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**DETAILS OF WORK ALREADY CARRIED OUT — continued***** COTTINGHAM SOUTH AND WALTON STREET— continued****Signalling Alterations:—**

The Walton Street Down Main Starting (No.16) signal now displays R or G aspects only. (The Y aspect has been taken out of use).

Cottingham South Up Main Starting Signal — the R aspect has been taken out of use and this signal has become the Inner Distant to the Walton Street No.1 Up Main Home signal displaying Y, YY or G aspects only. The associated signal post telephone has been abolished.

The colour light Distant beneath the Cottingham South semaphore Up Main Home signal has become the Outer Distant to Walton Street No.1 Up Main Home displaying Y, YY or G aspects only. The Home arm and the diamond sign have been abolished. (41)

**** BETWEEN BARLBY NORTH AND CHALONERS WHIN AND BETWEEN SKELTON AND YORK**

Warning Indicators as described in Clause 9 of the Instructions published in the General Appendix under the heading "Permanent Speed Restrictions — Indicator Signs", (Supp. Oper. Insts. dated 11 March 1972) together with the A.W.S. Permanent magnets, have been brought into use at the following locations.

Between Barlby North and Chaloners Whin**Down Main**

804 yards before reaching D184 B signal and 1,890 yards from the commencement of the 55m.p.h. permanent speed restriction at 185m. 45chs.

Between Skelton and York**Up Main**

300 yards before reaching S4 signal and 1,809 yards from commencement of the 50m.p.h. permanent speed restriction at 1m. 9chs. (41)

**** SOWERBY BRIDGE UP SIDINGS**

A new hand-worked crossover has been provided and brought into use between Nos.1 and 2 Sidings approximately 30 yards from the Buffer-Stop end. (41)

DUTCH RIVER AND BOOTHFERRY ROAD

Up Goods No.2 has been closed to traffic.

Dutch River

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

Facing Connection — Down Main to Down Goods

Connection nearest to the signal box between the Up Goods Nos.2 and 1.

Dutch River Ground Frame has been abolished and the points formerly controlled therefrom converted to hand-worked points.

Nos. 3 and 4 Sidings are buffer stopped at the Goole Station end and retained for attaching and detaching.

Signals Abolished

Semaphore — Down Main Home to Down Goods

" — Up Goods No.2 to Up Main

Boothferry Road

The facing connection between Up Goods Nos.1 and 2 has been secured out of use pending removal and the associated signal route indicator 'R' abolished. (Amended) (43)

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

The Up Goods (No.1 Up Goods) between Barlby North and Barlby has been abolished.

Barlby North

The Up Sidings have been abolished and the following points and connections have been secured out of use in the normal position pending removal:—

Facing connection Up Hull to Up Goods

Facing connection Up Goods to Up Sidings

Facing Up Main to Up Goods

Signals abolished:—

Up Main Starting to Up Goods with Barlby Up Distant below.

Up Hull Starting to Up Goods, with Barlby Up Distant below and the adjacent disc signal applying – Up Hull to Up Sidings.

Up Hull Starting to the former No.2 Up Goods, with Barlby Up Distant below.

Miniature arm – Up Sidings out let signal.

Barlby

The facing connection – Up Goods to Up Hull Fast has been secured out of use in the normal position pending removal.

Signals abolished

Up Goods Home.

Up Goods Starting to Up Hull Fast.

(43)

**** BETWEEN HESSLE AND HESSLE STATION**

The Up Slow has been abolished and the Up Fast has been redesignated Up Main.

All connections between Up Main and the former Up Slow have been secured out of use in the normal position pending removal.

Hessle Station

The Up Platform face now lies to the Up Main and will be initially 40 yards long from the Hull end and progressively lengthened to the full 120 yards during subsequent weeks.

All signals applying to the Up Slow have been abolished and all signals applying to the Up Fast have become Up Main signals.

(43)

**** SHIPLEY (BRADFORD JUNCTION) AND SHIPLEY GOODS SIDINGS**


Shipley Goods Sidings signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. The Block section is now between Bradford Junction and Manningham Station signal boxes.

Signalling Alterations

The signal acting as the Up Main Distant for Shipley Goods Sidings and the Up Main Outer Distant for Bradford Junction is now the Up Main Distant signal for Bradford Junction.

The Bradford Junction Up Main Inner Distant and all signals formerly worked by Shipley Goods Sidings signal box have been abolished.

Bradford Junction

A new Down Main Starting signal has been provided at a distance of 340 yards after passing the signal box and a  sign is now provided.

(43)

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

The Down Goods line has been abolished. A 440 yards over-run now remains on the Hesse Haven side of the facing points – Down Goods to Down Main for which a sand-drag has been provided.

Hesse Station

The trailing crossover between the Down and Up Main lines has been secured out of use until further notice. The associated disc shunting signals have been abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, has been secured out of use pending removal.

The following signals have been abolished : –

Down Slow Starting to Down Goods.

Down Main Starting to Down Goods.

Up Slow Home No.1

Disc – set back – Up Slow to Up Main.

Altered naming of signal

The Up Slow Home No. 2 is now the Up Slow Home signal.

(43)

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

★ TRACK CIRCUIT OPERATING CLIPS

Track circuit operating clips, as described on page 3 of the General Appendix, (Page 8 Supplement No.4A) are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments.

The equipping of every locomotive and vehicle will necessarily take some time, during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip (s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rule Book, Rules 178 to 180 and 217.

★ ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 1 to 10 of Supplement No.4A of the General Appendix for Lining Machines. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	UFN

★ DONCASTER STATION

During the period Monday to Friday 9 to 13 October piling and burrowing of spoil will take place between Nos.1 and 2 Up Passenger Independent Lines. All concerned must take care when walking in the vicinity.

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W. Top Yard have been secured out of use.

* * WAKEFIELD KIRKGATE

The Tip Dock Siding has been shortened by 145 yards and temporary buffer stops provided. No.6 Exchange Siding has been closed.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS — continued

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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

★ MARSH LANE GOODS YARD

All seven sidings in the cement depot together with the run round from the coal road to the cement depot have been spiked out of use and the sidings removed.

★ GARFORTH STATION

The Up platform has been temporary shortened by approximately 45 yards at the Leeds end. Drivers of stopping trains must be prepared to stop short of the marker provided.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

GARFORTH MOOR LEVEL CROSSING — GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

★ BETWEEN BEVERLEY NORTH AND ARRAM LEVEL CROSSING

The Whistle Board situated alongside the Down Main at 9m. 53chs. has been moved to a new position at 9m. 19chs.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - 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. (U.F.N.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
★ Healey Mills MPD Break- down Crane Road, Fuel Tank Road, 'U' line, B,C,D Shed Road, at West end of major shed. D Road at east end of major shed.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	Monday 9 October
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York

29 SEPTEMBER, 1972

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:-"

"PUNCTUALITY

is the

SOUL

of

BUSINESS"

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 14 to 15 OCTOBER – BARLBY NORTH**

The trailing crossover between the Down and Up Hull lines between 30m. 12chs. and 30m. 8chs. will be removed and the associated signalling abolished. (45)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN JUMBLE LANE AND DODWORTH**

Summer Lane and Barnsley Courthouse Junction signal boxes together with all signals worked therefrom have been abolished. Barnsley Exchange Junction signal box has been renamed Barnsley Station Junction. The single line section – Dodworth to Summer Lane now includes approximately 730 yards of the Down Dodworth at the Barnsley end and the adjacent Up Dodworth has been removed.

A new double line to single line junction (to be known as "Gawber Road points") controlled from Barnsley Station Junction has been provided adjacent to Bridge No.17 (approximately 1,060 yards on the Dodworth side of Barnsley Station Junction) and the single line between this new junction and Dodworth is now fully track-circuited and worked in both directions. A telephone connected to Barnsley Station Junction has been provided adjacent to these new junction points.

Summer Lane

The Shunt Spur and Sidings No.3, 4 and 5 has been taken out of use pending removal.

The facing connection – Up Dodworth Single line to former Up Dodworth and the trailing crossover between the new section of the single line and the former Up Dodworth has also been secured out of use pending removal.

The connection – present single line to sidings is now controlled by a new 2-lever Ground Frame known as "Summer Lane Ground Frame", released by Barnsley Station Junction.

Between Courthouse Junction and Summer Lane

The catch points in the Down Dodworth, situated 471 yards before reaching the site of the former Summer Lane Home signal are 1m. 1,135 yards before reaching Dodworth DO4 signal.

Between Barnsley Station Junction and Jumble Lane

The worked catch points, situated in the Up Main 227 yards before reaching the Jumble Lane Home signal have been secured for through running pending replacement by plain line.

Barnsley Station Junction

The following connections together with the Warehouse Siding have been secured out of use pending removal:—

Facing slip connection – Up Dodworth to Goods Yard

Trailing connection Down Main to Warehouse Siding

Access to the Goods Yard is now via a new trailing connection to the Down Dodworth. The trap points at the outlet from the Goods Yard have been retained and the miniature arm Goods Yard outlet signal, formerly applying towards the Warehouse Siding now applies towards the Down Dodworth.

Signals Abolished

Up Dodworth Inner and Outer Distant.

Up Dodworth Home.


Disc – shunting, Warehouse Siding to Goods Yard.

Disc – shunting, Warehouse Siding to Down Main.

The Down Main Inner Distant has been abolished and the Outer Distant has been renamed Down Main Distant.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN JUMBLE LANE AND DODWORTH – continued****Signals Abolished – continued**

The disc signal - Down Main to Short Siding, to Coal Yard, to Up Main or to Warehouse Siding, now ceases to apply towards the Warehouse Siding and now additionally applies - set back along the Down Main. This signal is now additionally controlled by Jumble Lane.

The Down Main Home and Down Main Starting signals have been provided with  signs.

The following new colour light signals have been provided:-

BY9 - Down Starting signal to the Down Dodworth single line (extended section) displaying R or G aspects and situated 665 yards after passing the signal box. A telephone connected to the signal box has been provided.

The worked catch points in the Down Dodworth, situated 320 yards before reaching the site of the former Courthouse Junction Down Home are 602 yards before reaching **BY9**. A new disc signal has been provided on the Penistone side of these catch points which apply - Down Dodworth to Down Main or through the new trailing points to the Goods Yard. This disc is also controlled by Jumble Lane.

BY50 - Up Dodworth Single line 1st Home displaying R or Y aspects. This signal is adjacent to the 5¼m.p. and 325 yards before reaching the new Gawber Road facing points. A telephone connected to the signal box has been provided.

A colour light Distant to **BY50** has been provided displaying Y or YY aspects at a distance of 1,600 yards before reaching **BY50**.

BY48 - Up Dodworth 2nd Home displaying R or Y aspects and situated 291 yards before reaching the signal box and 1095 yards after passing **BY50**. This signal also acts as the Distant to the Jumble Lane Up Main Home from Dodworth direction and is 650 yards before reaching that signal.

A position '4' Junction Indicator has been provided and the following readings apply:-

Aspect	Application to or towards
Main	Up Main
Main in conjunction with junction indicator	Down Main


A telephone connected to the signal box has been provided and the Red aspect is additionally controlled by Jumble Lane.

New facing trap points are provided in the Up Dodworth line situated 102 yards after passing this signal.

Jumble Lane**Signalling Alterations:-**

The Down Main Starting and Up Distant from Dodworth semaphore signals have been abolished.

The Up Main Distant has been renamed Up Main Inner Distant and a new Up Main Outer distant provided below the Barnsley Station Junction Up Main 1st Home at a distance of 720 yards before reaching the Jumble Lane Up Main Home.

The Up Main Home signal and the Down Platform to Up Main Starting signal have been provided with  signs. (42)

COTTINGHAM SOUTH AND WALTON STREET

Cottingham South Signal Box, together with all signals worked therefrom (except as shown below) has been abolished. All points have been secured out of use pending removal. The Block section is now between Walton Street and Cottingham North.

Signalling Alterations:-

The Walton Street Down Main Starting (No.16) signal now displays R or G aspects only. (The Y aspect has been taken out of use).

Cottingham South Up Main Starting Signal - the R aspect has been taken out of use and this signal has become the Inner Distant to the Walton Street No.1 Up Main Home signal displaying Y, YY or G aspects only. The associated signal post telephone has been abolished.

The colour light Distant beneath the Cottingham South semaphore Up Main Home signal has become the Outer Distant to Walton Street No.1 Up Main Home displaying Y, YY or G aspects only. The Home arm and the diamond sign have been abolished. (43)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**DETAILS OF WORK ALREADY CARRIED OUT — continued****DUTCH RIVER AND BOOTHFERRY ROAD**

Up Goods No.2 has been closed to traffic.

Dutch River

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

Facing Connection — Down Main to Down Goods

Connection nearest to the signal box between the Up Goods Nos.2 and 1.

Dutch River Ground Frame has been abolished and the points formerly controlled therefrom converted to hand-worked points.

Nos. 3 and 4 Sidings are buffer stopped at the Goole Station end and retained for attaching and detaching.

Signals Abolished

Semaphore — Down Main Home to Down Goods

” — Up Goods No.2 to Up Main

Boothferry Road

The facing connection between Up Goods Nos.1 and 2 has been secured out of use pending removal and the associated signal route indicator 'R' abolished. **(Amended) (43)**

BETWEEN BARLBY NORTH AND BARLBY

The Up Goods (No.1 Up Goods) between Barlby North and Barlby has been abolished.

Barlby North

The Up Sidings have been abolished and the following points and connections have been secured out of use in the normal position pending removal:—

Facing connection Up Hull to Up Goods

Facing connection Up Goods to Up Sidings

Facing Up Main to Up Goods

Signals abolished:—

Up Main Starting to Up Goods with Barlby Up Distant below.

Up Hull Starting to Up Goods, with Barlby Up Distant below and the adjacent disc signal applying — Up Hull to Up Sidings.

Up Hull Starting to the former No.2 Up Goods, with Barlby Up Distant below.

Miniature arm — Up Sidings out let signal.

Barlby

The facing connection — Up Goods to Up Hull Fast has been secured out of use in the normal position pending removal.

Signals abolished

Up Goods Home.

Up Goods Starting to Up Hull Fast. **(43)**

BETWEEN HESSLE AND HESSLE STATION

The Up Slow has been abolished and the Up Fast has been redesignated Up Main.

All connections between Up Main and the former Up Slow have been secured out of use in the normal position pending removal.

Hessle Station

The Up Platform face now lies to the Up Main and will be initially 40 yards long from the Hull end and progressively lengthened to the full 120 yards during subsequent weeks.

All signals applying to the Up Slow have been abolished and all signals applying to the Up Fast have become Up Main signals. **(43)**

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SHIPLEY (BRADFORD JUNCTION) AND SHIPLEY GOODS SIDINGS**


Shipley Goods Sidings signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. The Block section is now between Bradford Junction and Manningham Station signal boxes.

Signalling Alterations

The signal acting as the Up Main Distant for Shipley Goods Sidings and the Up Main Outer Distant for Bradford Junction is now the Up Main Distant signal for Bradford Junction.

The Bradford Junction Up Main Inner Distant and all signals formerly worked by Shipley Goods Sidings signal box have been abolished.

Bradford Junction

A new Down Main Starting signal has been provided at a distance of 340 yards after passing the signal box and a  sign is now provided. (43)

HESSLE STATION AND HESSLE HAVEN

The Down Goods line has been abolished. A 440 yards over-run now remains on the Hesse Haven side of the facing points – Down Goods to Down Main for which a sand-drag has been provided.

Hesse Station

The trailing crossover between the Down and Up Main lines has been secured out of use until further notice. The associated disc shunting signals have been abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, has been secured out of use pending removal.

The following signals have been abolished : –

Down Slow Starting to Down Goods.

Down Main Starting to Down Goods.

Up Slow Home No.1

Disc – set back – Up Slow to Up Main.

Altered naming of signal

The Up Slow Home No. 2 is now the Up Slow Home signal. (43)

HUNMANBY

The Up Main Starting signal has been abolished. (44)

SPEETON

The trailing crossover between the Down and Up Main lines has been secured out of use in the normal position pending removal and the associated disc shunting signals abolished. (44)

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.

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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 48

LEEDS CITY TO HULL (PARAGON) ETC.

★ Ferriby
Melton Lane

Add:-

- 45 Slow line 8m. 41chs. to 10m. 25chs.
(w.e.f. 08 00 Monday 16 October).

MISCELLANEOUS INSTRUCTIONS

TRACK CIRCUIT OPERATING CLIPS

Track circuit operating clips, as described on page 3 of the General Appendix, (Page 8 Supplement No.4A) are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments.

The equipping of every locomotive and vehicle will necessarily take some time, during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip (s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rule Book, Rules 178 to 180 and 217.

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 1 to 10 of Supplement No.4A of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	UFN

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS – continued****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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W. Top Yard have been secured out of use.

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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

MARSH LANE GOODS YARD

All seven sidings in the cement depot together with the run round from the coal road to the cement depot have been spiked out of use and the sidings removed.

GARFORTH STATION

The Up platform has been temporary shortened by approximately 45 yards at the Leeds end. Drivers of stopping trains must be prepared to stop short of the marker provided.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

BETWEEN BEVERLEY NORTH AND ARRAM LEVEL CROSSING

The Whistle Board situated alongside the Down Main at 9m. 53chs. has been moved to a new position at 9m. 19chs.

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.)

REPAIRS AT MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
Healey Mills MPD Break- down Crane Road, Fuel Tank Road, 'U' line. B,C,D Shed Road, at West end of major shed. D Road at east end of major shed.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
6 OCTOBER, 1972

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 22 OCTOBER – MARSDEN**

The remainder of the former Up Goods from Gledholt will become an Up Refuge Siding.

The former Up Goods Home signal will be abolished.

A new ground disc shunting signal will be provided to the left of the Up Refuge Siding at clearance points between this Siding and the connection from Up Main to Up Goods reading:—

Shunting – Up Refuge Sidings to Up Goods.

Altered signal

The disc signal reading – set back – Up Goods to Up Sidings will now additionally apply towards the Up Refuge Siding. (46)

MONDAY 23 OCTOBER – SHIPLEY (BINGLEY JUNCTION) – HIRSTWOOD AND BINGLEY STATION

Hirstwood signal box, together with all signals worked therefrom will be abolished.

The extended Block section will now be between Shipley (Bingley Junction) and Bingley Station signal boxes. (46)

SUNDAY TO MONDAY 22 TO 23 OCTOBER – SELBY SOUTH – BARLBY – BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH

Barlby North signal box, together with all semaphore signals worked therefrom will be abolished.

Barlby signal box will be converted to a Gate Box, in which a new 4-lever "Selby South E Ground Frame" (released from Selby South) will be housed.

The present T.C.B. working between Barlby North and York will be extended to Selby South and T.C.B. working will be introduced in both directions between Selby South and Hemingbrough.

The Up Hull line between Barlby North and S.1956 signal will be renamed Up Slow.

The Down Slow line between Barlby and Barlby North will be renamed Down Sidings.

Barlby North

The points in the Down Siding will be converted to hand-worked points. All other points will be secured out of use pending removal.

Remodelling:—

The following new points and connections adjacent to Barlby Gate Box and controlled by Selby South will be brought into use:—

Facing connection – Down Slow to Down Main.

Facing connection – Up Main to Up Slow.

Facing crossover – Down Main to Up Main (immediately north of the above facing connections).

Trailing connection – Up Main to Up Hull

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK REFERRED TO IN SECTION B—continued

SUNDAY TO MONDAY 22 TO 23 OCTOBER—SELBY SOUTH—BARLBY—BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH—continued

Signalling alterations:—

All colour light signals formerly controlled by Barlby and Barlby North will be brought under control of Selby South and replated (details below). All signal-post telephones will be re-connected to Selby South.

Down direction

The following automatic signals will be replated as follows:—

Old Number	New Number
BN9	S1971
D175	S1973
D176	S1975
D177	S1977
D177B	S1979
D178	S1981

Down Main Home signal B19 will be replated S1959. A position "4" Junction indicator will be provided with the following readings:—

Aspect	Route Indication	Application to or towards
Main		Down Main signal S1971
Main	Junction indicator	Down Hull new auto signal H1873

The Down Slow Home signal B22 will be replated S1957. A position "4" Junction indicator with position light subsidiary and stencil-type route indicator positioned to the left-hand side of the main signal will be provided with the following readings:—

Aspect	Route Indication	Application to or towards
Main		Down Main signal S1971
Main	Junction indicator	Down Hull new auto signal H1873
Sub	Stencil indication "S"	Down Sidings

Up Direction

Up Main Inner Home signal BN52 will be replated S1972. A position "1" Junction indicator will be provided reading as follows:—

Aspect	Route Indication	Application to or towards
Main		Up Main signal S1958
Main	Junction indicator	Up Slow signal S1956

Up Main auto signal BN53 will be replated S1974.

New (Up) Colour light signals

S.1872 — 3 — aspect Up Hull to Up Slow (controlled signal) situated approximately 35 yards south of the 30 m.p. and 1,240 yards before reaching S.1956 signal. A position "4" Junction indicator will be provided which, read in conjunction with the main signal applies — Up Hull to Up Fast S.1958 signal.

S.1874 — 3 — aspect Up Hull controlled signal situated 1,350 yards before reaching S.1872.

S.1874R — 2 — aspect colour light Distant situated 1,350 yards before reaching S.1874.

Telephones connected to Selby South will be provided at the above new colour light signals and Ground Frame. Existing telephone facilities at York Road, Riccall South, Turnhead automatic-half barriers and Up Main automatic signals between Chaloners Whin Junction and Barlby North will be transferred to Selby South signal box.

Barlby Gate Box

All semaphore signals will be abolished with the exception of the miniature arm signals applying to Olympia Sidings which are brought under the control of the Gate Box.

The Gate Box will control the manned barriers and have emergency control over the following approach signals:—

S.1872 (Up Hull), S.1972 (Up Main), S.1957 (Down Hull) and S.1959 (Down Main).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY TO MONDAY 22 TO 23 OCTOBER—SELBY SOUTH—BARLBY—BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH—continued****Selby South East Ground Frame**

A Down Sidings ground position light signal will be provided on the cress side of the Siding for Up direction movements, and situated 14 yards north of the Gate box. This signal will be plated B23 and controlled from the Ground Frame. The Ground Frame will also control (a) new trap points in the Down Siding, situated immediately south of B23 signal and (b) the position light subsidiary positioned on the R-H side of S.1957 signal.

A Down Slow "LIMIT OF SHUNT" notice board for movements passed B23 signal will be provided situated 180 yards before reaching S1957 signal.

Hemingbrough ✓**Signalling Alterations :-**

The colour light Down Distant and Semaphore Down Home and Down Starting signals will be abolished, and the following new colour light signals will be provided:-

H.5 -2 - aspect (Red/Green) - Down Hull Home Signal situated 520 yards before reaching the Signal Box.

H.1875 - 3 - Aspect Down Hull Auto, situated 1367 yards before reaching H.5

H.1873 - 3 - Aspect - Down Hull Auto, situated between 30 and 29¼ m.p., and 1309 yards before reaching H.1875 signal.

Telephones connected to Hemingbrough will be provided at all the above new colour light signals. (46)

SUNDAY 22 OCTOBER – HESSLE HAVEN, HESSLE STATION AND FERRIBY *

Hessle Station signal box, together with all signals worked therefrom will be abolished.

All points will be secured out of use pending removal.

The Block section will then be between Hessle Haven and Ferriby.

Hessle Haven

The Up Main Starting signal will now display R or G aspects only. (Y aspect taken out of use).

The Up Main auto signal UM4 will now display R or Y or G aspects only (double Yellow aspect taken out of use).

The semaphore Down Distant will be abolished and replaced by a two-aspect colour light Distant, situated 1,400 yards before reaching the Down Home. (46)

MONDAY 23 OCTOBER – BRIDLINGTON QUAY ✓

The trailing points in the Down Main, leading to No.4 Platform, and the half of the scissor crossing giving access to No.5 Platform from the Down Main via those points will be secured out of use pending removal.

The points at the platform end of the other half of the scissor crossing will be secured in the reverse position pending substitution by plain line.

Signals Abolished :-

Semaphore - Down Main Starting

Disc shunting signals applying through the above redundant points. (46)

DETAILS OF WORK ALREADY CARRIED OUT**BARLBY NORTH**

The trailing crossover between the Down and Up Hull lines between 30m. 12chs. and 30m. 8chs. has been removed and the associated signalling abolished. (45)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**DETAILS OF WORK ALREADY CARRIED OUT — continued****** COTTINGHAM SOUTH AND WALTON STREET**

Cottingham South Signal Box, together with all signals worked therefrom (except as shown below) has been abolished. All points have been secured out of use pending removal. The Block section is now between Walton Street and Cottingham North.

Signalling Alterations:—

The Walton Street Down Main Starting (No.16) signal now displays R or G aspects only. (The Y aspect has been taken out of use).

Cottingham South Up Main Starting Signal — the R aspect has been taken out of use and this signal has become the Inner Distant to the Walton Street No.1 Up Main Home signal displaying Y, YY or G aspects only. The associated signal post telephone has been abolished.

The colour light Distant beneath the Cottingham South semaphore Up Main Home signal has become the Outer Distant to Walton Street No.1 Up Main Home displaying Y, YY or G aspects only. The Home arm and the diamond sign have been abolished. (43)

**** DUTCH RIVER AND BOOTHFERRY ROAD**

Up Goods No.2 has been closed to traffic.

Dutch River

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

Facing Connection — Down Main to Down Goods

Connection nearest to the signal box between the Up Goods Nos.2 and 1.

Dutch River Ground Frame has been abolished and the points formerly controlled therefrom converted to hand-worked points.

Nos. 3 and 4 Sidings are buffer stopped at the Goole Station end and retained for attaching and detaching.

Signals Abolished

Semaphore — Down Main Home to Down Goods

“ — Up Goods No.2 to Up Main

Boothferry Road

The facing connection between Up Goods Nos.1 and 2 has been secured out of use pending removal and the associated signal route indicator 'R' abolished. (43)

**** BETWEEN BARLBY NORTH AND BARLBY**

The Up Goods (No.1 Up Goods) between Barlby North and Barlby has been abolished.

Barlby North

The Up Sidings have been abolished and the following points and connections have been secured out of use in the normal position pending removal:—

Facing connection Up Hull to Up Goods

Facing connection Up Goods to Up Sidings

Facing Up Main to Up Goods

Signals abolished:—

Up Main Starting to Up Goods with Barlby Up Distant below.

Up Hull Starting to Up Goods, with Barlby Up Distant below and the adjacent disc signal applying — Up Hull to Up Sidings.

Up Hull Starting to the former No.2 Up Goods, with Barlby Up Distant below.

Miniature arm — Up Sidings out let signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** BETWEEN BARLBY NORTH AND BARLBY—continued****Barlby**

The facing connection – Up Goods to Up Hull Fast has been secured out of use in the normal position pending removal.

Signals abolished

Up Goods Home.

Up Goods Starting to Up Hull Fast.

(43)

**** BETWEEN HESSLE AND HESSLE STATION**

The Up Slow has been abolished and the Up Fast has been redesignated Up Main.

All connections between Up Main and the former Up Slow have been secured out of use in the normal position pending removal.

Hessle Station

The Up Platform face now lies to the Up Main and will be initially 40 yards long from the Hull end and progressively lengthened to the full 120 yards during subsequent weeks.

All signals applying to the Up Slow have been abolished and all signals applying to the Up Fast have become Up Main signals.

(43)

**** SHIPLEY (BRADFORD JUNCTION) AND SHIPLEY GOODS SIDINGS**


Shipley Goods Sidings signal box has been abolished. All points worked therefrom have been secured out of use in the normal position pending removal. The Block section is now between Bradford Junction and Manningham Station signal boxes.

Signalling Alterations

The signal acting as the Up Main Distant for Shipley Goods Sidings and the Up Main Outer Distant for Bradford Junction is now the Up Main Distant signal for Bradford Junction.

The Bradford Junction Up Main Inner Distant and all signals formerly worked by Shipley Goods Sidings signal box have been abolished.

Bradford Junction

A new Down Main Starting signal has been provided at a distance of 340 yards after passing the signal box and a  sign is now provided.

(43)

**** HESSLE STATION AND HESSLE HAVEN**

The Down Goods line has been abolished. A 440 yards over-run now remains on the Hessle Haven side of the facing points – Down Goods to Down Main for which a sand-drag has been provided.

Hessle Station

The trailing crossover between the Down and Up Main lines has been secured out of use until further notice. The associated disc shunting signals have been abolished.

The facing connection Down Main to Down Goods on the Hull side of the signal box, has been secured out of use pending removal.

The following signals have been abolished : –

Down Slow Starting to Down Goods.

Down Main Starting to Down Goods.

Up Slow Home No.1

Disc – set back – Up Slow to Up Main.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

* * HESSLE STATION AND HESSLE HAVEN—continued

Altered naming of signal

The Up Slow Home No. 2 is now the Up Slow Home signal.

(43)

HUNMANBY

The Up Main Starting signal has been abolished.

(44)

SPEETON

The trailing crossover between the Down and Up Main lines has been secured out of use in the normal position pending removal and the associated disc shunting signals abolished.

(44)

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.

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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 48

LEEDS CITY TO HULL (PARAGON) ETC.

Ferryby

Melton Lane

Add:—

— 45 Slow line 8m. 41chs. to 10m. 25chs.

MISCELLANEOUS INSTRUCTIONS

TRACK CIRCUIT OPERATING CLIPS

Track circuit operating clips, as described on page 3 of the General Appendix, (Page 8 Supplement No.4A) are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments.

The equipping of every locomotive and vehicle will necessarily take some time, during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip (s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rule Book, Rules 178 to 180 and 217.

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 1 to 10 of Supplement No.4A of the General Appendix for Lining Machines. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	UFN

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS — continued****★ SELBY SUGAR BEET FACTORY SIDINGS**

Commencing Sunday 22 October until Sunday 5 November all movements into the Sugar Beet Factory Sidings will be controlled by hand signalmen.

★ BOWLING JUNCTION TO HALL LANE

Commencing Monday 23 October the Up Main Line between 191m. 74chs. and 191m. 78chs. will be temporarily removed for the re-decking of bridge No.50 (Bowling Viaduct).

Trainmen should exercise great care if it is necessary for them to step out of the train in the vicinity of the Viaduct.

★ HESSLE STATION

As from Monday 23 October the Down Platform face will be to the Down Main and the former Down Slow Line abandoned.

The new platform will be initially 120 ft. long from the Hull end and progressively lengthened to the full 360 ft. during subsequent weeks.

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points — Down Independent to the P.W. Top Yard have been secured out of use.

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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS—continued****CHARLESWORTH'S TO LOFTHOUSE JN.**

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

MARSH LANE GOODS YARD

All seven sidings in the cement depot together with the run round from the coal road to the cement depot have been spiked out of use and the sidings removed.

GARFORTH STATION

The Up platform has been temporary shortened by approximately 45 yards at the Leeds end. Drivers of stopping trains must be prepared to stop short of the marker provided.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

BETWEEN BEVERLEY NORTH AND ARRAM LEVEL CROSSING

The Whistle Board situated alongside the Down Main at 9m. 53chs. has been moved to a new position at 9m. 19chs.

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 IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
Healey Mills MPD Break- down Crane Road, Fuel Tank Road, 'U' line. B,C,D Shed Road, at West end of major shed. D Road at east end of major shed.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
13 OCTOBER 1972

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

NIL

DETAILS OF WORK ALREADY CARRIED OUT**MARSDEN**

The remainder of the former Up Goods from Gledholt is now an Up Refuge Siding.

The former Up Goods Home signal has been abolished.

A new ground disc shunting signal has been provided to the left of the Up Refuge Siding at clearance points between this Siding and the connection from Up Main to Up Goods reading:-

Shunting – Up Refuge Sidings to Up Goods.

Altered signal

The disc signal reading – set back – Up Goods to Up Siding now additionally applies towards the Up Refuge Siding. (46)

SHIPLEY (BINGLEY JUNCTION) – HIRSTWOOD AND BINGLEY STATION

Hirstwood signal box, together with all signals worked have been abolished.

The extended Block section is now between Shipley (Bingley Junction) and Bingley Station signal boxes. (46)

SELBY SOUTH – BARLBY – BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH

Barlby North signal box, together with all semaphore signals worked therefrom has been abolished.

Barlby signal box has been converted to a Gate Box, in which a new 4-lever "Selby South E Ground Frame" (released from Selby South) is housed.

The present T.C.B. working between Barlby North and York has been extended to Selby South and T.C.B. working introduced in both directions between Selby South and Hemingbrough.

The Up Hull line between Barlby North and S.1956 signal has been renamed Up Slow.

The Down Slow line between Barlby and Barlby North has been renamed Down Sidings.

Barlby North

The points in the Down Siding have been converted to hand-worked points. All other points have been secured out of use pending removal.

Remodelling:-

The following new points and connections adjacent to Barlby Gate Box and controlled by Selby South have been brought into use:-

Facing connection – Down Slow to Down Main.

Facing connection – Up Main to Up Slow.

Facing crossover – Down Main to Up Main (immediately north of the above facing connections).

Trailing connection – Up Main to Up Hull

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

SELBY SOUTH—BARLBY—BARLBY NORTH AND YORK AND BETWEEN SELBY SOUTH AND HEMINGBROUGH—continued.

Signalling alterations:—

All colour light signals formerly controlled by Barlby and Barlby North have been brought under control of Selby South and replated (details below). All signal-post telephones have been re-connected to Selby South.

Down direction

The following automatic signals have been replated as follows:—

Old Number	New Number
BN9	S1971
D175	S1973
D176	S1975
D177	S1977
D177B	S1979
D178	S1981

Down Main Home signal B19 has been replated S1959. A position "4" Junction indicator has been provided with the following readings:—

Aspect	Route Indication	Application to or towards
Main		Down Main signal S1971
Main	Junction indicator	Down Hull new auto signal H1873

The Down Slow Home signal B22 has been replated S1957. A position '4' Junction indicator with position light subsidiary and stencil-type route indicator positioned to the left-hand side of the main signal has been provided with the following readings:—

Aspect	Route Indication	Application to or towards
Main		Down Main signal S1971
Main	Junction indicator	Down Hull new auto signal H1873
Sub	Stencil indication "S"	Down Sidings

Up Direction

Up Main Inner Home signal BN52 has been replated S1972. A position "1" Junction indicator has been provided reading as follows:—

Aspect	Route Indication	Application to or towards
Main		Up Main signal S1958
Main	Junction indicator	Up Slow signal S1956

Up Main auto signal BN53 has been replated S1974.

New (Up) Colour light signals

S.1872 — 3 — aspect Up Hull to Up Slow (controlled signal) situated approximately 35 yards south of the 30m.p. and 1,240 yards before reaching S.1956 signal.

S.1874 — 3 — aspect Up Hull controlled signal situated 1,350 yards before reaching S.1872.

S.1874R — 2 — aspect colour light Distant situated 1,350 yards before reaching S.1874.

Telephones connected to Selby South have been provided at the above new colour light signals and Ground Frame. Existing telephone facilities at York Road, Riccall South, Turnhead automatic-half barriers and Up Main automatic signals between Chaloners Whin Junction and Barlby North have been transferred to Selby South signal box.

Barlby Gate Box

All semaphore signals have been abolished with the exception of the miniature arm signals applying to Olympia Sidings which are under the control of the Gate Box.

The Gate Box controls the manned barriers and also has emergency control over the following approach signals:—

S.1872 (Up Hull), S.1972 (Up Main), S.1957 (Down Hull) and S.1959 (Down Main).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SELBY SOUTH – BARLBY – BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH – continued****Selby South "E" Ground Frame**

A Down Sidings ground position light signal has been provided on the cess side of the Siding for Up direction movements, and situated 14 yards north of the Gate box. This signal has been plated B23 and controlled from the Ground Frame. The Ground Frame also controls (a) new trap points in the Down Siding, situated immediately south of B23 signal and (b) the position light subsidiary positioned on the R-H side of S.1957 signal.

A Down Slow "LIMIT OF SHUNT" notice board for movements passed B23 signal has been provided situated 180 yards before reaching S1957 signal.

Hemingbrough**Signalling Alterations :-**

The colour light Down Distant and Semaphore Down Home and Down Starting signals have been abolished, and the following new colour light signals provided:-

H.5 -2 – aspect (Red/Green) – Down Hull Home Signal situated 520 yards before reaching the Signal Box.

H.1875 – 3 – Aspect Down Hull Auto, situated 1367 yards before reaching H.5

H.1873 – 3 – Aspect – Down Hull Auto, situated between 30 and 29¼ m.p., and 1309 yards before reaching H.1875 signal.

Telephones connected to Hemingbrough have been provided at all the above new colour light signals.
(46)

HESSLE HAVEN, HESSLE STATION AND FERRIBY

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

All points have been secured out of use pending removal.

The Block section will then be between Hesse Haven and Ferriby.

Hesse Haven

The Up Main Starting signal now displays R or G aspects only. (Y aspect taken out of use).

The Up Main auto signal UM4 now displays R or Y or G aspects only (double Yellow aspect taken out of use).

The semaphore Down Distant has been abolished and replaced by a two-aspect colour light Distant, situated 1400 yards before reaching the Down Home.
(46)

BRIDLINGTON QUAY

The trailing points in the Down Main, leading to No. 4 Platform, and the half of the scissor crossing giving access to No.5 Platform from the Down Main via those points have been secured out of use pending removal.

The points at the platform end of the other half of the scissor crossing have been secured in the reverse position pending substitution by plain line.

Signals Abolished :-

Semaphore – Down Main Starting

Disc shunting signals applying through the above redundant points.
(46)

BARLBY NORTH

The trailing crossover between the Down and Up Hull lines between 30m. 12chs. and 30m. 8chs. has been removed and the associated signalling abolished.
(45)

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

* * HUNMANBY

The Up Main Starting signal has been abolished.

(44)

* * SPEETON

The trailing crossover between the Down and Up Main lines has been secured out of use in the normal position pending removal and the associated disc shunting signals abolished.

(44)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 321

LEEDS CITY TO SKIPTON (STATION SOUTH)

★ Add:- **KIRKSTALL : SERVICING OF TANK DISCHARGING SIDINGS IN ELECTRICITY WORKS.**

When C.E.G.B. staff are on duty the signalman at Kirkstall Box must advise them of the anticipated arrival of fuel trains and ascertain whether the train requires to be drawn or propelled into the Sidings.

The C.E.G.B. staff will advise the signalman at Kirkstall Box when they leave or take up duty and confirm the arrangements for any movements during their absence.

In clear weather only trains may be propelled into the Discharge Sidings in accordance with the following instructions:-

1. When setting back from the Down Main, locomotive must come to a stand at the marker board, adjacent to the catch points in the Up Goods Loop, to prevent the leading vehicle fouling the road crossing.
2. The guard must ensure the road crossing is clear, then signal the train forward and halt the movement at the points leading to the Discharge Sidings.
3. The guard must then operate the plunger to actuate Klaxon horn and flashing lights to warn C.E.G.B. staff, then signal into the appropriate siding and cancel plunger when movement completed.

When trains are ready to depart from the Discharge Sidings, the guard must advise the signalman at Kirkstall Box of the required movement and obtain permission to proceed towards the signal controlling movements from the Sidings to Down Main. Before authorising the train to start, the guard must operate the plunger to warn C.E.G.B. staff, and cancel when train is clear of Discharge Sidings.

MISCELLANEOUS INSTRUCTIONS

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	UFN

SELBY SUGAR BEET FACTORY SIDINGS

Until Sunday 5 November all movements into the Sugar Beet Factory Sidings will be controlled by hand signalmen.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS — continued

BOWLING JUNCTION TO HALL LANE

The Up Main Line between 191m. 74chs. and 191m. 78chs has been temporarily removed for the re-decking of bridge No. 50 (Bowling Viaduct).

Trainmen should exercise great care if it is necessary for them to step out of the train in the vicinity of the Viaduct.

HESSLE STATION

The Down Platform face is now to the Down Main and the former Down Slow Line abandoned.

The new platform will be initially 120 ft. long from the Hull end and progressively lengthened to the full 360 ft. during subsequent weeks.

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points — Down Independent to the P.W. Top Yard have been secured out of use.

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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

MARSH LANE GOODS YARD

All seven sidings in the cement depot together with the run round from the coal road to the cement depot have been spiked out of use and the sidings removed.

GARFORTH STATION

The Up platform has been temporary shortened by approximately 45 yards at the Leeds end. Drivers of stopping trains must be prepared to stop short of the marker provided.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. Drivers to sound horns on approach.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

BETWEEN BEVERLEY NORTH AND ARRAM LEVEL CROSSING

The Whistle Board situated alongside the Down Main at 9m. 53chs. has been moved to a new position at 9m. 19chs.

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 IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
Healey Mills MPD Break- down Crane Road, Fuel Tank Road, 'U' line, B,C,D Shed Road, at West end of major shed. D Road at east end of major shed.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
20 OCTOBER 1972

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:—"

**"PUNCTUALITY
is the
SOUL
of
BUSINESS"**

BRADFORD

GET

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 NOVEMBER—SELBY SOUTH**

A new facing crossover between the Down and Up Hull lines will be provided and brought into use on the site of the former Barlby North trailing crossover (between 30m. 12chs. and 30m. 18chs).

A new 2-lever Selby South Ground Frame "F" released from Selby South signal box will be provided and brought into use to control the Up Hull/Sugar Factory trailing points and an adjacent telephone connected to Selby South signal box will be provided.

Signalling Alterations**Up Hull S1872 signal**

A position "4" Junction indicator will be provided, which read in conjunction with the main signal applies – Up Hull to Up Fast S1958 signal.

Down Fast S1959 signal

A position light subsidiary and stencil-type route indicator positioned to the left of the main signal will be provided. The indication "X" read in conjunction with the subsidiary signal will apply from Down Fast through the new facing crossover (Down to Up Hull) to Selby South Ground Frame "F"; and a "LIMIT OF SHUNT" notice board, situated on the cess side of the Up Hull will be provided 80 yards on the Hemingbrough side of the Ground Frame.

Down Slow S1957 signal

An additional route indication "X" will be added to the associated route indicator. Indication "X" read in conjunction with the subsidiary signal applies from Down Slow, through the new crossover to Ground Frame "F". (48)

SUNDAY 5 NOVEMBER – BETWEEN HEATON LODGE (SOUTH JUNCTION) AND THORNHILL (L.N.W. JUNCTION)

The **Automatic Warning System** will be brought into use at the following signals (the track inductors will be positioned 200 yards before reaching the signal concerned).

Between Down Underpass signal HM.553 and Down Slow signal HM.571 inclusive.

Between Down Huddersfield signal HM.653 and Down Fast signal HM.573 inclusive.

Between Up Slow signal HM.570 and Up Underpass signal HM.548 inclusive.

Between Up Fast signal HM.572 and Up Huddersfield signal HM.550 inclusive. (48)

SUNDAY 5 NOVEMBER – SALTMARSHE *

Up Main Home signal S28 will be re-plated S20.

Up Main Starting signal S26 will be re-plated S19. (48)

MONDAY 6 NOVEMBER—LIGHTCLIFFE

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

The Block section will then be between Halifax and Low Moor. (48)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.

DETAILS OF WORK ALREADY CARRIED OUT

YORK

The facing end of the connection in No.7 Platform line, leading to the Up Scarborough has been secured in the reverse position pending replacement via plain line for through running from No.7 Platform to Up Scarborough.

The extension of No.7 Platform line beyond these points (connection to Down Scarborough) has been made redundant and the points at the Down Scarborough end secured normal pending removal.

Signal Routes abolished:—

All signal routes applying to movements to and from No.7 Platform via the above redundant connection.
(New Item) (47)

MARSDEN

The remainder of the former Up Goods from Gledholt is now an Up Refuge Siding.

The former Up Goods Home signal has been abolished.

A new ground disc shunting signal has been provided to the left of the Up Refuge Siding at clearance points between this Siding and the connection from Up Main to Up Goods reading:—

Shunting – Up Refuge Sidings to Up Goods.

Altered signal

The disc signal reading – set back – Up Goods to Up Siding now additionally applies towards the Up Refuge Siding.
(46)

SHIPLEY (BINGLEY JUNCTION) – HIRSTWOOD AND BINGLEY STATION

Hirstwood signal box, together with all signals worked have been abolished.

The extended Block section is now between Shipley (Bingley Junction) and Bingley Station signal boxes.
(46)

SELBY SOUTH – BARLBY – BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH

Barlby North signal box, together with all semaphore signals worked therefrom has been abolished. Barlby signal box has been converted to a Gate Box, in which a new 4-lever "Selby South E Ground Frame" (released from Selby South) is housed.

The present T.C.B. working between Barlby North and York has been extended to Selby South and T.C.B. working introduced in both directions between Selby South and Hemingbrough.

The Up Hull line between Barlby North and S.1956 signal has been renamed Up Slow.

The Down Slow line between Barlby and Barlby North has been renamed Down Sidings.

Barlby North

The points in the Down Siding have been converted to hand-worked points. All other points have been secured out of use pending removal.

Remodelling:—

The following new points and connections adjacent to Barlby Gate Box and controlled by Selby South have been brought into use:—

Facing connection – Down Slow to Down Main.

Facing connection – Up Main to Up Slow.

Facing crossover – Down Main to Up Main (immediately north of the above facing connections).

Trailing connection – Up Main to Up Hull.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SELBY SOUTH—BARLBY—BARLBY NORTH AND YORK AND BETWEEN SELBY SOUTH AND HEMINGBROUGH—continued.****Signalling alterations:—**

All colour light signals formerly controlled by Barlby and Barlby North have been brought under control of Selby South and replated (details below). All signal-post telephones have been re-connected to Selby South.

Down direction

The following automatic signals have been replated as follows:—

Old Number	New Number
BN9	S1971
D175	S1973
D176	S1975
D177	S1977
D177B	S1979
D178	S1981

Down Main Home signal B19 has been replated S1959. A position "4" Junction indicator has been provided with the following readings:—

Aspect	Route Indication	Application to or towards
Main		Down Main signal S1971
Main	Junction indicator	Down Hull new auto signal H1873

The Down Slow Home signal B22 has been replated S1957. A position '4' Junction indicator with position light subsidiary and stencil-type route indicator positioned to the left-hand side of the main signal has been provided with the following readings:—

Aspect	Route Indication	Application to or towards
Main		Down Main signal S1971
Main	Junction indicator	Down Hull new auto signal H1873
Sub	Stencil indication "S"	Down Sidings

Up Direction

Up Main Inner Home signal BN52 has been replated S1972. A position "1" Junction indicator has been provided reading as follows:—

Aspect	Route Indication	Application to or towards
Main		Up Main signal S1958
Main	Junction indicator	Up Slow signal S1956

Up Main auto signal BN53 has been replated S1974.

New (Up) Colour light signals

S.1872 – 3 – aspect Up Hull to Up Slow (controlled signal) situated approximately 35 yards south of the 30m.p. and 1,240 yards before reaching S.1956 signal.

S.1874 – 3 – aspect Up Hull controlled signal situated 1,350 yards before reaching S.1872.

S.1874R – 2 – aspect colour light Distant situated 1,350 yards before reaching S.1874.

Telephones connected to Selby South have been provided at the above new colour light signals and Ground Frame. Existing telephone facilities at York Road, Riccall South, Turnhead automatic-half barriers and Up Main automatic signals between Chaloners Whin Junction and Barlby North have been transferred to Selby South signal box.

Barlby Gate Box

All semaphore signals have been abolished with the exception of the miniature arm signals applying to Olympia Sidings which are under the control of the Gate Box.

The Gate Box controls the manned barriers and also has emergency control over the following approach signals:—

S.1872 (Up Hull), S.1972 (Up Main), S.1957 (Down Slow) and S.1959 (Down Main).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SELBY SOUTH – BARLBY – BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH – continued****Selby South "E" Ground Frame**

A Down Sidings ground position light signal has been provided on the cress side of the Siding for Up direction movements, and situated 14 yards north of the Gate box. This signal has been plated B23 and controlled from the Ground Frame. The Ground Frame also controls (a) new trap points in the Down Siding, situated immediately south of B23 signal and (b) the position light subsidiary positioned on the R-H side of S.1957 signal.

A Down Slow "LIMIT OF SHUNT" notice board for movements passed B23 signal has been provided situated 180 yards before reaching S1957 signal.

Hemingbrough**Signalling Alterations :-**

The colour light Down Distant and Semaphore Down Home and Down Starting signals have been abolished, and the following new colour light signals provided:-

H.5 -2 – aspect (Red/Green) – Down Hull Home Signal situated 520 yards before reaching the Signal Box.

H.1875 – 3 – Aspect Down Hull Auto, situated 1367 yards before reaching H.5

H.1873 – 3 – Aspect – Down Hull Auto, situated between 30 and 29¾ m.p., and 1309 yards before reaching H.1875 signal.

Telephones connected to Hemingbrough have been provided at all the above new colour light signals. (46)

HESSLE HAVEN, HESSLE STATION AND FERRIBY

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

All points have been secured out of use pending removal.

The Block section will then be between Hessle Haven and Ferriby.

Hessle Haven

The Up Main Starting signal now displays R or G aspects only. (Y aspect taken out of use).

The Up Main auto signal UM4 now displays R or Y or G aspects only (double Yellow aspect taken out of use).

The semaphore Down Distant has been abolished and replaced by a two-aspect colour light Distant, situated 1400 yards before reaching the Down Home. (46)

WALTON STREET

The Up Main Outer Distant signal has been renewed on a straight post at a reduced height of 12 ft. above rail level to the bottom Yellow aspect. (New Item) (48)

BRIDLINGTON QUAY

The trailing points in the Down Main, leading to No. 4 Platform, and the half of the scissor crossing giving access to No.5 Platform from the Down Main via those points have been secured out of use pending removal.

The points at the platform end of the other half of the scissor crossing have been secured in the reverse position pending substitution by plain line.

Signals Abolished :-

Semaphore – Down Main Starting

Disc shunting signals applying through the above redundant points. (46)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.

★ Page 17 (Page 6 ND 44D)

Selby South

The termination mileage of the 90 m.p.h. Permanent Speed restriction in the Up direction shown as 174m. 30chs. in ND.44D should read 173m. 25chs.

LOCAL INSTRUCTIONS

Page 321

LEEDS CITY TO SKIPTON (STATION SOUTH)

Add:- KIRKSTALL : SERVICING OF TANK DISCHARGING SIDINGS IN ELECTRICITY WORKS.

When C.E.G.B. staff are on duty the signalman at Kirkstall Box must advise them of the anticipated arrival of fuel trains and ascertain whether the train requires to be drawn or propelled into the Sidings.

The C.E.G.B. staff will advise the signalman at Kirkstall Box when they leave or take up duty and confirm the arrangements for any movements during their absence.

In clear weather only trains may be propelled into the Discharge Sidings in accordance with the following instructions:-

1. When setting back from the Down Main, locomotive must come to a stand at the marker board, adjacent to the catch points in the Up Goods Loop, to prevent the leading vehicle fouling the road crossing.
2. The guard must ensure the road crossing is clear, then signal the train forward and halt the movement at the points leading to the Discharge Sidings.
3. The guard must then operate the plunger to actuate Klaxon horn and flashing lights to warn C.E.G.B. staff, then signal into the appropriate siding and cancel plunger when movement completed.

When trains are ready to depart from the Discharge Sidings, the guard must advise the signalman at Kirkstall Box of the required movement and obtain permission to proceed towards the signal controlling movements from the Sidings to Down Main. Before authorising the train to start, the guard must operate the plunger to warn C.E.G.B. staff, and cancel when train is clear of Discharge Sidings. (46)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signal exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	UFN

★ **LOW MOOR FORK CARRIAGE SIDINGS**

From Monday 6 November the Up Fork Loop and Fork Carriage Sidings 1 to 14 will be spiked out of use pending removal.

★ **BRADFORD BROOMFIELD CARRIAGE SIDINGS**

From Monday 6 November Nos.4 to 9 Carriage Sidings will be spiked out of use pending removal.

SELBY SUGAR BEET FACTORY SIDINGS

Until Sunday 5 November all movements into the Sugar Beet Factory Sidings will be controlled by hand signalmen.

BOWLING JUNCTION TO HALL LANE

The Up Main Line between 191m. 74chs. and 191m. 78chs has been temporarily removed for the re-decking of bridge No. 50 (Bowling Viaduct).

Trainmen should exercise great care if it is necessary for them to step out of the train in the vicinity of the Viaduct.

HESSLE STATION

The Down Platform face is now to the Down Main and the former Down Slow Line abandoned.

The new platform will be initially 120 ft. long from the Hull end and progressively lengthened to the full 360 ft. during subsequent weeks.

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W. Top Yard have been secured out of use.

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****RAVENSTHORPE C.E.G.B. SIDINGS**

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

MARSH LANE GOODS YARD

All seven sidings in the cement depot together with the run round from the coal road to the cement depot have been spiked out of use and the sidings removed.

GARFORTH STATION

The Up platform has been temporary shortened by approximately 45 yards at the Leeds end. Drivers of stopping trains must be prepared to stop short of the marker provided.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

BETWEEN BEVERLEY NORTH AND ARRAM LEVEL CROSSING

The Whistle Board situated alongside the Down Main at 9m. 53chs. has been moved to a new position at 9m. 19chs.

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 IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
Healey Mills MPD Break- down Crane Road, Fuel Tank Road, 'U' line, B,C,D Shed Road, at West end of major shed. D Road at east end of major shed.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
27 OCTOBER 1972

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 12 NOVEMBER – BRADFORD (HAMMERTON STREET)**

The Down Main colour light Starting signal (No.28) will be renewed at an increased height with the Red aspect 16ft. above rail level. (49)

SUNDAY 12 NOVEMBER – HEDON BRANCH (SOUTHCOATES LANE) GROUND FRAME – (between Hesselton and Bridges Junction and King George Dock). *

The Ground Frame will be abolished and the associated trailing points leading from the Down King George Dock line to Marfleet Branch secured out of use in the normal position pending removal.

The single line to Marfleet will become redundant. (49)

DETAILS OF WORK ALREADY CARRIED OUT**SELBY SOUTH – BARLBY – BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH**

Barlby North signal box together with all semaphore signals worked therefrom has been abolished. Barlby signal box has been converted to a Gate Box, in which a new 4-lever (Selby South Ground Frame E released from Selby South) is housed.

The former T.C.B., working between Barlby North and York is now extended to Selby South and T.C.B., working is introduced in both directions between Selby South and Hemingbrough.

The Up Hull line between Barlby North and S.1956 signal is renamed Up Slow and the Down Slow line between Barlby and Barlby North renamed Down Sidings.

Barlby North

points in the Down Siding are now hand-worked points and all other points secured out of use pending removal.

Remodelling:-

The following new points and connections adjacent to Barlby Gate Box and controlled by Selby South have been brought into use.

Facing connection – Down Slow to Down Main

Facing connection – Up Main to Up Slow

Facing crossing – Down Main to Up Main (immediately North of the above facing connections)

Trailing connection – Up Main to Up Home

A new facing crossover between the Down and Up Hull lines has been provided and brought into use on the site of the former Barlby North trailing crossover (between 30m. 12chs. and 30m. 18chs.).

A new 2-lever Selby South Ground Frame 'F', released from Selby South signal box has been provided and brought into use to control the Up Hull/Sugar Factory trailing points and an adjacent telephone connected to Selby South provided.

Signalling Alterations:-

All colour light signals formerly controlled by Barlby and Barlby North have been brought under control of Selby South and replated (details below). All signal-post telephones have been reconnected to Selby South.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

SELBY SOUTH – BARLBY – BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH
– continued

Signalling Alterations – continued

Down Direction

The following automatic signals have been replated as follows:-

Old Number	New Number
BN.9	S.1971
D.175	S.1973
D.176	S.1975
D.177	S.1977
D.177B	S.1979
D.178	S.1981

Down Main Home Signal B.19 has been replated S.1959. A position '4' Junction indicator has been provided with the following readings:-

Aspects	Route Indication	Application to or towards
Main		Down Main signal S.1971
Main	Junction Indicator	Down Hull new auto signal H.1873.

A position light subsidiary and stencil-type route indicator positioned to the left of the main signal S.1959 has been provided.

The indication 'X', read in conjunction with the subsidiary applies from Down Fast through the new facing crossover (Down to Up Hull) to Ground Frame 'F' and a 'LIMIT OF SHUNT' notice board situated on the cess side of the Up Hull has been provided 80 yards on the Hemingbrough side of the ground frame.

The Down Slow Home signal B.22 is now plated S.1957. A position '4' Junction indicator with position light subsidiary and stencil-type route indicator positioned to the left-hand side of the main signal has been provided with the following readings:-

Aspects	Route Indication	Application to or towards
Main		Down Main signal S.1971
Main	Junction Indicator	Down Hull new auto signal H.1873.
Sub	Stencil indication 'S'	Down Sidings.
Sub	Stencil indication 'X'	Selby South Ground Frame 'F'.

Up Direction

Up Main Inner Home signal BN.52 is now plated S.1972. A position '1' Junction Indicator has been provided reading as follows:-

Aspects	Route Indication	Application to or towards
Main		Up Main signal S.1958.
Main	Junction Indicator	Up Slow signal S.1956.

Up Main Auto Signal BN.53 is now plated S.1974.

New (Up) Colour Light Signals.

S.1872 – 3 – aspect Up Hull to Up Slow (controlled signal) situated approximately 35 yards south of the 30 m.p. and 1,240 yards before reaching S.1956 signal. A position '4' Junction Indicator has been provided which, read in conjunction with the main signal applies – Up Hull to Up Fast S.1958 signal.

S.1874 – 3 – aspect Up Hull controlled signal situated 1,350 yards before reaching S.1872.

S.1874R – 2 – aspect Colour Light Distant situated 1,350 yards before reaching S.1874.

Telephones connected to Selby South have been provided at the above new colour light signals and Ground Frame. Existing telephones facilities at York Road and Riccall South, Turnhead automatic half barriers and Up Main automatic signals between Chaloners Whin Junction and Barlby North have been transferred to Selby South signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SELBY SOUTH – BARLBY – BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH – continued****Barlby Gate Box**

All semaphore signals have been abolished with the exception of the miniature arm signals applying to Olympia Sidings which are brought under the control of the Gate Box.

The Gate Box controls the manned barriers and also has emergency control over the following approach signals:—

S.1872 (Up Hull), S.1972 (Up Main), S.1957 (Down Slow), and S.1959 (Down Main).

Selby South Ground Frame 'E'

A Down Sidings ground position light signal has been provided on the cess side of the Siding for Up direction movements, and situated 14 yards north of the Gate Box. This signal has been plated B.23 and is controlled from the Ground Frame. The Ground Frame also controls (a) new trap points in the Down Sidings, situated immediately south of B.23 signal and (b) the Position Light subsidiary positioned on the right-hand side of S.1957 signal.

A down slow 'LIMIT OF SHUNT' notice board for movements passed B.23 signal has been provided situated 180 yards on the Selby South side of S.1957 signal.

Hemingbrough**Signalling Alterations:—**

The colour light Down Distant and semaphore Down Home and Down Starting signals have been abolished and the following new colour light signals provided:—

H.5 – 2-aspect (Red/Green) – Down Hull Home Signal situated 520 yards before reaching the signal box.

H.1875 – 3-aspect Down Hull auto., situated 1,367 yards before reaching H.5.

H.1873 – 3-aspect – Down Hull auto, situated between the 30 and 29¼ m.p. and 1,309 yards before reaching H.1875 signal.

Telephones connected to Hemingbrough signal box are provided at all the above new colour light signals.
(New item) (48)

BETWEEN HEATON LODGE (SOUTH JUNCTION) AND THORNHILL (L.N.W. JUNCTION)

The **Automatic Warning System** has been brought into use at the following signals (the track inductors have been positioned 200 yards before reaching the signal concerned).

Between Down Underpass signal HM.553 and Down Slow signal HM.571 inclusive.

Between Down Huddersfield signal HM.653 and Down Fast signal HM.573 inclusive.

Between Up Slow signal HM.570 and Up Underpass signal HM.548 inclusive.

Between Up Fast signal HM.572 and Up Huddersfield signal HM.550 inclusive. (48)

SALTMARSHE

Up Main Home signal S28 has been re-plated S20.

Up Main Starting signal S26 has been re-plated S19. (48)

LIGHTCLIFFE

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

The Block section is now between Halifax and Low Moor. (48)

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

The facing end of the connection in No.7 Platform line, leading to the Up Scarborough has been replaced by plain line for through running from No.7 Platform to Up Scarborough.

The extension of No.7 Platform line beyond these points (connection to Down Scarborough) has been made redundant and the points at the Down Scarborough end replaced by plain line.

Signal Routes abolished:—

All signal routes applying to movements to and from No.7 Platform via the above redundant connection. (47)

*** * * MARSDEN**

The remainder of the former Up Goods from Gledholt is now an Up Refuge Siding.

The former Up Goods Home signal has been abolished.

A new ground disc shunting signal has been provided to the left of the Up Refuge Siding at clearance points between this Siding and the connection from Up Main to Up Goods reading:—

Shunting — Up Refuge Sidings to Up Goods.

Altered signal

The disc signal reading — set back — Up Goods to Up Siding now additionally applies towards the Up Refuge Siding. (46)

*** * * SHIPLEY (BINGLEY JUNCTION) — HIRSTWOOD AND BINGLEY STATION**

Hirstwood signal box, together with all signals worked have been abolished.

The extended Block section is now between Shipley (Bingley Junction) and Bingley Station signal boxes. (46)

*** * * HESSLE HAVEN, HESSLE STATION AND FERRIBY**

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

All points have been secured out of use pending removal.

The Block section will then be between Hessle Haven and Ferriby.

Hessle Haven

The Up Main Starting signal now displays R or G aspects only. (Y aspect taken out of use).

The Up Main auto signal UM4 now displays R or Y or G aspects only (double Yellow aspect taken out of use).

The semaphore Down Distant has been abolished and replaced by a two-aspect colour light Distant, situated 1400 yards before reaching the Down Home. (46)

WALTON STREET

The Up Main Outer Distant signal has been renewed on a straight post at a reduced height of 12 ft. above rail level to the bottom Yellow aspect. (48)

*** * * BRIDLINGTON QUAY**

The trailing points in the Down Main, leading to No. 4 Platform, and the half of the scissor crossing giving access to No.5 Platform from the Down Main via those points have been secured out of use pending removal.

The points at the platform end of the other half of the scissor crossing have been secured in the reverse position pending substitution by plain line.

Signals Abolished :-

Semaphore — Down Main Starting

Disc shunting signals applying through the above redundant points. (46)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A

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

DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.

Page 17 (Page 6 ND 44D)

Selby South

The termination mileage of the 90 m.p.h. Permanent Speed restriction in the Up direction shown as 174m. 30chs. in ND.44D should read 173m. 25chs.

LOCAL INSTRUCTIONS

LEEDS CITY TO SKIPTON (STATION SOUTH)

Add:- KIRKSTALL : SERVICING OF TANK DISCHARGING SIDINGS IN ELECTRICITY WORKS.

When C.E.G.B. staff are on duty the signalman at Kirkstall Box must advise them of the anticipated arrival of fuel trains and ascertain whether the train requires to be drawn or propelled into the Sidings.

The C.E.G.B. staff will advise the signalman at Kirkstall Box when they leave or take up duty and confirm the arrangements for any movements during their absence.

In clear weather only trains may be propelled into the Discharge Sidings in accordance with the following instructions:-

1. When setting back from the Down Main, locomotive must come to a stand at the marker board, adjacent to the catch points in the Up Goods Loop, to prevent the leading vehicle fouling the road crossing.
2. The guard must ensure the road crossing is clear, then signal the train forward and halt the movement at the points leading to the Discharge Sidings.
3. The guard must then operate the plunger to actuate Klaxon horn and flashing lights to warn C.E.G.B. staff, then signal into the appropriate siding and cancel plunger when movement completed.

When trains are ready to depart from the Discharge Sidings, the guard must advise the signalman at Kirkstall Box of the required movement and obtain permission to proceed towards the signal controlling movements from the Sidings to Down Main. Before authorising the train to start, the guard must operate the plunger to warn C.E.G.B. staff, and cancel when train is clear of Discharge Sidings. (46)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	UFN

★ BETWEEN MORLEY LOW AND FARNLEY JN.

There is increased user of the occupation level crossing at 38m. 49chs. Drivers to keep a sharp look out and sound horns when approaching the crossing. (U.F.N.)

★ STANNINGLEY

On Monday, 13 November 1972 the Crane Road, Middle Coal Road and Pudsey Back Road will be spiked out of use pending removal and both Warehouse Roads will be shortened by the erection of Buffer Stops outside the Warehouse at the Leeds end.

★ LAISTERDYKE

On Monday, 13 November 1972 the Adolphus Street Line will be shortened to a Refuge Siding by the erection of Buffer Stops approximately 200 yards from the trap points (Laisterdyke Ground Frame No.2) at the Laisterdyke end.

LOW MOOR FORK CARRIAGE SIDINGS

The Up Fork Loop and Fork Carriage Sidings 1 to 14 have been spiked out of use pending removal.

BRADFORD BROOMFIELD CARRIAGE SIDINGS

Nos. 4 to 9 Carriage Sidings have been spiked out of use pending removal.

BOWLING JUNCTION TO HALL LANE

The Up Main Line between 191m. 74chs. and 191m. 78chs has been temporarily removed for the re-decking of bridge No. 50 (Bowling Viaduct).

Trainmen should exercise great care if it is necessary for them to step out of the train in the vicinity of the Viaduct.

HESSLE STATION

The Down Platform face is now to the Down Main and the former Down Slow Line abandoned.

The new platform will be initially 120 ft. long from the Hull end and progressively lengthened to the full 360 ft. during subsequent weeks.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points Down Independent to the P.W. Top Yard have been secured out of use.

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.)

RAVENSTHORPE C.E.G.B. SIDINGS

The two Dead End Sidings at the East End of these sidings have been temporarily shortened to 80 yards to enable contractors to erect scaffolding. (U.F.N.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

MARSH LANE GOODS YARD

All seven sidings in the cement depot together with the run round from the coal road to the cement depot have been spiked out of use and the sidings removed.

GARFORTH STATION

The Up platform has been temporary shortened by approximately 45 yards at the Leeds end. Drivers of stopping trains must be prepared to stop short of the marker provided.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

GARFORTH MOOR LEVEL CROSSING - GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

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 NOVEMBER—BETWEEN HUDDERSFIELD (EXCLUSIVE) AND HEATON LOADGE SOUTH JUNCTION AND BETWEEN ELLAND (EXCLUSIVE) AND HEATON LOADGE JUNCTION ALSO THE BRADLEY BRANCH**

The **Automatic Warning System** will be brought into use at the following signals (each track inductor is positioned 200 yards before reaching the signal concerned).

Between Elland (ex.) and Heaton Lodge Junction

Between Down L & Y HM.539 and HM.549 signals inclusive.

Between Up L & Y HM.546 and E.540 signals inclusive.

Between Huddersfield (ex.) and Heaton Lodge South Junction

Between Down Slow HU.641 and Down Huddersfield HM.649 signals inclusive.

Down Fast HU.643

Between Up Huddersfield HM.652 and HU.644 signals inclusive.

Bradley Branch

At signals HM.655 (Up) and HM.545 (Down).

(51)

MONDAY 27 NOVEMBER — SCULCOATES DOWN SIDINGS GROUND FRAME *

The Ground Frame will be abolished and the following points worked therefrom will be secured out of use in the normal position pending removal:—

Trailing — Down Main to Down Siding.

Trailing — Main to Main Crossover.

The Down Siding will be removed.

(51)

TUESDAY 28 NOVEMBER — BEVERLEY NORTH *

The Down Siding between Cherry Tree and Beverley North will be terminated at Beverley North and buffer stops erected.

The trailing connection between the Down Main and Down Siding will be secured out of use in the normal position pending removal and the associated Down Siding miniature arm outlet signal abolished. (51)

DETAILS OF WORK ALREADY CARRIED OUT*** * SELBY SOUTH — BARLBY — BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH**

Barlby North signal box together with all semaphore signals worked therefrom has been abolished. Barlby signal box has been converted to a Gate Box, in which a new 4-lever (Selby South Ground Frame E released from Selby South) is housed.

The former T.C.B., working between Barlby North and York is now extended to Selby South and T.C.B., working is introduced in both directions between Selby South and Hemingbrough.

The Up Hull line between Barlby North and S.1956 signal is renamed Up Slow and the Down Slow line between Barlby and Barlby North renamed Down Sidings.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SELBY SOUTH – BARLBY – BARLBY NORTH AND YORK AND BETWEEN SELBY SOUTH AND HEMINGBROUGH – continued****Barlby North**

The points in the Down Siding are now hand-worked points and all other points secured out of use pending removal.

Remodelling:-

The following new points and connections adjacent to Barlby Gate Box and controlled by Selby South have been brought into use.

Facing connection – Down Slow to Down Main

Facing connection – Up Main to Up Slow

Facing crossing – Down Main to Up Main (immediately North of the above facing connections)

Trailing connection – Up Main to Down Hull

A new facing crossover between the Down and Up Hull lines has been provided and brought into use on the site of the former Barlby North trailing crossover (between 30m. 12chs. and 30m. 18chs.).

A new 2-lever Selby South Ground Frame 'F', released from Selby South signal box has been provided and brought into use to control the Up Hull/Sugar Factory trailing points and an adjacent telephone connected to Selby South provided.

Signalling Alterations:-

All colour light signals formerly controlled by Barlby and Barlby North have been brought under control of Selby South and replated (details below). All signal-post telephones have been reconnected to Selby South.

Down Direction

The following automatic signals have been replated as follows:-

Old Number	New Number
BN.9	S.1971
D.175	S.1973
D.176	S.1975
D.177	S.1977
D.177B	S.1979
D.178	S.1981

Down Main Home Signal B.19 has been replated S.1959. A position '4' Junction indicator has been provided with the following readings:-

Aspects	Route Indication	Application to or towards
Main		Down Main signal S.1971
Main	Junction Indicator	Down Hull new auto signal H.1873.

A position light subsidiary and stencil-type route indicator positioned to the left of the main signal S.1959 has been provided.

The indication 'X', read in conjunction with the subsidiary applies from Down Fast through the new facing crossover (Down to Up Hull) to Ground Frame 'F' and a 'LIMIT OF SHUNT' notice board situated on the cess side of the Up Hull has been provided 80 yards on the Hemingbrough side of the ground frame.

The Down Slow Home signal B.22 is now plated S.1957. A position '4' Junction indicator with position light subsidiary and stencil-type route indicator positioned to the left-hand side of the main signal has been provided with the following readings:-

Aspects	Route Indication	Application to or towards
Main		Down Main signal S.1971
Main	Junction Indicator	Down Hull new auto signal H.1873.
Sub	Stencil indication 'S'	Down Sidings.
Sub	Stencil indication 'X'	Selby South Ground Frame 'F'.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

SELBY SOUTH — BARLBY — BARLBY NORTH AND YORK, AND BETWEEN SELBY SOUTH AND HEMINGBROUGH
— continued

Signalling Alterations — continued

Up Direction

Up Main Inner Home signal BN.52 is now plated S.1972. A position '1' Junction Indicator has been provided reading as follows:—

Aspects	Route Indication	Application to or towards
Main		Up Main signal S.1958.
Main	Junction Indicator	Up Slow signal S.1956.

Up Main Auto Signal BN 53 is now plated S.1974.

New (Up) Colour Light Signals.

S.1872 — 3 — aspect Up Hull to Up Slow (controlled signal) situated approximately 35 yards south of the 30 m.p. and 1,240 yards before reaching S.1956 signal. A position '4' Junction Indicator has been provided which, read in conjunction with the main signal applies — Up Hull to Up Fast S.1958 signal.

S.1874 — 3 — aspect Up Hull controlled signal situated 1,350 yards before reaching S.1872.

S.1874R — 2 — aspect Colour Light Distant situated 1,350 yards before reaching S.1874.

Telephones connected to Selby South have been provided at the above new colour light signals and Ground Frame. Existing telephones facilities at York Road and Riccall South, Turnhead automatic half barriers and Up Main automatic signals between Chaloners Whin Junction and Barlby North have been transferred to Selby South signal box.

Barlby Gate Box

All semaphore signals have been abolished with the exception of the miniature arm signals applying to Olympia Sidings which are brought under the control of the Gate Box.

The Gate Box controls the manned barriers and also has emergency control over the following approach signals:—

S.1872 (Up Hull), S.1972 (Up Main), S.1957 (Down Slow), and S.1959 (Down Main).

Selby South Ground Frame 'E'

A Down Sidings ground position light signal has been provided on the cess side of the Siding for Up direction movements, and situated 14 yards north of the Gate Box. This signal has been plated B.23 and is controlled from the Ground Frame. The Ground Frame also controls (a) new trap points in the Down Sidings, situated immediately south of B.23 signal and (b) the Position Light subsidiary positioned on the right-hand side of S.1957 signal.

A down slow 'LIMIT OF SHUNT' notice board for movements passed B.23 signal has been provided situated 180 yards on the Selby South side of S.1957 signal.

Hemingbrough

Signalling Alterations:—

The colour light Down Distant and semaphore Down Home and Down Starting signals have been abolished and the following new colour light signals provided:—

H.5 — 2-aspect (Red/Green) — Down Hull Home Signal situated 520 yards before reaching the signal box.

H.1875 — 3-aspect Down Hull auto., situated 1,367 yards before reaching H.5.

H.1873 — 3-aspect — Down Hull auto, situated between the 30 and 29¾ m.p. and 1,309 yards before reaching H.1875 signal.

Telephones connected to Hemingbrough signal box are provided at all the above new colour light signals.

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

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

- Facing points – Up Main to Up Passenger Loop
- Facing connection – Up Passenger Loop to Up Main
- Trailing Crossover between the Down and Up Main lines
- Trailing Points – Down Main to Down Bay.

The trailing points – Down Main to Down Through have been secured out of use in the normal position pending later restoration to use.

Signals Abolished

- Up Main Home to Up Passenger Loop
- Up Passenger Loop Starting to Up Main
- Disc shunting – set back – Up Main to Up Passenger Loop (Amended Item) (51)

SOWERBY BRIDGE WEST

The Inner and Outer Distant signals to the Up Loop have been abolished. (50)

**** BETWEEN HEATON LODGE (SOUTH JUNCTION) AND THORNHILL (L.N.W. JUNCTION)**

The **Automatic Warning System** has been brought into use at the following signals (the track inductors have been positioned 200 yards before reaching the signal concerned).

- Between Down Underpass signal HM.553 and Down Slow signal HM.571 inclusive.
- Between Down Huddersfield signal HM.653 and Down Fast signal HM573 inclusive.
- Between Up Slow signal HM.570 and Up Underpass signal HM.548 inclusive.
- Between Up Fast signal HM.572 and Up Huddersfield signal HM.550 inclusive. (48)

**** SALTMARSH**

- Up Main Home signal S28 has been re-plated S20.
- Up Main Starting signal S26 has been re-plated S19. (48)

SALTMARSH *

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

**** LIGHTCLIFFE**

- The signal box, together with all signals worked therefrom, has been abolished.
- The Block section is now between Halifax and Low Moor. (48)

BRADFORD (HAMMERTON STREET)

The Down Main colour light Starting signal (No.28) has been renewed at an increased height with the Red aspect 16ft. above rail level. (49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

HEDON BRANCH (SOUTHCOATES LANE) GROUND FRAME – (between Hessle Road Bridges Junction and King George Dock).

The Ground Frame has been abolished and the associated trailing points leading from the Down King George Dock line to Marfleet Branch secured out of use in the normal position pending removal.

The single line to Marfleet is now redundant. (49)

**** WALTON STREET**

The Up Main Outer Distant signal has been renewed on a straight post at a reduced height of 12 ft. above rail level to the bottom Yellow aspect. (48)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

★ SIGNAL POST REPLACEMENT SWITCHES

In certain Track Circuit Block areas, switches are provided at automatic and semi-automatic signals, which cannot be controlled to Danger from the signal box, to enable the signal to be placed or maintained at danger.

These switches have two positions "Auto" and "Red". When it is necessary to place or maintain the signal to danger, the key must be inserted in the switch and turned to "Red".

Keys are issued as necessary to Operating and Engineering Department's Staff to enable the signals to be controlled to Danger as provided for in the Rules and Regulations and where otherwise specially authorised. (51)

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	UFN

★ DEWSBURY STATION

The Up platform has been temporarily shortened by approximately 50 yards at the Leeds end.
Drivers of stopping trains must stop with the whole of their trains beyond the marker provided.

★ HALIFAX SOUTH PARADE

Numbers 1, 3 and 4 sidings have been spiked out of use and are being removed.

★ BROUGH WEST

The Main to Main trailing crossover between 10 m. 46 chs. and 10 m. 50 chs. will be out of use due to renewal operations from 23 45 Saturday 25 November until 15 15 Sunday 3 December.

★ KNOTTINGLEY SOUTH JN. TO EAST JN. GOODS

Two temporary level crossings have been brought into use at 0 m. 8 chs. and 0 m. 12 chs. Contractors plant and other vehicles will be using these level crossings. Drivers to Sound locomotive horn when approaching at the above level crossings.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

BETWEEN MORLEY LOW AND FARNLEY JN.

There is increased user of the occupation level crossing at 38m. 49chs. Drivers to keep a sharp look out and sound horns when approaching the crossing. (U.F.N.)

STANNINGLEY

The Crane Road, Middle Coal Road and Pudsey Back Road have been spiked out of use pending removal and both Warehouse Roads have been shortened by the erection of Buffer Stops outside the Warehouse at the Leeds end.

LAISTERDYKE

The Adolphus Street Line has been shortened to a Refuge Siding by the erection of Buffer Stops approximately 200 yards from the trap points (Laisterdyke Ground Frame No.2) at the Laisterdyke end.

LOW MOOR FORK CARRIAGE SIDINGS

The Up Fork Loop and Fork Carriage Sidings 1 to 14 have been spiked out of use pending removal.

BRADFORD BROOMFIELD CARRIAGE SIDINGS

Nos. 4 to 9 Carriage Sidings have been spiked out of use pending removal.

BOWLING JUNCTION TO HALL LANE

The Up Main Line between 191m. 74chs. and 191m. 78chs has been temporarily removed for the re-decking of bridge No. 50 (Bowling Viaduct).

Trainmen should exercise great care if it is necessary for them to step out of the train in the vicinity of the Viaduct.

HESSLE STATION

The Down Platform face is now to the Down Main and the former Down Slow Line abandoned.

The new platform will be initially 120 ft. long from the Hull end and progressively lengthened to the full 360 ft. during subsequent weeks.

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W. Top Yard have been secured out of use.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS—continued****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.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

MARSH LANE GOODS YARD

All seven sidings in the cement depot together with the run round from the coal road to the cement depot have been spiked out of use and the sidings removed.

GARFORTH STATION

The Up Platform has been temporarily shortened by approximately 45 yards at the York end.

Drivers of stopping trains must be prepared to draw up to the Leeds end of the platform.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

BETWEEN BEVERLEY NORTH AND ARRAM LEVEL CROSSING

The Whistle Board situated alongside the Down Main at 9m. 53chs. has been moved to a new position at 9m. 19chs.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS — continued

INSTRUCTIONS TO TRAINMEN — LOCOMOTIVES STABLED IN SORTING SIDINGS — INWARD YARD HULL

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.)

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
Healey Mills MPD Break- down Crane Road, Fuel Tank Road, 'U' line. B,C,D Shed Road, at West end of major shed. D Road at east end of major shed.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
18 NOVEMBER 1972

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.49

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

SATURDAY 2 DECEMBER

TO

FRIDAY 8 DECEMBER 1972

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
YORK (WATERWORKS JN.) TO SCARBOROUGH		
SUNDAY 3 DECEMBER York Station and Burton Lane	Down and Up Main	08 00 to 17 00. Changing switches and crossings (on Nos. 569 and 570 points) between 0m. 20 chs. and 0m. 30 chs.
FOSS ISLANDS BRANCH		
DAILY UNTIL FURTHER NOTICE		
Foss Islands Branch	Single	07 30 to 17 30. Contractors reconstructing Bridge No. 5 at 1m. 10chs. Mechanical plant in use.
SATURDAY to MONDAY 2 to 4 DECEMBER		
Foss Island Branch	Single (BLOCKED)	12 00 (Sat) to 06 00 (Mon). Contractors removing superstructure of Bridge No. 5 at 1m. 10 chs. Mobile cranes and scaffolding in use. Burton Lane signal box open.
SCARBOROUGH (FALSGRAVE) TO GALLOWES CLOSE SIDINGS		
DAILY UNTIL FURTHER NOTICE		
Gallowes Close Sidings	All	07 00 to 17 00. Contractors reconstructing road- bridge No.2 at 0m. 30chs. Ladders, trestles and mechanical plant in use. Temporary level crossing in use.
DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)		
DAILY UNTIL FURTHER NOTICE		
Moorhouse Jn. and South Kirkby Jn.	Down and Up Main	08 00 to 18 00. Contractors repairing bridge No. 21 at 163m. 58chs. Plant in use.
Moorhouse Jn. and South Kirkby Jn.	All	08 30 to 18 00. Erection of telegraph poles and wire and laying in ground cable between 164m. 30chs. and 164m. 52chs. Mechanical plant in use.
Moorhouse Jn. and South Kirkby Jn.	Down and Up Main	08 00 to 18 00. Contractors working adjacent to tracks and on platforms at South Elmsall Station at 164m. 38chs. Plant in use.
Moorhouse Jn. and Wakefield Westgate	All	07 30 to 16 30. Work in connection with signalling alterations. Laying troughs and cables.
South Kirkby Jn. and Nostell	Down and Up Main	08 00 to 16 30. Lowering cess between 166 $\frac{3}{4}$ and 170 $\frac{1}{4}$ m.p. Mechanical excavator in use.
South Kirkby Jn. and Nostell	Down and Up Main	07 30 to 18 00. Repairs to bridge No.35 at 167m. 41chs. Scaffolding in use.
Hare Park and Gelderd Road Jn.	All	07 30 to 16 30. Work in connection with signalling alterations. Laying troughs and cables.
Hare Park Jn. and Wakefield Westgate South	All	08 00 to 18 00. Contractors removing redundant track adjacent to Up Main between 171m. 72chs. and 172m. 10chs. Plant in use.
Wakefield Westgate and Leeds City (West Jn.)	All	08 00 to 20 00. Testing signalling cables.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
EASTWOOD (LMR) TO NORMANTON (GOOSE HILL)-continued		
DAILY UNTIL FURTHER NOTICE - continued		
Greetland and Elland	Down and Up Main	08 00 to 18 00. Contractors working adjacent to track at 31m. 5chs. Plant in use.
Elland	C.E.G.B. Sidings	Contractors erecting pipe line. Materials lying about. Mechanical plant in use.
Elland and Thornhill L.N.W. Jn.	All	08 00 to 16 00. Preparatory work for installing A.W.S. equipment.
Elland and Heaton Lodge Jn.	Down and Up L. & Y.	08 00 to 18 00. Contractors demolishing station buildings and goods warehouse at 34½ m.p. Plant in use.
Elland and Heaton Lodge Jn.	All	07 30 to 19 00. Contractors constructing new viaduct at 35m. 32chs. Cranes and plant in use.
Elland and Heaton Lodge Jn.	Down and Up L & Y	08 00 to 18 00. Contractors working adjacent to track at 35m. 55chs. Plant in use.
LNW Jn. and Wakefield East	All	07 30 to 17 00. Preparatory work for installing A.W.S. equipment.
Healey Mills Marshalling Yard	A to F Retarders and R and V Engine lines	08 30 to 17 00. Contractors laying pipe-line. Plant in use.
Healey Mills and Horbury Jn.	Up Fast Up Slow and Up Loop	08 00 to 20 00. Contractors taking down and rebuilding parapet wall of bridge No. 219 at 44m. 0chs. Plant in use.
Healey Mills and Horbury Jn.	All	08 00 to 18 00. Contractors working adjacent to track at 44m. 63chs. Plant in use.
Horbury Jn. and Wakefield Kirkgate West	Down Fast	08 00 to 18 00. Contractors erecting building adjacent to railway on Down Side at 46m. 51chs. Plant in use.
Wakefield Kirkgate Station	All	08 00 to 16 00. Alterations and repairs to station roof, buildings and platforms at 47m. 62chs.
Wakefield Kirkgate Goods Yard	Sidings	08 00 to 18 00. Contractors renewing timber paving in sidings.
Wakefield (Kirkgate) West and Lockes Siding	All	07 30 to 17 00. Preparing for alterations to signalling and laying cables.
Turners Lane Jn. and Lockes Siding	All	07 00 to 18 00. Contractors removing parapets and filling in bridge No. 251 at 49m. 53chs. Provision of footpath and crossing.
SATURDAY 2 DECEMBER Healey Mills	Retarders (BLOCKED)	08 00 to 17 00. Maintenance and hand packing of 'F' retarder.
SATURDAY to SUNDAY 2 to 3 DECEMBER Eastwood and Hebden Bridge	Down and Up (BLOCKED)	23 45 (Sat) to 09 00 (Sun). Installing catch points between 22 and 22¼ m.p. Crane and mechanical plant working.
SATURDAY to MONDAY 2 to 4 DECEMBER Healey Mills Marshalling Yard	P1 and P2 Retarders (BLOCKED)	06 00 (Sat) to 06 00 (Mon). Repairs to P2 retarder. Crane and plant in use.
SUNDAY 3 DECEMBER Mytholmroyd and Sowerby Bridge Station	Down and Up Main (BLOCKED)	00 01 to 09 30. Laying drains in Sowerby Bridge Tunnel between 27¼ m.p. and 28m. 10chs. Rail mounted trenching machine in use. Mytholmroyd, Sowerby Bridge West and Sowerby Bridge Station signal boxes open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
EASTWOOD (L.M.R.) TO NORMANTON (GOOSE HILL) - continued		
SUNDAY 3 DECEMBER - continued		
Greetland and Milner Royd Jn.	Down and Up Main (BLOCKED)	07 00 to 17 00. Transposing rails between 30¼ and 30¾ m.p. Crane in use. Both signal boxes open.
Horbury Jn. and Wakefield Kirkgate West	Down Fast (BLOCKED) Down Slow (BETWEEN TRAINS)	07 00 to 17 00. Digging out and re-ballasting between 46m. 75chs. and 47 m.p. All Down traffic to travel over the Down Slow.
WEDNESDAY to FRIDAY 6 to 8 DECEMBER		
Mytholmroyd and Sowerby Bridge	Down and Up Main	08 00 to 16 00 each day. Lowering cesses between 26 and 26¾ m.p. Mechanical excavator in use.
SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Milner Royd Jn. and Dryclough Jn.	Down and Up Main	08 00 to 18 00. Contractors working adjacent to track at 29m. 35chs. Plant in use.
Halifax and Low Moor	All	08 00 to 16 00. Repairs to Beacon Hill Tunnel between 32 and 34m.p. Rail centres erected. Ladders in use. Drivers not to put their heads out.
Halifax and Low Moor	All	08 00 to 16 00. Examining shafts in Wyke Tunnel, between 36m. 12chs. and 36m. 74chs.
Low Moor and Bowling Jn.	All	07 00 to 18 00. Repairing Bowling Tunnel between 38 and 39m.p. Rail centres erected. Contractors repairing Shaft No.2. Plant and ladders in use. Drivers not to put their heads out.
Mill Lane Jn.	Siding	08 00 to 18 00. Contractors building new relay room. Plant in use.
Mill Lane Jn. and Bradford Exchange	Down and Up West and Nos.1 to 5 Platforms (BLOCKED)	Remodelling in Bradford Exchange Station between 39m. 75chs. and 40¼m.p. Crane in use. Contractors building new station. Traffic to travel over Down and Up East lines.
Mill Lane Jn. and Bradford Exchange	All	08 00 to 16 00. Work in connection with alterations to signalling.
Mill Lane Jn. and Bradford Exchange	All	00 01 to 06 00. Contractors cutting steelwork on bridge No.63 in Bradford Exchange Station.
Bradford Springmill Street	Sidings	08 00 to 16 30. Repairing coal drops and contractors resurfacing yard. Plant in use.
SUNDAY 3 DECEMBER		
Halifax and Low Moor	Down and Up Main (BLOCKED except as shown in remarks)	00 15 to 09 15. Trimming cutting slopes and clearing rubble between 35½ and 36 m.p. Mechanical excavator in use. Arrangements made to pass 1E31, 01 30 Manchester to Bradford and 1L02, 22 50 Kings Cross to Bradford over the Down Main. Both signal boxes open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
GREETLAND JN. TO DRYCLOUGH JN.		
DAILY UNTIL FURTHER NOTICE		
Greetland	Down and Up Main	08 00 to 18 00. Contractors working adjacent to track at Greetland signal box. Plant in use.
Greetland and Drycough Jn.	Down and Up Main	07 30 to 17 00. Contractors removing spoil over level crossings at 1m. 5chs. (See Section 'D').
BRADLEY BRANCH		
DAILY UNTIL FURTHER NOTICE		
Bradley Jn. and Bradley Wood	All	07 30 to 17 00. Work in connection with signalling alterations.
DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	All	07 30 to 17 00. Contractors sealing off shafts 2 and 3 in Standedge Tunnel between 15m. 11chs. and 18m. 14chs.
Diggle and Gledholt	All	07 30 to 18 30. Contractors removing redundant track between 18 and 25 m.p. Plant in use.
Marsden and Gledholt Jn.	All	08 00 to 16 00. Work in connection with alterations to signalling and telecommunications.
Huddersfield and Hillhouse	All	07 00 to 18 00. Pointing bridge 92 (Huddersfield viaduct) between 25¾ and 26¼ m.p. Ladders, scaffolding and trestles in use.
Huddersfield and Heaton Lodge Jn.	All	06 00 to 16 00. Preparatory work for installing A.W.S. equipment.
Huddersfield and Heaton Lodge Jn.	All	07 30 to 17 00. Work in connection with signalling alterations.
Heaton Lodge Jn. and Huddersfield	Up Main	07 00 to 18 00. Contractors removing ballast from disused formation adjacent to the Up Main between 29½ and 27 m.p. Plant in use.
SUNDAY 3 DECEMBER		
Marsden and Diggle	Up Main (BLOCKED)	00 15 to 08 00. Contractors conveying materials to Standedge tunnel shafts 2 and 3 between 15m. 11chs. and 18m. 14chs.
Marsden and Gledholt	00 01 to 04 00 Up Main (BLOCKED) Down Main (BETWEEN TRAINS) 04 00 to 08 00 Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	00 01 to 08 00. Ballast regulating machine in use between 18¼ and 22m.p.
Huddersfield	All	07 30 to 17 00. Installing extended sole plates.
Huddersfield	All	07 30 to 17 00. Examining steelwork of bridge No.90 at 25¼m.p. Ladders in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)		
DAILY UNTIL FURTHER NOTICE		
Huddersfield Jn. and Clayton West	Down	07 30 to 16 30. Part removal of Penistone Station roof at 13m. 36chs. Ladders, trestles and crane in use.
Penistone Huddersfield Jn. and Huddersfield (Springwood Jn.)	All	07 30 to 17 00. Installing cables and dismantling pole route.
Clayton West Jn. and Springwood Jn.	Down and Up Main	08 00 to 18 00. Contractors demolishing station buildings and signal box at Lockwood between 1¼ and 1¼ m.p. Plant in use.
TUESDAY to WEDNESDAY 5 to 6 DECEMBER		
Clayton West Jn. and Springwood	Down Main (BLOCKED)	23 00 (Tue) to 05 00 (Wed). Tamping machines in use between 7½ m.p. and 7 m. 15 chs. Clayton West Jn. signal box open.
CLAYTON WEST BRANCH		
DAILY UNTIL FURTHER NOTICE		
Skelmanthorpe and Clayton West Jn.	Single	08 00 to 16 00. Repairs to end of Shelley Woodhouse Tunnel between 8m. 72chs. and 8m. 48chs. Trolleys and scaffolding in use.
SUNDAY 3 DECEMBER		
Clayton West Jn. and Clayton West Station	Single (BLOCKED)	07 30 to 16 00. Clearing site and loading materials at Shelley Woodhouse Tunnel between 8m. 48chs. and 8m. 72chs.
THORNHILL (L.N.W. JN.) TO LEEDS CITY (HOLBECK EAST JN)		
DAILY UNTIL FURTHER NOTICE		
Ravensthorpe Station	All	08 00 to 17 00. Contractors erecting lighting columns on platform at 32¼ m.p. Plant in use.
Dewsbury Station	Up Main	Temporary alterations to Up platform. Mechanical plant in use. (See section 'D').
Dewsbury Wellington Road	Down and Up Main	08 00 to 16 00. Repairs to platform walls and setting back copings between 33¾ and 34 m.p. Commencing Sunday 3 December.
Dewsbury Wellington Road	All	08 00 to 18 00. Contractors removing redundant siding situated between platform roads between 33m. 53chs. and 33m. 67chs. Plant in use.
Batley Station	All	Contractors erecting lighting columns on platform at 35m. 9chs. Plant in use.
Morley Station	All	08 00 to 17 00. Contractors erecting lighting columns on platforms at 38m. 25chs. Plant in use.
Morley Low and Farnley Branch Jn.	Down and Up Main	08 00 to 18 00. Contractors repairing bridges culverts, crossings and boundary walls between 38m. 36chs. and 39m. 1ch.
Morley Low and Farnley Branch Jn.	All	08 00 to 20 00. Contractors constructing new bridge No.41B at 40m.p. Cranes and plant in use.
Morley Low and Holbeck East Jn.	All	08 00 to 20 00. Testing signalling cables.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
WATH ROAD JN. TO LEEDS CITY (NORTH JN.) - continued		
DAILY UNTIL FURTHER NOTICE-continued		
Hunslet Goods Jn.	All	08 00 to 19 00. Contractors reconstructing bridge No.256 at 194m. 32chs. Cranes and mechanical plant in use.
Hunslet Goods Jn. 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 Jn. and Engine Shed Jn.	All	08 00 to 18 00. Contractors repairing overhead gas main attached to bridge No.7 at 195m. 18chs.
SATURDAY to SUNDAY 2 to 3 DECEMBER		
Altofts and Methley North Jn.	Down and Up Main	23 00 (Sat) to 20 00 (Sun). Demolishing Down platform at Altofts and Whitwood Station and erecting new timber trestle platform. Excavator and ballast train on site. Methley North Jn. signal box open.
SUNDAY 3 DECEMBER		
Swinton Jn. and Cudworth South Jn.	Down and Up Fast/Main (BLOCKED)	08 00 to 20 00. Steelwork repairs to bridge No. 179 at 173m. 38chs. Scaffolding and plant in use. Also renewing waybeams on bridge 185 at 175m. 33chs. Crane in use. Traffic to travel over the Down and Up Slow/ Goods. Cudworth South Jn. and Cudworth Station signal boxes open.
Royston Jn. and Oakenshaw South Jn.	All	07 30 to 17 00. Examination of bridges No. 200 and 200A at 181m. 16chs. Simon lift and ladders in use.
Goosehill Jn. and Oakenshaw	Up Main (BLOCKED)	08 00 to 20 00. Lowering formation under bridge No. 211 between 183¼m.p. and 182m. 70chs. Ballast cleaning machine in use.
Methley North Jn. and Waterloo Colliery Sidings	All (BLOCKED)	08 30 to 13 00. Contractors removing N.C.B. cable bridge No. 234A at 189m. 37chs. Plant and crane in use. Both signal boxes open.
Hunslet Goods Jn. and Engine Shed Jn.	00 01 to 06 30 Down Goods (BLOCKED) Down Main (BETWEEN TRAINS) 06 30 to 14 30 Down Main and Down Goods (BLOCKED) 14 30 to 18 00 Down Goods (BLOCKED) Down Main (BETWEEN TRAINS)	00 01 to 18 00. Track blanketing between 194m. 39chs. and 194m. 51chs. Mechanical excavator in use. 14 30 to 18 00. Down traffic to travel over the Down Main.
Engine Shed Jn.	All	07 00 to 17 00. Testing local controls. Panel manned.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
HUNSLET LANE GOODS BRANCH		
DAILY UNTIL FURTHER NOTICE		
Hunslet Lane Goods Branch	All	07 30 to 16 00. Cleaning and painting bridges between 194m. 48chs. and 194m. 64chs. Ladders and trestles in use.
CUDWORTH (DEARNE VALLEY NORTH JN.) TO GRIMETHORPE COLLIERY		
MONDAY to FRIDAY 4 to 8 DECEMBER		
Dearne Valley North Jn. and Grimethorpe	Down and Up Main	22 00 (Mon to Thu) to 06 00 (Tue to Fri). Tamping machine in use.
CUDWORTH, DEARNE VALLEY SOUTH JN. TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)		
DAILY UNTIL FURTHER NOTICE		
Cudworth, Dearne Valley South Jn. and Goldthorpe Colliery	All	07 30 to 16 30. Cleaning and painting bridges between 58½m.p. and 62m. 65chs. Ladders and trestles in use.
NORMANTON (ALTOFTS JN.) TO YORK (CHALONERS WHIN)		
DAILY UNTIL FURTHER NOTICE		
Whitwood Jn. and Fryston	All	08 00 to 16 00. Preparatory work for signalling alterations.
Castleford Station and Castleford Gates	Down and Up Main	08 00 to 16 00. Renewal of Bridge No.53 at 20m. 78chs.
Fryston	Down Main	08 00 to 18 00. Contractors demolishing cottages at 19m. 4chs.
Sherburn North	Down and Up Main	07 00 to 17 00. Contractors thrust boring under track at 12m. 67chs. Mechanical plant in use.
Church Fenton and Bolton Percy	All lines	07 00 to 18 00. Contractors working adjacent to tracks at 9¼ m.p.
SUNDAY 3 DECEMBER		
Burton Salmon and Milford	All	07 30 to 16 30. Examination of bridge No.34 at 15m. 15chs.
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JN.)		
DAILY UNTIL FURTHER NOTICE		
Crofton East Jn. and Featherstone	All	08 00 to 16 00. Installing signalling equipment.
Pontefract (Prince of Wales) East Jn. and Knottingley	All	06 00 to 20 00. Contractors constructing new motorway bridge No.37A at 57m. 48chs. Cranes and plant in use.
Knottingley and Sudforth Lane	Down Main	07 00 to 16 30. Contractors working adjacent to track between 59½ and 60m.p. Mechanical plant in use.
Sudforth Lane	All	08 00 to 16 00. Preparatory work for alteration to point control circuits.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
KNOTTINGLEY SOUTH JN. TO EAST JN. GOODS		
DAILY UNTIL FURTHER NOTICE		
Knottingley South Jn. and East Jn.	Down and Up Main	07 00 to 17 00. Contractors reconstructing bridge No.1 at 0m. 10chs. Mechanical plant in use. (See Section 'D').
WATH ROAD JN. TO BURTON SALMON		
DAILY UNTIL FURTHER NOTICE		
Dearne Jn. and Hickleton Colliery Sidings	Down and Up Main	07 30 to 17 00. Re-building and repairs to platforms at Bolton-on-Deerne Station at 16m. 46chs.
Moorthorpe and Bolton-on-Deerne	All	08 00 to 18 00. Contractors repairing bridge No. 72 at 16m. 25chs. Plant in use.
Moorthorpe Station and Pontefract South	All	08 00 to 17 00. Contractors digging out bank slip at 9m. 47chs. Mechanical plant in use.
Pontefract South and Ferrybridge	All	06 00 to 20 00. Contractors constructing new motorway bridge No.17A at 3m. 8chs. Cranes and plant in use.
SATURDAY to SUNDAY 2 to 3 DECEMBER		
Hickleton Main Colliery and Frickley Colliery Sidings	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	23 00 (Sat) to 08 00 (Sun). Loading and unloading long welded rails and welding adjustment switches between 12m. 70chs. and 13m. 20chs. Robel crane in use. Down traffic diverted. See separate advice for altered train arrangements. Both signal boxes open.
Moorthorpe Station and Pontefract South	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	23 00 (Sat) to 09 00 (Sun). Prepositioning catch points and loading scrap rails between 10m. 46chs. and 10m. 30chs. Crane in use. Down traffic diverted. See separate notice for altered train arrangements. Pontefract South signal box open.
SUNDAY 3 DECEMBER		
Hickleton Main Colliery	All	08 00 to 16 00. Renewing point rodding and changing point insulation. Signal box open.
LEEDS CITY (WHITEHALL JN.) TO BRADFORD EXCHANGE		
DAILY UNTIL FURTHER NOTICE		
Whitehall Jn. and Hammerton St.	All	08 00 to 20 00. Testing signalling cables.
Hammerton Street and Mill Lane Jn.	Down Main	08 00 to 15 30. Repairs to wall at 191m. 57chs. Hanging scaffolding and ladders in use. Limited clearance. Drivers to sound their horns and warning signals at Hammerton Street signal box on approaching site.
St. Dunstans	All	08 00 to 16 00. Work in connection with alterations to signalling.
St. Dunstans and Hammerton Street	Up Main	07 30 to 17 00. Constructing retaining wall at 191m. 55chs. Drivers to sound warning on approach at St. Dunstan's signal box.
Mill Lane Jn.	Sidings	08 00 to 18 00. Contractors building new relay room. Plant in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON) - continued		
DAILY UNTIL FURTHER NOTICE - continued		
Horsforth and Harrogate South	Down and Up Main	08 00 to 18 00. Contractors repairing bridges and boundary walls and demolishing redundant P.Way cabins between 5m. 1ch. and 14m. 4chs. and between 0m.p. and ¾m.p. (Pannal Loop).
Pannal Station	Down and Up Main	08 00 to 16 00. Resurfacing platforms between 14m. 3chs. and 14m. 10chs. Mechanical plant in use.
Harrogate Station	Up Platform Line	08 00 to 16 00. Demolishing Up Side Platform roof between 18½m.p. and 18m. 35chs. Road crane and mechanical plant in use.
SATURDAY to SUNDAY 2 to 3 DECEMBER		
Wortley Jn. and Horsforth	Down and Up Main (BLOCKED)	23 30 (Sat) to 09 00 (Sun). Turning sideworn rails between 0m. 30chs. and 1m. 25chs. Crane in use. Horsforth signal box open.
Horsforth and Rigton	Down and Up Main	23 30 (Sat) to 09 00 (Sun). Examination of Bramhope Tunnel between 5m. 65chs. and 7m. 76chs. Both signal boxes open.
SUNDAY 3 DECEMBER		
Horsforth and Rigton	Down and Up Main	08 45 to 18 45. Testing rails in Bramhope Tunnel between 5¼ and 8m.p.
APPERLEY JN. TO ILKLEY STATION		
DAILY UNTIL FURTHER NOTICE		
Apperley Jn. and Esholt Jn.	Down and Up Main	08 00 to 16 00. Repairs in Apperley Lane Tunnel between 202m. 61chs. and 202m. 64chs.
Esholt Jn. and Guisley Station	All	08 00 to 17 00. Excavating and removing bank adjoining Up Main between 204¼ and 204½ m.p. Mechanical plant in use.
Burley	Down and Up Main	08 00 to 16 30. Demolition of Station buildings at 208½ m.p. Mechanical plant in use.
Ben Rhydding Station	Down and Up Main	08 00 to 16 30. Demolition of Station buildings at 210¼ m.p. Mechanical plant in use.
SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)		
DAILY UNTIL FURTHER NOTICE		
ShIPLEY Goods Yard	All Sidings	09 00 to 17 00. Contractors erecting telegraph poles and overhead wires at 206m. 10chs.
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
Leeds City Station	No. 12 Platform Line Down and Up Goods Up Sidings and C and D Lines	08 00 to 18 00. Contractors constructing new concrete arch under existing arches between 20m. 32chs. and 20¼ m.p. beneath track level. Plant in use. Commencing Monday 4 December.
Leeds City East End	No. 4 Platform	Contractor repairing building. Scaffolding in use. Restricted clearance.
Leeds City and Micklefield Stn. Jn.	All	08 00 to 20 00. Testing signalling cables.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON)-continued		
DAILY UNTIL FURTHER NOTICE - continued		
Marsh Lane Goods Yard	Cement Depot Sidings	08 00 to 17 00. Recovery of sidings (See Section 'D').
Neville Hill East Jn. and Garforth	Down Main	07 30 to 17 00. Contractors erecting fence adjacent to Down Main between 18m. 70chs. and 17m. 70chs.
Garforth Station	Up Main	Rebuilding Up platform. Mechanical plant in use. (See Section 'D').
Gascoigne Wood	Down and Up Sidings (BLOCKED by local arrangement)	08 00 to 16 00. Removing and abandoning Sidings between 6m. 30chs. and 6 m.p. Crane in use.
Gascoigne Wood and Selby South	All	07 30 to 17 00. Preparing for alterations to signalling.
Thorpe Gates	Down Main	08 00 to 18 00. Contractors demolishing cottage adjacent to track at 2m. 27chs. Mechanical plant in use.
Selby West and Barlby North Jn.	All	07 30 to 17 00. Preparing for alterations to signalling.
Barlby North Jn.	Up Main/Hull	08 00 to 16 00. Extending and grading up cess between 30m. and 30¼m.p. Mechanical plant in use.
Barlby North Jn. and Hemingbrough	Down and Up Main	07 00 to 18 00. Contractors thrust boring under tracks at 28m. 67chs.
Barlby North Jn. and Hemingbrough	All	08 00 to 16 30. Preparing for signalling alterations.
Barlby North Jn. and Hemingbrough	Up Main	08 00 to 16 30. Laying cables. Trenching machine in use.
Hemingbrough and Barlby North Jn.	Down and Up Main	07 30 to 18 00. Strengthening embankment between 29½m. and 30m. 10chs. Mechanical plant in use. Contractors thrust boring under tracks at 30m. 8chs. and 28m. 2chs.
Hemingbrough	All	08 00 to 16 30. Work in connection with the installation of lifting barriers.
Hemingbrough and Wressle	Down and Up Main	07 00 to 18 00. Contractors thrust boring under tracks at 26m. 79chs.
Wressle and Howden	Down Main	08 00 to 16 00. Strengthening embankment between 24m. 5chs. and 24m.p. Mechanical plant in use.
Wressle and Howden	Down and Up Main	07 00 to 17 00. Contractors thrust boring at Brind crossing at 23m. 14chs.
Eastrington	All	08 00 to 16 00 daily. Preparatory work for the installation of lifting barriers. Commencing 08 00 Monday 4 December.
Broomfleet and Hessle Station	Down and Up Main	08 00 to 16 00. Ballasting between 14¾ and 5m.p. Mechanical plant in use.
Hessle Station	All	07 00 to 17 00. Providing new platforms between 4m. 69chs. and 4m. 59chs. Mobile crane and mechanical plant in use.
Hessle Road and West Parade	All	08 00 to 16 30. Preparatory work for installation of lifting barriers at St. Georges Road.
West Parade and Hull Paragon	All	07 00 to 17 30. Cleaning and painting bridges Nos.2 and 1. Ladders in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY TO HULL PARAGON - continued		
SATURDAY to SUNDAY 2 to 3 DECEMBER		
Gascoigne Wood and Micklefield Station Jn.	Up Main (BLOCKED)	23 00 (Sat) to 08 30 (Sun). Ballast regulating machine in use between 6½ and 10¼m.p. Gascoigne Wood signal box open.
SUNDAY 3 DECEMBER		
Leeds City Station	All	08 00 to 17 00. Testing rails in points and crossings between 20m. 72chs. and 20m. 55chs.
Leeds City West Jn. and Leeds City East Jn.	'C' and 'D' lines (West End) leading to platforms 9W, 10, 12 and Down and Up Goods (BLOCKED)	06 00 to 18 00. Relaying between 20m. 69chs. and 20m. 66chs. Cranes in use. Trains replatformed as necessary.
Marsh Lane Goods Yard	Cement Yard Sidings	07 30 to 17 00. Repairs to bridge No.38 at 19m. 57chs.
Selby South and Barlby North Jn.	All (BLOCKED between 174¼m.p. and 175 m.p. except as shown in remarks)	00 30 to 12 30. Switch and crossing tamping machine in use between 174¼ and 175 m.p. All East Coast Main Line traffic diverted. Arrangements made to pass Hull traffic.
Selby South and Barlby North Jn.	Down and Up Main	08 00 to 16 00. Replacing walkway on Selby Swing Bridge No.25 at 174m. 33chs.
Hessle Haven	Down and Up Main (BLOCKED except as shown in remarks)	00 15 to 13 15. Relaying switches and crossings between 4m. 41chs. and 4m. 31chs. Cranes and mechanical plant in use. Bus service in operation between Brough and Hull except for arrangements made to pass 1H52 03 00 Leeds to Hull over Down Main. 1A11, 09 35 Hull to Kings Cross to pass over Down Main under Single Line Working Regulations between Hessle Rd. Freightliner Crossover and Brough East.
Hessle Road and West Parade	Down and Up Main	00 01 to 18 00. Installing lifting barriers at St. George's Road level crossing at 1m. 24 chs. Road crane in use. (See Section 'C').
MONDAY 4 DECEMBER		
Hull Paragon and West Parade	'F' Line	07 00 to 17 00. Signalling alterations. (See Section 'C').
MONDAY to THURSDAY 4 to 7 DECEMBER		
Howden and Staddlethorpe	Down and Up Main	22 00 (Mon to Wed) to 06 00 (Tue to Thu). Joint tamping machine in use between 22m. 30 chs. and 17m. 10 chs.
THURSDAY to FRIDAY 7 to 8 DECEMBER		
Howden and Hemingbrough	Up Main (BLOCKED except as shown in remarks)	22 15 (Thu) to 06 15 (Fri). Tamping machines in use between 22½ and 28m.p. Arrangements made to pass 8L92, 23 42 Hull to Dringhouses.
NEVILLE HILL WEST JUNCTION TO HUNSLET		
SUNDAY 3 DECEMBER		
Neville Hill West and Hunslet East	Departure and Arrival (BLOCKED)	06 30 to 18 30. Contractors excavating for drains between 0m. 7chs. and 0m. 50 chs. Mechanical excavators in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
MICKLEFIELD TO CHURCH FENTON		
TUESDAY 5 DECEMBER		
Micklefield Station Jn. and Church Fenton	02 15 to 05 00 Up Main (BLOCKED) 05 00 to 08 00 Down Main (BLOCKED)	02 15 to 08 00. Tamping machines in use between 11¼ m.p. and 10 m. 48 chs. All traffic diverted.
WEDNESDAY and THURSDAY 6 and 7 DECEMBER		
Church Fenton and Micklefield Station Jn.	Up Main (BLOCKED)	02 15 to 07 00 each day. Tamping machines in use between 11¼ and 15¼ m.p. All traffic diverted.
STAINFORTH (THORNE JN.) TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Thorne Jn.	All	08 00 to 17 00. Contractors installing underground cable alongside and under track.
Saltmarshe	All	08 00 to 16 30. Preparatory work for installation of lifting barriers.
WEDNESDAY to THURSDAY 6 to 7 DECEMBER		
Saltmarshe and Booth Ferry Road	Up Main (BLOCKED)	22 30 (Wed) to 04 15 (Thu). Repairing Goole Swing bridge at 5 m. 9 chs. Single line working over the Down Main.
HESSLE HAVEN TO DAIRYCOATES WEST (VIA HULL YD)		
DAILY UNTIL FURTHER NOTICE		
Dairycoates West	All	08 00 to 16 00. Preparatory work for the installation of E.P. worked points.
HULL (WEST PARADE) TO SEAMER WEST		
DAILY UNTIL FURTHER NOTICE		
Hull West Parade and Bridlington Quay	Down and Up Main	07 30 to 17 00. Painting bridges between 0 m. 47 chs. and 31 m. 6 chs. Ladders and trestles in use.
Lockington and Hutton Cranswick.	Down Main	07 00 to 17 00. Contractors laying drain adjacent to track between 15½ m.p. and 16 m. 18 chs. Mechanical plant in use.
SUNDAY 3 DECEMBER		
Bridlington South and Bridlington Quay	Down and Up Main (BLOCKED)	06 00 to 18 00. Remodelling switches and crossings between 30 m. 75 chs. and 31 m. 5 chs. Cranes in use. No traffic.
TUESDAY to FRIDAY 5 to 8 DECEMBER		
Bridlington Quay and Hunmanby	Down and Up Main (BLOCKED)	00 01 to 06 30 each day. Tamping and lining machines in use between 33½ and 41½ m.p. No traffic. All signal boxes and crossings to be manned.
HESSLE ROAD (SWEET DEWS SIDINGS) TO MARFLEET		
DAILY UNTIL FURTHER NOTICE		
Southcoates Lane Ground Frame and Marfleet	Single line (BLOCKED)	Continuously. Removing track. Mechanical plant in use.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 3 DECEMBER – BETWEEN HESSLE ROAD AND WEST PARADE – ST. GEORGE'S ROAD LEVEL
 CROSSING at 1m. 30chs.**

The level crossing gates will be replaced by lifting barriers.

(52/53)

MONDAY 4 DECEMBER – BETWEEN WEST PARADE AND HULL PARAGON

"F" line will be abolished between the West Parade Down Main to F Road facing points and the trailing connection (Hull Paragon end) between F Road and G Road.

West Parade

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

Trailing connection – "F" Road to "G" Road

Down Main facing points leading to "F" Road

Signals Abolished

Ground position light signal No.95 applying – set back "F" Road to "D" Road No.66 ground position light signal.

The route indication "F" will be abolished from the following signals :-

No.56 Down Main Home

Up Scarborough Home

No.36 Engine Shed Line Ground Position Light Outlet Signal.

Hull Paragon

The trailing points in "F" Road, of the trailing connection between "F" Road and "G" Road, will be secured out of use in the reverse position pending replacement by plain line, for through running from "F" Road to "G" Road.

Signal Abolished

The searchlight type "F" Road No.223/224 signal ("F" Road towards No.203/209 signal), together with the associated theatre-type route indicator.

(52/53)

MONDAY 4 DECEMBER – BRADFORD ST. DUNSTAN'S

St. Dunstan's signal box, together with all signals worked therefrom will be abolished.

The Block Section will then be between Mill Lane Jn. and Hammerton Street.

The trailing crossover between the Down and Up(Leeds) main lines will be secured out of use in the normal position pending removal.

(55/53)

MONDAY 4 DECEMBER – KIRKSTALL JUNCTION – C.E.G.B. SIDINGS

The single lever Ground Frame in the C.E.G.B. sidings will be abolished and the ground frame controlled Siding signal will be brought under the control of Kirkstall Jn. signal box to act as a repeating signal to the ground shunting signal applying from the C.E.G.B. sidings towards the Up Goods Loop.

(52/53)

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

BETWEEN HUDDERSFIELD (EXCLUSIVE) AND HEATON LODGE SOUTH JUNCTION AND BETWEEN ELLAND (EXCLUSIVE) AND HEATON LODGE JUNCTION ALSO THE BRADLEY BRANCH

The **Automatic Warning System** has been brought into use at the following signals (each track inductor is positioned 200 yards before reaching the signal concerned).

Between Elland (ex.) and Heaton Lodge Junction

Between Down L & Y HM.539 and HM.549 signals inclusive.

Between Up L & Y HM.546 and E.540 signals inclusive.

Between Huddersfield (ex.) and Heaton Lodge South Junction

Between Down Slow HU.641 and Down Huddersfield HM.649 signals inclusive.
 Down Fast HU.643

Between Up Huddersfield HM.652 and HU.644 signals inclusive.

Bradley Branch

At signals HM.655 (Up) and HM.545 (Down).

(51)

SCULCOATES DOWN SIDINGS GROUND FRAME

The Ground Frame has been abolished and the following points worked therefrom have been secured out of use in the normal position pending removal:—

Trailing — Down Main to Down Siding.

Trailing — Main to Main Crossover.

The Down Siding has been removed.

(51)

BEVERLEY NORTH

The Down Siding between Cherry Tree and Beverley North has been terminated at Beverley North and buffer stops erected.

The trailing connection between the Down Main and Down Siding has been secured out of use in the normal position pending removal and the associated Down Siding miniature arm outlet signal abolished.

(51)

SOWERBY BRIDGE STATION

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

Facing points — Up Main to Up Passenger Loop

Facing connection — Up Passenger Loop to Up Main

Trailing Crossover between the Down and Up Main lines

Trailing Points — Down Main to Down Bay.

The trailing points — Down Main to Down Through have been secured out of use in the normal position pending later restoration to use.

Signals Abolished

Up Main Home to Up Passenger Loop

Up Passenger Loop Starting to Up Main

Disc shunting — set back — Up Main to Up Passenger Loop

(51)

SOWERBY BRIDGE WEST

The Inner and Outer Distant signals to the Up Loop have been abolished.

(50)

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
NS-29
DETAILS OF WORK ALREADY CARRIED OUT - continued
SALTMARSHE

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

* * BRADFORD (HAMMERTON STREET)

The Down Main colour light Starting signal (No.28) has been renewed at an increased height with the Red aspect 16ft. above rail level. (49)

* * HEDON BRANCH (SOUTHCOATES LANE) GROUND FRAME - (between Hessle Road Bridges Junction and King George Dock).

The Ground Frame has been abolished and the associated trailing points leading from the Down King George Dock line to Marfleet Branch secured out of use in the normal position pending removal. The single line to Marfleet is now redundant. (49)



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SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 293

DIESEL AND ELECTRIC LOCOMOTIVES RUNNING LIGHT

Signal box/Location	Line	Between
Kings Cross Passenger Delete:-	All lines	Kings Cross Station and Passenger loco to rear of ground set back signals etc.
Add:-	Down Fast 2 and Down Slow	Kings Cross Station and Passenger loco to rear of ground set back signals at South end of Gasworks tunnel. (West bore).
	Down Fast 1	Kings Cross Station and Passenger loco to rear of elevated signal inside Gasworks tunnel. (Centre bore). (51D)

MISCELLANEOUS INSTRUCTIONS

SIGNAL POST REPLACEMENT SWITCHES

In certain Track Circuit Block areas, switches are provided at automatic and semi-automatic signals, which cannot be controlled to Danger from the signal box, to enable the signal to be placed or maintained at danger.

These switches have two positions "Auto" and "Red". When it is necessary to place or maintain the signal to danger, the key must be inserted in the switch and turned to "Red".

Keys are issued as necessary to Operating and Engineering Department's Staff to enable the signals to be controlled to Danger as provided for in the Rules and Regulations and where otherwise specially authorised. (51)

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for Lining Machines. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings
When running under own power, not recording	25	15
When recording	15	15 UFN

DEWSBURY STATION

The Up platform has been temporarily shortened by approximately 50 yards at the Leeds end. Drivers of stopping trains must stop with the whole of their trains beyond the marker provided.

HALIFAX SOUTH PARADE

Numbers 1, 3 and 4 sidings have been spiked out of use and are being removed.

NS-31
SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS - continued

BROUGH WEST

The Main to Main trailing crossover between 10 m. 46 chs. and 10 m. 50 chs. will be out of use due to renewal operations from 23 45 Saturday 25 November until 15 15 Sunday 3 December.

KNOTTINGLEY SOUTH JN. TO EAST JN. GOODS

Two temporary level crossings have been brought into use at 0 m. 8 chs. and 0 m. 12 chs. Contractors plant and other vehicles will be using these level crossings. Drivers to sound locomotive horn when approaching at the above level crossings.

BETWEEN MORLEY LOW AND FARNLEY JN.

There is increased user of the occupation level crossing at 38 m. 49 chs. Drivers to keep a sharp look out and sound horns when approaching the crossing. (U.F.N.)

STANNINGLEY

The Crane Road, Middle Coal Road and Pudsey Back Road have been spiked out of use pending removal and both Warehouse Roads have been shortened by the erection of Buffer Stops outside the Warehouse at the Leeds end.

LAISTERDYKE

The Adolphus Street Line has been shortened to a Refuge Siding by the erection of Buffer Stops approximately 200 yards from the trap points (Laisterdyke Ground Frame No.2) at the Laisterdyke end.

LOW MOOR FORK CARRIAGE SIDINGS

The Up Fork Loop and Fork Carriage Sidings 1 to 14 have been spiked out of use pending removal.

BRADFORD BROOMFIELD CARRIAGE SIDINGS

Nos. 4 to 9 Carriage Sidings have been spiked out of use pending removal.

BOWLING JUNCTION TO HALL LANE

The Up Main Line between 191 m. 74 chs. and 191 m. 78 chs has been temporarily removed for the re-decking of bridge No. 50 (Bowling Viaduct).

Trainmen should exercise great care if it is necessary for them to step out of the train in the vicinity of the Viaduct.

HESSLE STATION

The Down Platform face is now to the Down Main and the former Down Slow Line abandoned.

The new platform will be initially 120 ft. long from the Hull end and progressively lengthened to the full 360 ft. during subsequent weeks.

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points - Down Independent to the P.W. Top Yard have been secured out of use.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
MISCELLANEOUS INSTRUCTIONS—continued

GREETLAND AND DRYCLOUGH JUNCTION
 Until further notice, contractors vehicles and plant are using the level crossing at 1m. 5chs. between (U.F.N.)
 07 30 and 17 00 each day.

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES
 Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.
 A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).
 Contractor's heavy plant and other vehicles will be using the level crossing.
Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

MARSH LANE GOODS YARD
 All seven sidings in the cement depot together with the run round from the coal road to the cement depot have been spiked out of use and the sidings removed.

GARFORTH STATION

The Up Platform has been temporarily shortened by approximately 45 yards at the York end.
Drivers of stopping trains must be prepared to draw up to the Leeds end of the platform.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

GARFORTH MOOR LEVEL CROSSING — GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

BETWEEN BEVERLEY NORTH AND ARRAM LEVEL CROSSING

The Whistle Board situated alongside the Down Main at 9m. 53chs. has been in position at

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SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
MISCELLANEOUS INSTRUCTIONS—continued

INSTRUCTIONS TO TRAINMEN—LOCOMOTIVES STABLED IN SORTING SIDINGS—INWARD YARD HULL

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.)

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
Healey Mills MPD Break- down Crane Road, Fuel Tank Road, 'U' line, B,C,D Shed Road, at West end of major shed. D Road at east end of major shed.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
25 NOVEMBER 1972

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 50
9-15.12.72**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 DECEMBER – BETWEEN THORNHILL L.N.W. JUNCTION AND HORBURY STATION JUNCTION AND BETWEEN CRIGGLESTONE JUNCTION AND HORBURY STATION JUNCTION.**

The **Automatic Warning System** will be brought into use at the following signals. (Each track inductor will be positioned 200 yards before reaching the signal concerned).

- Between Thornhill L.N.W. Junction and Horbury Station Junction**
 Between Down Slow Signals HM33 and HM233 inclusive.
 Between Down Fast Signals HM34 and HM232 inclusive.
 Between Up Slow Signals HM222 and HM152 inclusive.
 Between Up Fast Signals HM223 and HM101 inclusive.
 At the Horbury Station Junction Up Loop Signal HM218.

- Between Crigglestone Junction and Horbury Station Junction**
 At the Up Branch signals UB45 and HM247.

(1)

SUNDAY 10 DECEMBER – ASKERN AND SELBY ROAD GATE BOX

The Askern Down Main Home signal with Selby Road Down Main Distant below, will be repositioned 55 yards before reaching Askern Signal box. The distance between the Selby Road Down Distant and Home signals will then be 608 yards.

The Askern Down Main Distant will be repositioned 230 yard further from the signal box, and will then be 1,200 yards before reaching the repositioned Home signal.

(1)

SUNDAY 10 DECEMBER – EASTRINGTON *

The Up Main Home signal will be resited 14 yards before reaching the signal box.

The Down Main Home signal will be resited 89 yards before reaching the signal box (37 yards further).

The Down Main Distant signal will be resited 340 yards further from the signal box, and will then be 1,505 yards before reaching the repositioned Down Home signal.

(1)

SUNDAY 10 DECEMBER – BROOMFLEET *

The Main to Main crossover between 14m. 43chs. and 14m. 46chs. will be removed.

(1)

TUESDAY 12 DECEMBER – FLAMBOROUGH AND SEWERBY GATE BOX *

The Up Main Starting signal will be abolished and the Sewerby Gate Box Up Main Distant signal will be re-positioned beneath the Flamborough Up Main Home signal at a height of 21ft above rail level. The arm of the Flamborough Up Home signal will be increased in height to 27 ft above rail level.

The distance between the Sewerby Gate Box Up Distant and Up Home signals will then be 1,739 yards.

(1)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****THURSDAY 14 DECEMBER — BEMPTON STATION**

The Up Main Distant signal will be repositioned 1,540 yards (100 yards further) before reaching the Up Home signal. (1)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN HESSLE ROAD AND WEST PARADE — ST. GEORGE'S ROAD LEVEL CROSSING at 1m. 30chs.**

The level crossing gates have been replaced by lifting barriers. (52/53)

BETWEEN WEST PARADE AND HULL PARAGON

"F" line has been abolished between the West Parade Down Main to F Road facing points and the trailing connection (Hull Paragon end) between F Road and G Road.

West Parade

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

Trailing connection — "F" Road to "G" Road

Down Main facing points leading to "F" Road

Signals Abolished

Ground position light signal No.95 applying — set back "F" Road to "D" Road No.66 ground position light signal.

The route indication "F" has been abolished from the following signals :—

No.56 Down Main Home

Up Scarborough Home

No.36 Engine Shed Line Ground Position Light Outlet Signal.

Hull Paragon

The trailing points in "F" Road, of the trailing connection between "F" Road and "G" Road, has been secured out of use in the reverse position pending replacement by plain line, for through running from "F" Road to "G" Road.

Signal Abolished

The searchlight type "F" Road No.223/224 signal ("F" Road towards No.203/209 signal), together with the associated theatre-type route indicator. (52/53)

BRADFORD ST. DUNSTAN'S

St. Dunstan's signal box, together with all signals worked therefrom have been abolished.

The Block Section is now between Mill Lane Jn. and Hammerton Street.

The trailing crossover between the Down and Up (Leeds) main lines has been secured out of use in the normal position pending removal. (52/53)

KIRKSTALL JUNCTION — C.E.G.B. SIDINGS

The single lever Ground Frame in the C.E.G.B. sidings has been abolished and the ground frame controlled Siding signal brought under the control of Kirkstall Jn. signal box to act as a repeating signal to the ground shunting signal applying from the C.E.G.B. sidings towards the Up Goods Loop.

The following notice boards applying to movements entering the C.E.G.B. sidings have been provided :

- 1 Located to the left of the Up Goods Loop, parallel with the line and approximately 40 yards ahead of the catch points and reading :—

"PROPELLED TRAINS COMPULSORY LOCOMOTIVE STOP"

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**DETAILS OF WORK ALREADY CARRIED OUT — continued****KIRKSTALL JUNCTION — C.E.G.B. SIDINGS—continued**

- 2 Located on the signal box side of the Road crossing, left-hand side of the C.E.G.B. Siding Line, and reading :—
"STOP PROCEED IF LINE CLEAR"

The following notice board applies to movements leaving the C.E.G.B. Sidings :—

- 3 Located on the C.E.G.B. side of the road crossing, left-hand side of the Siding Line, and reading :—

"STOP PROCEED IF LINE CLEAR"

(Amended Item) (1)

BETWEEN HUDDERSFIELD (EXCLUSIVE) AND HEATON LODGE SOUTH JUNCTION AND BETWEEN ELLAND (EXCLUSIVE) AND HEATON LODGE JUNCTION ALSO THE BRADLEY BRANCH

The **Automatic Warning System** has been brought into use at the following signals (each track inductor is positioned 200 yards before reaching the signal concerned).

Between Elland (ex.) and Heaton Lodge Junction

Between Down L & Y HM.539 and HM.549 signals inclusive.

Between Up L & Y HM.546 and E.540 signals inclusive.

Between Huddersfield (ex.) and Heaton Lodge South Junction

Between Down Slow HU.641) and Down Huddersfield HM.649 signals inclusive.

Down Fast HU.643)

Between Up Huddersfield HM.652 and HU.644 signals inclusive.

Bradley Branch

At signals HM.655 (Up) and HM.545 (Down).

(51)

SCULCOATES DOWN SIDINGS GROUND FRAME

The Ground Frame has been abolished and the following points worked therefrom have been secured out of use in the normal position pending removal :—

Trailing — Down Main to Down Siding.

Trailing — Main to Main Crossover.

The Down Siding has been removed.

(51)

BEVERLEY NORTH

The Down Siding between Cherry Tree and Beverley North has been terminated at Beverley North and buffer stops erected.

The trailing connection between the Down Main and Down Siding has been secured out of use in the normal position pending removal and the associated Down Siding miniature arm outlet signal abolished.

(51)

SOWERBY BRIDGE STATION

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

Facing points — Up Main to Up Passenger Loop

Facing connection — Up Passenger Loop to Up Main

Trailing Crossover between the Down and Up Main lines

Trailing Points — Down Main to Down Bay.

The trailing points — Down Main to Down Through have been secured out of use in the normal position pending later restoration to use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SOWERBY BRIDGE STATION—continued

Signals Abolished

Up Main Home to Up Passenger Loop

Up Passenger Loop Starting to Up Main

Disc shunting – set back – Up Main to Up Passenger Loop (51)

**** SOWERBY BRIDGE WEST**

The Inner and Outer Distant signals to the Up Loop have been abolished. (50)

**** SALTMARSH**

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

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 293

DIESEL AND ELECTRIC LOCOMOTIVES RUNNING LIGHT

Signal box/Location	Line	Between
Kings Cross Passenger Delete:-	All lines	Kings Cross Station and Passenger loco to rear of ground set back signals etc.
Add:-	Down Fast 2 and Down Slow	Kings Cross Station and Passenger loco to rear of ground set back signals at South end of Gasworks tunnel. (West bore).
	Down Fast 1	Kings Cross Station and Passenger loco to rear of elevated signal inside Gasworks tunnel. (Centre bore) (51D)

MISCELLANEOUS INSTRUCTIONS

SIGNAL POST REPLACEMENT SWITCHES

In certain Track Circuit Block areas, switches are provided at automatic and semi-automatic signals, which cannot be controlled to Danger from the signal box, to enable the signal to be placed or maintained at danger.

These switches have two positions "Auto" and "Red". When it is necessary to place or maintain the signal to danger, the key must be inserted in the switch and turned to "Red".

Keys are issued as necessary to Operating and Engineering Department's Staff to enable the signals to be controlled to Danger as provided for in the Rules and Regulations and where otherwise specially authorised. (51)

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for **Lining Machines**. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	UFN

DEWSBURY STATION

The Up platform has been temporarily shortened by approximately 50 yards at the Leeds end.

Drivers of stopping trains must be prepared to draw up to the Mirfield end of the platform and stop with the whole of their trains beyond the marker provided. (Amended)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****★ HORBURY JUNCTION**

From Sunday 10 December No.3 Siding will be secured out of use in preparation for remodelling.

HALIFAX SOUTH PARADE

Numbers 1, 3 and 4 sidings have been spiked out of use and are being removed.

BROUGH WEST

The Main to Main trailing crossover between 10 m. 46 chs. and 10 m. 50 chs. will be out of use due to renewal operations from 23 45 Saturday 25 November until 15 15 Sunday 3 December.

KNOTTINGLEY SOUTH JN. TO EAST JN. GOODS

Two temporary level crossings have been brought into use at 0 m. 8 chs. and 0 m. 12 chs. Contractors plant and other vehicles will be using these level crossings. Drivers to Sound locomotive horn when approaching at the above level crossings.

BETWEEN MORLEY LOW AND FARNLEY JN.

There is increased user of the occupation level crossing at 38 m. 49 chs. Drivers to keep a sharp look out and sound horns when approaching the crossing. (U.F.N.)

STANNINGLEY

The Crane Road, Middle Coal Road and Pudsey Back Road have been spiked out of use pending removal and both Warehouse Roads have been shortened by the erection of Buffer Stops outside the Warehouse at the Leeds end.

LAISTERDYKE

The Adolphus Street Line has been shortened to a Refuge Siding by the erection of Buffer Stops approximately 200 yards from the trap points (Laisterdyke Ground Frame No.2) at the Laisterdyke end.

LOW MOOR FORK CARRIAGE SIDINGS

The Up Fork Loop and Fork Carriage Sidings 1 to 14 have been spiked out of use pending removal.

BRADFORD BROOMFIELD CARRIAGE SIDINGS

Nos. 4 to 9 Carriage Sidings have been spiked out of use pending removal.

BOWLING JUNCTION TO HALL LANE

The Up Main Line between 191 m. 74 chs. and 191 m. 78 chs has been temporarily removed for the re-decking of bridge No. 50 (Bowling Viaduct).

Trainmen should exercise great care if it is necessary for them to step out of the train in the vicinity of the Viaduct.

HESSLE STATION

The Down Platform face is now to the Down Main and the former Down Slow Line abandoned.

The new platform will be initially 120 ft. long from the Hull end and progressively lengthened to the full 360 ft. during subsequent weeks.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS—continued****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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W. Top Yard have been secured out of use.

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.)

BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

MARSH LANE GOODS YARD

All seven sidings in the cement depot together with the run round from the coal road to the cement depot have been spiked out of use and the sidings removed.

GARFORTH STATION

The Up Platform has been temporarily shortened by approximately 45 yards at the York end.

Drivers of stopping trains must be prepared to draw up to the Leeds end of the platform.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

GARFORTH MOOR LEVEL CROSSING – GARFORTH

Contractors are resurfacing approaches to the above level crossing at 13½ m.p. **Drivers to sound horns on approach.**

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

BETWEEN BEVERLEY NORTH AND ARRAM LEVEL CROSSING

The Whistle Board situated alongside the Down Main at 9m. 53chs. has been moved to a new position at 9m. 19chs.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS — continued****INSTRUCTIONS TO TRAINMEN — LOCOMOTIVES STABLED IN SORTING SIDINGS —INWARD YARD HULL**

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.)

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
Healey Mills MPD Break- down Crane Road, Fuel Tank Road, 'U' line, B,C,D Shed Road, at West end of major shed. D Road at east end of major shed.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
1 DECEMBER 1972

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:—"

AIR BRAKE CONTINUITY TEST

The Air Brake Continuity Test is VITAL—

your life may depend on it.

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 28 DECEMBER – SHIPLEY (BRADFORD JUNCTION) ✓**

The Up Main Distant signal will be worked for the Leeds Junction direction only. (3)

SUNDAY 31 DECEMBER – FERRYBRIDGE "C" POWER STATION

The special position light shunting (unloading control) signals, **T6** No.1 (East) Track and **T7** No.2 (West) Track, will be re-positioned inside of and 10 yards before reaching the exit to the Hopper House (T7 on the right-hand side of the track). (3)

MONDAY 1 JANUARY – BETWEEN BRIDLINGTON QUAY AND HUNMANBY ✓

As from 00 01 hours, double line working will cease and the Up line between Bridlington Quay and a point where the line is slued into the Down line at approximately 40½ m.p. (near the Hunmanby Down Distant) and the Down line from there to Hunmanby will become the Single line worked in both directions under the Electric Token Block Working Regulations. The adjacent redundant sections of the Down and Up Main lines will, except as shown below be subsequently removed.

310 yards of the Down Main will be retained at Bridlington Quay as a Shunt Spur and a 440 yards Up Main over-run will be retained at Hunmanby.

A new facing crossover will be brought into use at Hunmanby for Up direction movements from Up Main to Single line and a new facing crossover will be provided at Bridlington Quay for Down direction movements from Down Main to Single line.

Signalling Alterations**Bridlington Quay**

The Down Home No.2 and Down Starting signals will be abolished.

No.1 Platform Down Home signal will become the No.1 Platform Down Home (Platform Starting) signal to Single line and an off-set disc mounted on the signal post will be provided applying towards the new Shunt Spur (former Down Main).

No.2 Platform Down Home will become the No.2 Platform Down Home (Platform Starting signal to Single line) and an adjacent ground disc will be provided applying towards the Shunt spur.

The double disc formerly applying – shunting – Down Main to Nos.5 or 4 Platform lines or (lower disc) towards the Sidings will now apply (Upper disc) Shunt Spur to Nos.2 or 1 Platform lines and (lower disc) Shunt Spur to Sidings.

The Up Home 3-aspect colour light (No.36/37) will have the diamond sign removed and this signal will become the Up Single line Home to Nos.4 or 5 Platform lines.

Sewerby Gate Box

The Down Home signal will be repositioned adjacent to the Single line, 75 yards before reaching the Gate Box (25 yards further than formerly).

The Down Main Distant signal will be re-positioned adjacent to the Single line 900 yards before reaching the Down Home signal (210 yards further than formerly).

Flamborough

The signal box will become a Gate Box.

The Down Home signal will be re-positioned adjacent to the Single line 78 yards before reaching the Gate Box (49 yards further than formerly).

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B—continued****MONDAY 1 JANUARY—BETWEEN BRIDLINGTON QUAY AND HUNMANBY — continued****Signalling Alterations — continued****Flamborough — continued**

The Down Distant signal will be re-positioned adjacent to the Single line, 900 yards before reaching the re-positioned Down Home (133 yards nearer than formerly).

The Down Starting signal with Bempton Down Distant below, will be abolished and the Bempton Down Distant will be renewed adjacent to the single line 951 yards before reaching the Bempton Gate Box.

Bempton

The signal box will become a Gate Box.

The Down Home signal will be re-positioned adjacent to the Single line at a reduced height of 16 ft. above rail level and 70 yards before reaching the Gate Box.

The distance between the re-positioned Down Distant and Down Home signals will then be 880 yards (400 yards less than formerly).

An Up Home signal will be renewed 90 yards before reaching the Gate Box at a reduced height of 21 ft. above rail level.

The distance between the Up Distant and Up Home signals will then be 1,685 yards.

Buckton Lane Level Crossing — the crossing gates will be provided with Key—locks released from Bempton Gate Box.

Speeton

The signal box will become a Gate Box.

The Down Distant signal will be repositioned adjacent to the single line.

The Down Home signal will be re-positioned adjacent to the Single line and 61 yards before reaching the Gate Box (20 yards nearer than formerly).

The Up Home signal will be re-positioned 73 yards before reaching the Gate Box (54 yards further than formerly). The distance between the Up Distant and Up Home signals will then be 1,165 yards.

Hunmanby

The Up Main Home signal will become the Up Main Home (Platform Starting) signal to Up Single (former Down Main) line.

The diamond sign will be removed from the post of the Down Main Home signal which signal now becomes the Down Single line Home to Down Main. (3)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN HORBURY STATION JUNCTION AND WAKEFIELD KIRKGATE WEST: BETWEEN WAKEFIELD WESTGATE SOUTH JUNCTION AND WAKEFIELD KIRKGATE WEST ALSO BETWEEN CRIGGLESTONE JUNCTION AND HORBURY JUNCTION AND BETWEEN WAKEFIELD KIRKGATE EAST AND CALDER BRIDGE**

The Automatic Warning System has been brought into use at the following signals (each track inductor has been positioned 200 yards before reaching the signal concerned unless otherwise shown).

Between Horbury Station Junction and Wakefield Kirkgate West.

Between Down Fast D44 and WW25 signals inclusive.

Between Down Slow D44S and WW32 signals inclusive.



Signs provided 23 yards west of Wakefield (K) West signal box for the Down L & Y Slow (situated between the Down L & Y Fast and Down L & Y Slow) and 25 yards West of Wakefield (K) West for the Down L & Y Fast.

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

BETWEEN HORBURY STATION JUNCTION AND WAKEFIELD KIRKGATE WEST: BETWEEN WAKEFIELD WESTGATE SOUTH JUNCTION AND WAKEFIELD KIRKGATE WEST ALSO BETWEEN CRIGGLESTONE JUNCTION AND HORBURY JUNCTION AND BETWEEN WAKEFIELD KIRKGATE EAST AND CALDER BRIDGE – continued.

Between Horbury Station Junction and Wakefield Kirkgate West – continued

Between Up Slow WW43 and HM246 signals inclusive.

Between Up Fast WW52 and HM245 signals inclusive.



Signs provided 225 yards before reaching WW52 and WW43 signals on the Up L & Y Fast and Slow lines.

Between Wakefield Westgate South Junction and Wakefield Kirkgate West.

At the Down West Curve WW24 signal.



Sign provided 40 yards after passing this signal.



Sign provided 220 yards before reaching Up West Curve WW249 signal.

Between Crigglestone Junction and Horbury Junction

At Flockton Sidings Down Distant.

At Horbury Junction Down Branch Distant.

At Horbury Junction Down Branch Starting HJ23 signal to Down Slow or Down Fast.

Between Wakefield Kirkgate East and Calder Bridge

At the Calder Bridge Up Goole Starting with Kirkgate East Inner Distant below (track inductor positioned 130 yards before reaching this signal).

At the Kirkgate East Up Goole Home with the Kirkgate West Distant below.



Signs have been provided 280 yards before reaching the Wakefield Kirkgate East Down Goole Starting situated (a) to the left of the Down Goole line and (b) for trains approaching the Down Goole on the Goods Loop and Up Passenger Loop lines) between the Down Goole and Goods Loop.



Sign has been provided 7 yards after passing the Wakefield (K) East Up Goole Home signals. (2)

EASTRINGTON *

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (2)

DUTCH RIVER AND POTTERS GRANGE *

The Down Goods has been reinstated and the facing points at Dutch River Down main to Down goods brought back into use.

The semaphore arm signal Down main home to Down goods has also been restored to use. (2)

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

This work not carried out.

BRIDLINGTON SOUTH

Nos.3 and 4 Carriage Sidings, the Up Dock and Middle Siding have been abolished.

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

Engine Sidings to Carriage Sidings 3 and 4.

Carriage Sidings to Middle Siding.

Up Dock to No.4 Platform line.

All associated shunting signals have been abolished.

(2)

BETWEEN THORNHILL L.N.W. JUNCTION AND HORBURY STATION JUNCTION AND BETWEEN CRIGGLESTONE JUNCTION AND HORBURY STATION JUNCTION.

The **Automatic Warning System** has been brought into use at the following signals. (Each track inductor has been positioned 200 yards before reaching the signal concerned).

Between Thornhill L.N.W. Junction and Horbury Station Junction

Between Down Slow Signals HM33 and HM233 inclusive.

Between Down Fast Signals HM34 and HM232 inclusive.

Between Up Slow Signals HM222 and HM152 inclusive.

Between Up Fast Signals HM223 and HM101 inclusive.

At the Horbury Station Junction Up Loop Signal HM218.

Between Crigglestone Junction and Horbury Station Junction

At the Up Branch signals UB45 and HM247.

(1)

ASKERN AND SELBY ROAD GATE BOX

The Askern Down Main Home signal with Selby Road Down Main Distant below, has been repositioned 55 yards before reaching Askern Signal box. The distance between the Selby Road Down Distant and Home signals is now 608 yards.

The Askern Down Main Distant has been repositioned 230 yards further from the signal box, 1,200 yards before reaching the repositioned Home signal.

(1)

EASTINGTON

The Up Main Home signal has been resited 14 yards before reaching the signal box.

The Down Main Home signal has been resited 89 yards before reaching the signal box (37 yards further).

The Down Main Distant signal has been resited 340 yards further from the signal box, 1,505 yards before reaching the repositioned Down Home signal.

(1)

BROOMFLEET

The Main to Main crossover between 14m. 43chs. and 14m. 46chs. has been removed.

(1)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued****FLAMBOROUGH AND SEWERBY GATE BOX**

The Flamborough Up Main Starting signal has been abolished and the Sewerby Gate Box Up Main Distant signal re-positioned beneath the Flamborough Up Main Home signal at a height of 21ft above rail level. The arm of the Flamborough Up Home signal has been increased in height to 27ft above rail level.

The distance between the Sewerby Gate Box Up Distant and Up Home signals is now 1,739 yards. (1)

BEMPTON STATION

The Up Main Distant signal has been repositioned 1,540 yards (100 yards further) before reaching the Up Home signal. (1)

*** * BETWEEN HESSLE ROAD AND WEST PARADE — ST. GEORGE'S ROAD LEVEL CROSSING at 1m. 30chs.**

The level crossing gates have been replaced by lifting barriers. (52/53)

*** * BETWEEN WEST PARADE AND HULL PARAGON**

"F" line has been abolished between the West Parade Down Main to F Road facing points and the trailing connection (Hull Paragon end) between F Road and G Road.

West Parade

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

Trailing connection — "F" Road to "G" Road

Down Main facing points leading to "F" Road

Signals Abolished

Ground position light signal No.95 applying — set back "F" Road to "D" Road No.66 ground position light signal.

The route indication "F" has been abolished from the following signals :—

No.56 Down Main Home

Up Scarborough Home

No.36 Engine Shed Line Ground Position Light Outlet Signal.

Hull Paragon

The trailing points in "F" Road, of the trailing connection between "F" Road and "G" Road, has been secured out of use in the reverse position pending replacement by plain line, for through running from "F" Road to "G" Road.

Signal Abolished

The searchlight type "F" Road No.223/224 signal ("F" Road towards No.203/209 signal), together with the associated theatre-type route indicator. (52/53)

*** BRADFORD ST. DUNSTAN'S**

St. Dunstan's signal box, together with all signals worked therefrom have been abolished.

The Block Section is now between Mill Lane Jn. and Hammerton Street.

The trailing crossover between the Down and Up(Leeds) main lines has been secured out of use in the normal position pending removal. (52/53)

SECTION C – SIGNALLING AND PERMENANT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HAMMERTON STREET AND MILL LANE**

The Hammerton Down Main Home (HS27) signal now also acts as the Mill Lane Down Main Outer Distant and the Hammerton Street Down Main Starting (HS28) signal now also acts as the Mill Lane Inner Distant.
(2)

KIRKSTALL JUNCTION – C.E.G.B. SIDINGS

The single lever Ground Frame in the C.E.G.B. sidings has been abolished and the ground frame controlled Siding signal brought under the control of Kirkstall Jn. signal box to act as a repeating signal to the ground shunting signal applying from the C.E.G.B. sidings towards the Up Goods Loop.

The following notice boards applying to movements entering the C.E.G.B. sidings have been provided :

- 1 Located to the left of the Up Goods Loop, parallel with the line and approximately 40 yards before reaching the catch points and reading:—

“PROPELLED TRAINS COMPULSORY LOCOMOTIVE STOP”

- 2 Located on the signal box side of the Road crossing, left-hand side of the C.E.G.B. Siding Line, and reading :—

“STOP PROCEED IF LINE CLEAR”

The following notice board applies to movements leaving the C.E.G.B. Sidings :—

- 3 Located on the C.E.G.B. side of the road crossing, left-hand side of the Siding Line, and reading :—

“STOP PROCEED IF LINE CLEAR”

(1)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

★ TABLE A

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes		Distance between signal boxes		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

Pages 115-116

HULL (WEST PARADE) TO SEAMER WEST

Bridlington South

Delete:-

20 20 All lines 30m. 49chs. to 31m.
10chs.

Add:-

Quay Crossing (LC)

20 - All lines 30m. 49chs. to 31m.
0chs.

Add:-

15 - Over connection Double to Single
line 31m. 0chs. to 31m. 3chs.- 20 All lines 31m. 3chs. to 30m.
49chs.

20 31m. 3chs. to 31m. 10chs.

(Both

directions)

Amend:- BRIDLINGTON AND SEAMER

60 60 MAXIMUM PERMISSIBLE SPEED ON
MAIN AND SINGLE LINES.Flamborough
Station (LC)

Amend:-

50 33m. 53chs. to 34m. 30chs.
(Both
directions)

Hunmanby Station (L.C.)

Delete:-

- 45 41m. 41chs. to 40m. 78chs.

Add:-

50 41m. 1ch. to 41m. 41chs.
(Both
directions)- 20 Over connection Double to Single
line 41m. 44chs. to 41m. 41chs.

THE ABOVE ALTERATIONS APPLY AS FROM 00 01 HOURS MONDAY 1-1-73.

LOCAL INSTRUCTIONS

★Page 314 (Pages 69/70 Supp. Oper. Insts.)

DRAX POWER STATION BRANCH

Amend paragraph eight to read:-

Coal Trains for the Hopper House will receive a stencil type indication at Signal D.2, either "B" or "C" and proceed to signal D.4 or D.5 pending entrance to the Hopper House. Oil trains, or other trains normally requiring to travel over the By-Pass line will be dealt with as follows:-

(a) **45-Ton Tank Trains or Locomotives arriving to Work Away Empty Tanks**

The train will run to D.2 signal where the train must be brought to a stand. The Guard must then telephone the C.E.G.B. Controller and, when they have come to a full understanding, D.2 signal will be cleared and the train will proceed via either Coal Line "B" or "C" until the whole of the train is clear of the points onto the Up Drax Branch. The train will then be propelled into the Oil Discharge Siding.

All points which become facing points must be clipped by the C.E.G.B. Staff for this movement.

(b) **100-Ton Tank Trains**

100-Ton G.L.W. tanks are not permitted through the Hopper House. The train must be brought to a stand at D.1 signal and the Guard must telephone the C.E.G.B. Controller. When they have come to a full understanding the train will proceed beyond the cross-over until the last vehicle is clear of the cross-over points. The locomotive must be detached and proceed via the Hopper House onto the Up Drax Branch clear of the cross-over points. The Guard must telephone the C.E.G.B. Controller who will release the Ground Frame for the Guard to reverse the cross-over points and thus enable the locomotive to set back onto the rear of the train when handsignalled to do so by the Guard.

The train will then be hauled through the cross-over, the points restored to normal and the train will then be propelled into the Oil Discharge Siding at a speed not exceeding 5m.p.h.

All points which become facing points for the propelling movement must be clipped by the C.E.G.B. staff.

(c) When a train on the Oil Discharge Siding is ready to depart, the Guard must first obtain the permission of the C.E.G.B. Controller, by telephone, for the train to proceed to signal D.12. On Receipt of such permission, the Guard must handsignal the Driver as necessary.

(d) **Trains conveying repaired 26-ton Hopper Wagons**

Such trains must pass through the Hopper House over Coal Line "B" or "C" and come to a stand clear of the Ground Frame connections leading to the Cripple Sidings. The Guard will then obtain the release from the C.E.G.B. Controller and operate the Ground Frame as necessary.

* Delete Paragraphs 20 and 21.

(2)

MISCELLANEOUS INSTRUCTIONS

ROBEL TRACK LINING/RECORDING MACHINE, TYPE 24.21

This machine must be worked in accordance with the instructions shown in pages 62 to 69 of the General Appendix for Lining Machines. In addition, the outside consolidators must always be in the stowed position when travelling to and from the site of work and when recording.

When the machine is used, on Track Circuit Block lines or in a section where Intermediate Block signals exist, solely for recording, the Engineer is not required to take Absolute Possession of the line concerned.

The maximum speeds at which the machine may run are as shown below:-

	Plain Line	Over Switches and crossings	
When running under own power, not recording	25	15	
When recording	15	15	UFN

SECTION D -- GENERAL INSTRUCTIONS AND NOTICES -- continued

MISCELLANEOUS INSTRUCTIONS -- continued

★ HORBURY GOODS SIDING

From Saturday 23 December the crane road will be shortened by 66 yards.

★ WAKEFIELD EXCHANGE SIDINGS

From Saturday 23 December Sidings Nos. 9 to 17 will be secured out of use pending removal.

★ DRAX POWER STATION

The portion of the Bypass line from its commencement to a point opposite the Hopper House, clear of the Oil Delivery Siding has been temporarily secured out of use.

The Oil Delivery Siding and the adjacent portion of the Bypass Line between the Hopper House and Signal D.12 and beyond remains in use.

SOWERBY BRIDGE UP SIDING

The Warehouse Road is spiked out of use pending removal.

DEWSBURY STATION

The Up platform has been temporarily shortened by approximately 50 yards at the Leeds end.

Drivers of stopping trains must be prepared to draw up to the Mirfield end of the platform and stop with the whole of their trains beyond the marker provided.

HORBURY JUNCTION

No.3 Siding has been secured out of use in preparation for remodelling.

HALIFAX SOUTH PARADE

Numbers 1, 3 and 4 sidings have been spiked out of use and are being removed.

KNOTTINGLEY SOUTH JN. TO EAST JN. GOODS

Two temporary level crossings have been brought into use at 0 m. 8 chs. and 0 m. 12 chs. Contractors plant and other vehicles will be using these level crossings. Drivers to sound locomotive horn when approaching at the above level crossings.

BETWEEN MORLEY LOW AND FARNLEY JN.

There is increased user of the occupation level crossing at 38m. 49chs. Drivers to keep a sharp look out and sound horns when approaching the crossing. (U.F.N.)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS—continued

STANNINGLEY

The Crane Road, Middle Coal Road and Pudsey Back Road have been spiked out of use pending removal and both Warehouse Roads have been shortened by the erection of Buffer Stops outside the Warehouse at the Leeds end.

LAISTERDYKE

The Adolphus Street Line has been shortened to a Refuge Siding by the erection of Buffer Stops approximately 200 yards from the trap points (Laisterdyke Ground Frame No.2) at the Laisterdyke end.

LOW MOOR FORK CARRIAGE SIDINGS

The Up Fork Loop and Fork Carriage Sidings 1 to 14 have been spiked out of use pending removal.

BRADFORD BROOMFIELD CARRIAGE SIDINGS

Nos. 4 to 9 Carriage Sidings have been spiked out of use pending removal.

BOWLING JUNCTION TO HALL LANE

The Up Main Line between 191m. 74chs. and 191m. 78chs has been temporarily removed for the re-decking of bridge No. 50 (Bowling Viaduct).

Trainmen should exercise great care if it is necessary for them to step out of the train in the vicinity of the Viaduct.

HESSLE STATION

The Down Platform face is now to the Down Main and the former Down Slow Line abandoned.

The new platform will be initially 120 ft. long from the Hull end and progressively lengthened to the full 360 ft. during subsequent weeks.

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.)

SKELTON NEW YARD

Due to the condition of the track, the facing points – Down Independent to the P.W. Top Yard have been secured out of use.

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****BETWEEN CUTSYKE JN. AND PRINCE OF WALES SIDINGS SIGNAL BOXES**

Parkfield occupation level crossing situated at 57 miles 79 chains (approximately 1 mile 50 yards from Cutsyke signal box) is being used by contractor's vehicles and plant. (U.F.N.)

CHARLESWORTH'S TO LOFTHOUSE JN.

A temporary level crossing will be brought into use at 181 miles 51 chains (approximately 1½ miles from Lofthouse Jn. signal box).

Contractor's heavy plant and other vehicles will be using the level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing. (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 have been 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.)

GARFORTH STATION

The Up Platform has been temporarily shortened by approximately 45 yards at the York end.

Drivers of stopping trains must be prepared to draw up to the Leeds end of the platform.

The length of the platform has been reduced to five coach lengths and passengers for Garforth joining up stopping trains exceeding five coaches should join the front portion.

HESSLE HAVEN

The facing points in the Up Fast, leading to the Up Slow, have been temporarily secured out of use until further notice.

BETWEEN BEVERLEY NORTH AND ARRAM LEVEL CROSSING

The Whistle Board situated alongside the Down Main at 9m. 53chs. has been moved to a new position at 9m. 19chs.

INSTRUCTIONS TO TRAINMEN—LOCOMOTIVES STABLED IN SORTING SIDINGS—INWARD YARD HULL

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 IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing Date
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	
Healey Mills MPD Break- down Crane Road, Fuel Tank Road, 'U' line. B,C,D Shed Road, at West end of major shed. D Road at east end of major shed.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers	07 30 to 16 30 daily	
Neville Hill Coaching Stock Depot East End of Reception Sidings and east end of Fuelling Shed Road	Contractors excavating under track cable crossing and building transformers compound and switch house.	08 00 to 16 30 daily.	

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

MO.45/NS
York
15 DECEMBER 1972

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:-"