

NS - N^o 1
6.1.73 to
12.1.73

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 JANUARY – MILL LANE AND BRADFORD EXCHANGE

The Down East line will be temporarily slued into the Middle Sidings (between the Down and Up East lines) approximately 420 yards after passing the Mill Lane Junction Down East Starting signals.

The trailing connection, via which trains return from middle siding to Down East, will be secured out of use in the reverse position until further notice.

The facing connection – Up East to Middle Sidings will be secured out of use in the normal position pending removal.

The Mill Lane Junction Down East Starting and Bradford Exchange Down East Home signals will apply to the diverted route.

Bradford Exchange Signals Abolished.

Miniature arm – Up East to Middle Sidings

Two arm miniature – Middle Sidings to Down or Up East

Disc – set-back – Down East to Middle Siding

Shunt – ahead arm below the No.6 Platform Starting signal.

DETAILS OF WORK ALREADY CARRIED OUT

SHIPLEY (BRADFORD JUNCTION)

The Up Main Distant signal is now worked for the Leeds Junction direction only. (3)

FERRYBRIDGE "C" POWER STATION

The special position light shunting (unloading control signals, T6 No.1 (East) Track and T7 No.2 (West) Track, have been 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)

BETWEEN BRIDLINGTON QUAY AND HUNMANBY

Double line working has ceased 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 is now a 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 are being retained at Bridlington Quay as a Shunt Spur and a 440 yards Up Main over-run retained at Hunmanby.

A new facing crossover has been brought into use at Hunmanby for Up direction movements from Up Main to Single line and a new facing crossover has been 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 have been abolished.

The former No.1 Platform Down Home signal is now the No.1 Platform Down Home (Platform Starting) signal to Single line and an off-set disc mounted on the signal post has been provided applying towards the new Shunt Spur (former Down Main).

SIGNALLING RECORD SOCIETY

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SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN BRIDLINGTON QUAY AND HUNMANBY—continued****Signalling Alterations – continued****Bridlington Quay – continued**

The former No.2 Platform Down Home is now the No.2 Platform Down Home (Platform Starting signal to Single line) and an adjacent ground disc has been 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 now applies (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) has had the diamond sign removed and this signal is now the Up Single line Home to Nos.4 or 5 Platform lines.

Sewerby Gate Box

The Down Home signal has been repositioned adjacent to the Single line, 75 yards before reaching the Gate Box (25 yards further than formerly).

The Down Main Distant signal has been re-positioned adjacent to the Single line 900 yards before reaching the Down Home signal (210 yards further than formerly).

Flamborough

The signal box is now a Gate Box.

The Down Home signal has been re-positioned adjacent to the Single line 78 yards before reaching the Gate Box (49 yards further than formerly).

The Down Distant signal has been 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, has been abolished and the Bempton Down Distant renewed adjacent to the single line 951 yards before reaching the Bempton Gate Box.

Bempton

The signal box is now a Gate Box.

The Down Home signal has been 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 is now 880 yards (400 yards less than formerly).

An Up Home signal has been 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 is now 1,685 yards.

Buckton Lane Level Crossing—the crossing gates have been provided with Key—locks released from Bempton Gate Box.

Speeton

The signal box is now a Gate Box.

The Down Distant signal has been repositioned adjacent to the single line.

The Down Home signal has been re-positioned adjacent to the Single line and 61 yards before reaching the Gate Box (20 yards nearer than formerly).

The Up Home signal has been re-positioned 73 yards before reaching the Gate Box (54 yards further than formerly). The distance between the Up Distant and Up Home signals is now 1,165 yards.

Hunmanby

The Up Main Home signal is now the Up Main Home (Platform Starting) signal to Up Single (former Down Main) line.

The diamond sign has been removed from the post of the Down Main Home signal which signal is now the Down Single line Home to Down Main. (3)

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**

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.

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)

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

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)

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)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

**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)

**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)

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) † 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.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
 ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

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

★ HALIFAX GOODS YARD

From Monday 8 January the N.C.L. Siding will be spiked out of use.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

HAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been 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 0m. 8chs. and 0m. 12chs. 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.

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.)

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.)

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
29 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:—"

My Copies



NS

EASTERN REGION

No.2

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

SATURDAY 13 JANUARY

TO

FRIDAY 19 JANUARY 1973

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 C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY and SUNDAY 13 and 14 JANUARY – HAMMERTON STREET, MILL LANE JUNCTION AND BRADFORD EXCHANGE

Platforms Nos.1 and 2 of the new Bradford Exchange Station, (south of Bridge Street Bridge) will be brought into use. An Engine Release line, leading from Platform No.1 line, with access points, outlet trap points and outlet ground position light subsidiary signal controlled from Mill Lane Junction will also be provided.

A new 2-lever Bradford "A" Ground Frame released from Mill Lane Junction, will be provided to control the trap points and points – Engine Release line to Platform No.1 at the terminal end of the Platform and an adjacent telephone to Mill Lane Junction will be provided.

Track Circuit Block Regulations will apply between Hammerton Street and Mill Lane Junction on the Down and Up Branch (Leeds) lines.

Bradford Exchange

The signal box together with all points and signals worked therefrom will be abolished and platforms 6 to 10 taken out of use.

Mill Lane Junction**Up Direction Signals**

A new R-H brackets 3-aspects C/L No.1 Platform Starting signal (No.20) will be provided situated 60 yards on the Mill Lane Junction side of the Platform end.

A position light subsidiary mounted by a 3-way theatre – type route indicator on the L-H side of the main signal will be provided with the following readings: –

Aspect	Route Indication	Application to or towards
Main	"B"	Up Branch
Main	"M"	Up Main
Sub	"C"	Carriage Sidings

A telephone connected to Mill Lane Junction signal box will be provided.

A new 3-aspect colour light No.2 Platform Starting signal (No.19) will be provided, situated 40 yards on the Mill Lane side of the Platform end.

A 3-way theatre-type route indicator and position light subsidiary will be provided with readings as for the No.1 Platform Starting signal.

Platform "OFF" indicators, suspended from the covered section of the station roof, will be illuminated when the Platform Nos.1 or 2 Starting signals show a proceed aspect. These indicators are sited on and adjacent to the 1st new Platform column north of bridge No.62.

Down Direction Signals

The Down Main Starting signal from Bowling Junction direction will be repositioned on the left hand doll of the same gantry and renamed Mill Lane Junction Down Main Home No.2.

A new "Calling-On" arm will be provided below this signal with 2-way route indicator reading:–

Aspect	Route Indication	Application to or towards
Main	1 or 2	Nos. 1 or 2 Platform line.
Calling-on	1 or 2	Nos. 1 or 2 Platform line occupied.

The Down Main Home signal will be renamed Down Main Home No.1.

A new 2-aspect colour light (R/G) signal plated ML.52 Down Branch Home from Leeds direction will be provided 710 yards after passing the Hammerton Street Starting signal and approximately 300 yards before reaching Mill Lane Junction signal box.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****SATURDAY and SUNDAY 13 and 14 JANUARY — HAMMERTON STREET, MILL LANE JUNCTION AND BRADFORD EXCHANGE — continued****Down Direction Signals — continued**

The Hammerton Street Down Starting will now also act as Down Distant to ML.52.

A theatre-type route indicator and position light subsidiary will be provided with the following indications:—

Aspect	Route Indication	Application to or towards
Main	1 or 2	Nos. 1 or 2 Platform line.
Sub	1 or 2	Nos. 1 or 2 Platform line occupied.

A telephone connected to the signal box will be provided.

A Banner Repeating signal will be provided 230 yards before reaching ML.52.

Signals abolished:

- Semaphore — Down Branch Home and Starting.
- Semaphore — Up East Distant.
- Disc — Through Siding to Down Main.

The trailing connection leading from the Down Main to Down Sidings will be secured and padlocked out of use in the normal position.

Hammerton Street

The Up Main Colour light Distant will be abolished and replaced by a new 3-aspect C/L Up Main automatic signal plated HS.1582 with telephone to Hammerton Street signal box, situated 557 yards after passing the Bradford No. 1 Platform Starting signal. (5)

SATURDAY TO MONDAY 13TH TO 15TH JANUARY — BETWEEN THORPE GATES, SELBY WEST AND SELBY SOUTH

Selby West signal box will be converted to a Gate Box and the level crossing gates replaced by lifting barriers.

The Down and Up Main lines between Thorpe Gates and Selby West and the Down and Up Branch lines between Selby West and Selby South will be re-named Down and Up Selby lines throughout, worked under the Absolute Block Working regulations between Thorpe Gates and Selby South.

The Gate Box will have control over the lifting barriers and have emergency control over the following new colour light signals (see below).

- S.1865 — Down Selby
- S.1866 — Down Canal Goods
- S.1868 — Up Selby

The following existing points and connections will become motor operated from Selby South signal box.

Facing crossover between the Down and Up Selby lines.

The trailing points in the Up Selby from Down Canal Goods and the facing trap points in the Down Canal Goods.

All semaphore signals will be abolished and replaced by colour light signals under the control of Selby South signal box as follows:—

The Down Main Starting, with the Down Branch Distant below, and the Down Main to Up Main miniature arm signal on the right-hand bracket will be replaced by a 4-aspect colour light Selby Home signal plated S.1865, situated 712 yards before reaching S.1869 signal (68 yards nearer to the signal box). The position "4" Junction indicator will be provided reading as follows:—

Aspect	Route Indication	Application to or towards
main	—	Down Selby signal S.1869
main	Junction indicator	Up Canal Goods signal S.1867

The existing Down Selby Distant signal will be re-plated S.1865R.

The Up Main Home signal will be replaced by a 4-aspect colour light Up Selby Home signal, (displaying Red, Yellow or Green aspects only at this stage) and plated S.1868. This signal will be repositioned 772 yards before reaching the new colour light S.1864 signal (see below).

A Banner Repeating signal will be provided 125 yards before reaching S.1868 signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B—continued****SATURDAY TO MONDAY 13TH TO 15TH JANUARY – BETWEEN THORPE GATES, SELBY WEST AND SELBY SOUTH – continued**

The semaphore Down Canal Goods to Up Selby signal will be replaced on the same site by a 4-aspect colour light (displaying Red, Yellow or Green aspects only at this stage) and plated S.1866 (the Junction Indicator position "2" on the Down Main Home signal S.1931 will now apply towards S.1866).

The Up Selby Starting signal will be replaced by a 4-aspect colour light (displaying Red, Yellow or Green aspects only at this stage) plated S.1864 and situated 772 yards after passing S.1868.

Telephones connected to Selby South signal box will be provided at all the above main colour light signals. (5)

DETAILS OF WORK ALREADY CARRIED OUT**METHLEY SOUTH LEVEL CROSSING**

An illuminated notice board (ground type) worded:—

"STOP. EXAMINE POINTS BEFORE PROCEEDING", has been provided near the spring points on the Lofthouse Junction side of the level crossing. (New Item) (5)

MILL LANE AND BRADFORD EXCHANGE

The Down East line has been temporarily slued into the Middle Sidings (between the Down and Up East lines) approximately 420 yards after passing the Mill Lane Junction Down East Starting signals.

The trailing connection, via which trains return from middle siding to Down East has been secured out of use in the reverse position until Sunday 14 January.

The facing connection – Up East to Middle Sidings has been secured out of use in the normal position pending removal.

The Mill Lane Junction Down East Starting and Bradford Exchange Down East Home signals apply to the diverted route.

Bradford Exchange Signals Abolished.

Miniature arm – Up East to Middle Sidings

Two arm miniature – Middle Sidings to Down or Up East

Disc – set-back – Down East to Middle Siding

Shunt – ahead arm below the No.6 Platform Starting signal. Amended (4)

SHIPLEY (BRADFORD JUNCTION)

The Up Main Distant signal is now worked for the Leeds Junction direction only. (3)

FERRYBRIDGE "C" POWER STATION

The special position light shunting (unloading control signals, T6 No.1 (East) Track and T7 No.2 (West) Track, have been 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)

BETWEEN BRIDLINGTON QUAY AND HUNMANBY

Double line working has ceased 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 is now a 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 are being retained at Bridlington Quay as a Shunt Spur and a 440 yards Up Main over-run retained at Hunmanby.

A new facing crossover has been brought into use at Hunmanby for Up direction movements from Up Main to Single line and a new facing crossover has been provided at Bridlington Quay for Down direction movements from Down Main to Single line.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued.**BETWEEN BRIDLINGTON QUAY AND HUNMANBY—continued****Signalling Alterations****Bridlington Quay**

The Down Home No.2 and Down Starting signals have been abolished.

The former No.1 Platform Down Home signal is now the No.1 Platform Down Home (Platform Starting) signal to Single line and an off-set disc mounted on the signal post has been provided applying towards the new Shunt Spur (former Down Main).

The former No.2 Platform Down Home is now the No.2 Platform Down Home (Platform Starting signal to Single line) and an adjacent ground disc has been 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 now applies (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) has had the diamond sign removed and this signal is now the Up Single line Home to Nos.4 or 5 Platform lines.

Sewerby Gate Box

The Down Home signal has been repositioned adjacent to the Single line, 75 yards before reaching the Gate Box (25 yards further than formerly).

The Down Main Distant signal has been re-positioned adjacent to the Single line 900 yards before reaching the Down Home signal (210 yards further than formerly).

Flamborough

The signal box is now a Gate Box.

The Down Home signal has been re-positioned adjacent to the Single line 78 yards before reaching the Gate Box (49 yards further than formerly).

The Down Distant signal has been 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, has been abolished and the Bempton Down Distant renewed adjacent to the single line 951 yards before reaching the Bempton Gate Box.

Bempton

The signal box is now a Gate Box.

The Down Home signal has been 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 is now 880 yards (400 yards less than formerly).

An Up Home signal has been 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 is now 1,685 yards.

Buckton Lane Level Crossing—the crossing gates have been provided with Key—locks released from Bempton Gate Box.

Speeton

The signal box is now a Gate Box.

The Down Distant signal has been repositioned adjacent to the single line.

The Down Home signal has been re-positioned adjacent to the Single line and 61 yards before reaching the Gate Box (20 yards nearer than formerly).

The Up Home signal has been re-positioned 73 yards before reaching the Gate Box (54 yards further than formerly). The distance between the Up Distant and Up Home signals is now 1,165 yards.

Hunmanby

The Up Main Home signal is now the Up Main Home (Platform Starting) signal to Up Single (former Down Main) line.

The diamond sign has been removed from the post of the Down Main Home signal which signal is now the Down Single line Home to Down Main. (3)

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

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.

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)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** * 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)

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)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

*** * 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)

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)



NS

EASTERN REGION

No. 3

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

SATURDAY 20 JANUARY

TO

FRIDAY 26 JANUARY 1973

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.

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

HAMMERTON STREET, MILL LANE JUNCTION AND BRADFORD EXCHANGE

Platforms Nos. 1 and 2 of the new Bradford Exchange Station, (South of Bridge Street Bridge) have been brought into use. An Engine Release line, leading from Platform No.1 line, with access points, outlet trap points and outlet ground position light subsidiary signal controlled from Mill Lane Junction has also been provided.

A new 2-lever Bradford "A" Ground Frame released from Mill Lane Junction, has been provided to control the trap points and points – Engine Release line to Platform No.1 at the terminal end of the Platform and an adjacent telephone to Mill Lane Junction has been provided.

Track Circuit Block Regulations apply between Hammerton Street and Mill Lane Junction on the Down and Up Branch (Leeds) lines.

Bradford Exchange

The signal box together with all points and signals worked therefrom have been abolished and platforms 6 to 10 taken out of use.

Mill Lane Junction**Up Direction Signals**

A new R-H brackets 3-aspects C/L No.1 Platform Starting signal (No.20) has been provided situated 60 yards on the Mill Lane Junction side of the Platform end.

A position light subsidiary mounted by a 3-way theatre – type route indicator on the L-H side of the main signal has been provided with the following readings:—

Aspect	Route Indication	Application to or towards
Main	"B"	Up Branch
Main	"M"	Up Main
Sub	"C"	Carriage Sidings

A telephone connected to Mill Lane Junction signal box has been provided.

A new 3-aspect colour light No.2 Platform Starting signal (No.19) has been provided, situated 40 yards on the Mill Lane side of the Platform end.

A 3-way theatre-type route indicator and position light subsidiary has been provided with readings as for the No.1 Platform Starting signal.

Platform "OFF" indicators, suspended from the covered section of the station roof, will be illuminated when the Platform Nos.1 or 2 Starting signals show a proceed aspect. These indicators are sited on and adjacent to the 1st new Platform column north of bridge No.62.

Down Direction Signals

The Down Main Starting signal from Bowling Junction direction has been repositioned on the left hand end of the same gantry and renamed Mill Lane Junction Down Main Home No.2.

A new "Calling-On" arm has been provided below this signal with 2-way route indicator reading:—

Aspect	Route Indication	Application to or towards
Main	1 or 2	Nos. 1 or 2 Platform line.
Calling-on	1 or 2	Nos. 1 or 2 Platform line occupied.

The Down Main Home signal has been renamed Down Main Home No.1.

A new 2-aspect colour light (R/G) signal plated ML.52 Down Branch Home from Leeds direction has been provided 710 yards after passing the Hammerton Street Starting signal and approximately 300 yards before reaching Mill Lane Junction signal box.

The Hammerton Street Down Starting now also acts as Down Distant to ML.52.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HAMMERTON STREET, MILL LANE JUNCTION AND BRADFORD EXCHANGE – continued****Down Direction Signals – continued**

A theatre-type indicator and position light subsidiary has been provided with the following indications:–

Aspect	Route Indication	Application to or towards
Main	1 or 2	Nos. 1 or 2 Platform line.
Sub	1 or 2	Nos. 1 or 2 Platform line occupied.

A telephone connected to the signal box has been provided.

A Banner Repeating signal has been provided 230 yards before reaching ML.52.

Signals abolished:

- Semaphore – Down Branch Home and Starting.
- Semaphore – Up East Distant.
- Disc – Through Siding to Down Main.

The trailing connection leading from the Down Main to Down Sidings has been secured and padlocked out of use in the normal position.

Hammerton Street

The Up Main Colour light Distant has been abolished and replaced by a new 3-aspect C/L Up Main automatic signal plated HS.1582 with telephone to Hammerton Street signal box, situated 557 yards after passing the Bradford No. 1 Platform Starting signal. (5)

MILL LANE AND BRADFORD EXCHANGE

The Down East line has been temporarily slued into the Middle Sidings (between the Down and Up East lines) approximately 420 yards after passing the Mill Lane Junction Down East Starting signals.

The facing connection – Up East to Middle Sidings has been secured out of use in the normal position pending removal.

The Mill Lane Junction Down East Starting and Bradford Exchange Down East Home signals apply to the diverted route.

Bradford Exchange Signals Abolished.

- Miniature arm – Up East to Middle Sidings
- Two arm miniature – Middle Sidings to Down or Up East
- Disc – set-back – Down East to Middle Siding
- Shunt – ahead arm below the No.6 Platform Starting signal. (4)

BETWEEN THORPE GATES, SELBY WEST AND SELBY SOUTH

Selby West signal box has been converted to a Gate Box and the level crossing gates replaced by lifting barriers.

The Down and Up Main lines between Thorpe Gates and Selby West and the Down and Up Branch lines between Selby West and Selby South have been re-named Down and Up Selby lines throughout, worked under the Absolute Block Working regulations between Thorpe Gates and Selby South.

The Gate Box will have control over the lifting barriers and have emergency control over the following new colour light signals (see below).

- S.1865 – Down Selby
- S.1866 – Down Canal Goods
- S.1868 – Up Selby

The following existing points and connections are now motor operated from Selby South signal box.

Facing crossover between the Down and Up Selby lines.

The trailing points in the Up Selby from Down Canal Goods and the facing trap points in the Down Canal Goods.

SECTION C – SIGNALLING AND PERMENANT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN THORPE GATES, SELBY WEST AND SELBY SOUTH – continued**

All semaphore signals have been abolished and replaced by colour light signals under the control of Selby South signal box as follows:-

The Down Main Starting, with the Down Branch Distant below, and the Down Main to Up Main miniature arm signal on the right-hand bracket have been replaced by a 4-aspect colour light Selby Home signal plated S.1865, situated 712 yards before reaching S.1869 signal (68 yards nearer to the signal box). The position "4" Junction indicator has been provided reading as follows:-

Aspect	Route Indication	Application to or towards
main	—	Down Selby signal S.1869
main	Junction indicator	Up Canal Goods signal S.1867

The existing Down Selby Distant signal has been re-plated S.1865R.

The Up Main Home signal has been replaced by a 4-aspect colour light Up Selby Home signal, (displaying Red, Yellow or Green aspects only at this stage) and plated S.1868. This signal has been repositioned 772 yards before reaching the new colour light S.1864 signal (see below).

A Banner Repeating signal has been provided 125 yards before reaching S.1868 signal.

The semaphore Down Canal Goods to Up Selby signal has been replaced on the same site by a 4-aspect colour light (displaying Red, Yellow or Green aspects only at this stage) and plated S.1866 (the Junction Indicator position "2" on the Down Main Home signal S.1931 now applies towards S.1866).

The Up Selby Starting signal has been replaced by a 4-aspect colour light (displaying Red, Yellow or Green aspects only at this stage) plated S.1864 and situated 772 yards after passing S.1868.

Telephones connected to Selby South signal box have been provided at all the above main colour light signals. (5)

METHLEY SOUTH LEVEL CROSSING

An illuminated notice board (ground type) worded:-

"STOP. EXAMINE POINTS BEFORE PROCEEDING", has been provided near the spring points on the Lofthouse Junction side of the level crossing. (5)

*** * SHIPLEY (BRADFORD JUNCTION)**

The Up Main Distant signal is now worked for the Leeds Junction direction only. (3)

*** * FERRYBRIDGE "C" POWER STATION**

The special position light shunting (unloading control signals, T6 No.1 (East) Track and T7 No.2 (West) Track, have been 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)

*** * BETWEEN BRIDLINGTON QUAY AND HUNMANBY**

Double line working has ceased 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 is now a 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 are being retained at Bridlington Quay as a Shunt Spur and a 440 yards Up Main over-run retained at Hunmanby.

A new facing crossover has been brought into use at Hunmanby for Up direction movements from Up Main to Single line and a new facing crossover has been provided at Bridlington Quay for Down direction movements from Down Main to Single line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** BETWEEN BRIDLINGTON QUAY AND HUNMANBY – continued****Signalling Alterations****Bridlington Quay**

The Down Home No.2 and Down Starting signals have been abolished.

The former No.1 Platform Down Home signal is now the No.1 Platform Down Home (Platform Starting) signal to Single line and an off-set disc mounted on the signal post has been provided applying towards the new Shunt Spur (former Down Main).

The former No.2 Platform Down Home is now the No.2 Platform Down Home (Platform Starting signal to Single line) and an adjacent ground disc has been 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 now applies (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) has had the diamond sign removed and this signal is now the Up Single line Home to Nos.4 or 5 Platform lines.

Sewerby Gate Box

The Down Home signal has been repositioned adjacent to the Single line, 75 yards before reaching the Gate Box (25 yards further than formerly).

The Down Main Distant signal has been re-positioned adjacent to the Single line 900 yards before reaching the Down Home signal (210 yards further than formerly).

Flamborough

The signal box is now a Gate Box.

The Down Home signal has been re-positioned adjacent to the Single line 78 yards before reaching the Gate Box (49 yards further than formerly).

The Down Distant signal has been 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, has been abolished and the Bempton Down Distant renewed adjacent to the single line 951 yards before reaching the Bempton Gate Box.

Bempton

The signal box is now a Gate Box.

The Down Home signal has been 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 is now 880 yards (400 yards less than formerly).

An Up Home signal has been 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 is now 1,685 yards.

Buckton Lane Level Crossing—the crossing gates have been provided with Key-locks released from Bempton Gate Box.

Speeton

The signal box is now a Gate Box.

The Down Distant signal has been repositioned adjacent to the single line.

The Down Home signal has been re-positioned adjacent to the Single line and 61 yards before reaching the Gate Box (20 yards nearer than formerly).

The Up Home signal has been re-positioned 73 yards before reaching the Gate Box (54 yards further than formerly). The distance between the Up Distant and Up Home signals is now 1,165 yards.

Hunmanby

The Up Main Home signal is now the Up Main Home (Platform Starting) signal to Up Single (former Down Main) line.

The diamond sign has been removed from the post of the Down Main Home signal which signal is now the Down Single line Home to Down Main.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
 ALTERATIONS TO SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS

Page 363

Amend heading:—
 SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

BRADFORD EXCHANGE

Delete:— Sub heading and items

Add:—

MILL LANE JUNCTION

Station Limits as defined in the General Appendix do not apply to Mill Lane Junction. The necessary authorities for working without brake van and propelling are contained in the appropriate tables.

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LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE)

BRADFORD EXCHANGE

Add:—

MILL LANE JUNCTION – Station Limits as defined in the General Appendix do not apply to Mill Lane Junction. The necessary authorities for working without brake van and propelling are contained in the appropriate tables.

STATION

Delete:— Sub heading and item.

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

MO.45/NS
 York
 12 JANUARY, 1973

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 4
27-1-
2.2.73

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 28 JANUARY – BETWEEN NOSTELL GROUND FRAME AND SOUTH KIRKBY JUNCTION**

The position "1" Junction Indicator, now at the top of the Up Doncaster L.628 signal at 169m. 3chs. and applying towards the Up Doncaster Goods, will be lowered to a new position immediately above the offset position light sub at the left-hand side of the main signal. (7)

SUNDAY 28 JANUARY – HULL WEST PARADE

The following ground position light shunting signals will be abolished:-

Set back – Up Main ("E" Road) to former "F" Road.

Engine Sidings outlet signal to former "F" Road

(7)

WEDNESDAY 31 JANUARY – BETWEEN BRAYTON AND SELBY SOUTH AND BETWEEN YORK (CHALONERS WHIN JUNCTION) AND HOLGATE JUNCTION

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, will be brought into use at the following locations.

Between Brayton and Selby South**Down Main**

607 yards before reaching S.1931 signal and 1,850 yards from the commencement of the 60m.p.h. permanent speed restrictions at 174m. 16chs.

Between York Chaloners Whin Junction and Holgate Junction

Down Leeds Main – 2,085 yards before reaching the 15m.p.h. permanent speed restriction commencing at signal Y.32 and positioned to the left-hand side of the Down Leeds Main.

Down Doncaster Main – 2,085 yards before reaching the 15m.p.h. permanent speed restriction commencing at Y.34 (25m.p.h. over the Down Main), and positioned between the Up Leeds Main and Down Doncaster Main lines. (7)

DETAILS OF WORK ALREADY CARRIED OUT**HAMMERTON STREET, MILL LANE JUNCTION AND BRADFORD EXCHANGE**

Platforms Nos. 1 and 2 of the new Bradford Exchange Station, (South of Bridge Street Bridge) have been brought into use. An Engine Release line, leading from Platform No.1 line, with access points, outlet trap points and outlet ground position light subsidiary signal controlled from Mill Lane Junction has also been provided.

A new 2-lever Bradford "A" Ground Frame released from Mill Lane Junction, has been provided to control the trap points and points – Engine Release line to Platform No.1 at the terminal end of the Platform and an adjacent telephone to Mill Lane Junction has been provided.

Track Circuit Block Regulations apply between Hammerton Street and Mill Lane Junction on the Down and Up Branch (Leeds) lines.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HAMMERTON STREET, MILL LANE JUNCTION AND BRADFORD EXCHANGE – continued****Bradford Exchange**

The signal box together with all points and signals worked therefrom have been abolished and platforms 6 to 10 taken out of use.

Mill Lane Junction**Up Direction Signals**

A new R-H brackets 3-aspects C/L No.1 Platform Starting signal (No.20) has been provided situated 60 yards on the Mill Lane Junction side of the Platform end.

A position light subsidiary mounted by a 3-way theatre – type route indicator on the L-H side of the main signal has been provided with the following readings:–

Aspect	Route Indication	Application to or towards
Main	"B"	Up Branch
Main	"M"	Up Main
Sub	"C"	Carriage Sidings

A telephone connected to Mill Lane Junction signal box has been provided.

A new 3-aspect colour light No.2 Platform Starting signal (No.19) has been provided, situated 40 yards on the Mill Lane side of the Platform end.

A 3-way theatre-type route indicator and position light subsidiary has been provided with readings as for the No.1 Platform Starting signal.

Platform "OFF" indicators, suspended from the covered section of the station roof, will be illuminated when the Platform Nos.1 or 2 Starting signals show a proceed aspect. These indicators are sited on and adjacent to the 1st new Platform column north of bridge No.62.

Down Direction Signals

The Down Main Starting signal from Bowling Junction direction has been repositioned on the left hand doll of the same gantry and renamed Mill Lane Junction Down Main Home No.2.

A new "Calling-On" arm has been provided below this signal with 2-way route indicator reading:–

Aspect	Route Indication	Application to or towards
Main	1 or 2	Nos. 1 or 2 Platform line.
Calling-on	1 or 2	Nos. 1 or 2 Platform line occupied.

The Down Main Home signal has been renamed Down Main Home No.1.

A new 2-aspect colour light (R/G) signal plated ML.52 Down Branch Home from Leeds direction has been provided 710 yards after passing the Hammerton Street Starting signal and approximately 300 yards before reaching Mill Lane Junction signal box.

The Hammerton Street Down Starting now also acts as Down Distant to ML.52.

A theatre-type indicator and position light subsidiary has been provided with the following indications:–

Aspect	Route Indication	Application to or towards
Main	1 or 2	Nos. 1 or 2 Platform line.
Sub	1 or 2	Nos. 1 or 2 Platform line occupied.

A telephone connected to the signal box has been provided.

A Banner Repeating signal has been provided 230 yards before reaching ML.52.

Signals abolished:

- Semaphore – Down Branch Home and Starting.
- Semaphore – Up East Distant.
- Disc – Through Siding to Down Main.

The trailing connection leading from the Down Main to Down Sidings has been secured and padlocked out of use in the normal position.

Hammerton Street

The Up Main Colour light Distant has been abolished and replaced by a new 3-aspect C/L Up Main automatic signal plated HS.1582 with telephone to Hammerton Street signal box, situated 557 yards after passing the Bradford No. 1 Platform Starting signal.

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

Selby West signal box has been converted to a Gate Box and the level crossing gates replaced by lifting barriers.

The Down and Up Main lines between Thorpe Gates and Selby West and the Down and Up Branch lines between Selby West and Selby South have been re-named Down and Up Selby lines throughout, worked under the Absolute Block Working regulations between Thorpe Gates and Selby South.

The Gate Box will have control over the lifting barriers and have emergency control over the following new colour light signals (see below).

- S.1865 – Down Selby
- S.1866 – Down Canal Goods
- S.1868 – Up Selby

The following existing points and connections are now motor operated from Selby South signal box.

Facing crossover between the Down and Up Selby lines.

The trailing points in the Up Selby from Down Canal Goods and the facing trap points in the Down Canal Goods.

All semaphore signals have been abolished and replaced by colour light signals under the control of Selby South signal box as follows:—

The Down Main Starting, with the Down Branch Distant below, and the Down Main to Up Main miniature arm signal on the right-hand bracket have been replaced by a 4-aspect colour light Selby Home signal plated S.1865, situated 712 yards before reaching S.1869 signal (68 yards nearer to the signal box). The position "4" Junction indicator has been provided reading as follows:—

Aspect	Route Indication	Application to or towards
main	—	Down Selby signal S.1869
main	Junction indicator	Up Canal Goods signal S.1867

The existing Down Selby Distant signal has been re-plated S.1865R.

The Up Main Home signal has been replaced by a 4-aspect colour light Up Selby Home signal, (displaying Red, Yellow or Green aspects only at this stage) and plated S.1868. This signal has been repositioned 772 yards before reaching the new colour light S.1864 signal (see below).

A Banner Repeating signal has been provided 125 yards before reaching S.1868 signal.

The semaphore Down Canal Goods to Up Selby signal has been replaced on the same site by a 4-aspect colour light (displaying Red, Yellow or Green aspects only at this stage) and plated S.1866 (the Junction Indicator position "2" on the Down Main Home signal S.1931 now applies towards S.1866).

The Up Selby Starting signal has been replaced by a 4-aspect colour light (displaying Red, Yellow or Green aspects only at this stage) plated S.1864 and situated 772 yards after passing S.1868.

Telephones connected to Selby South signal box have been provided at all the above main colour light signals. (5)

METHLEY SOUTH LEVEL CROSSING

An illuminated notice board (ground type) worded:—

"STOP. EXAMINE POINTS BEFORE PROCEEDING", has been provided near the spring points on the Lofthouse Junction side of the level crossing. (5)

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****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

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been 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.

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.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

KNOTTINGLEY SOUTH JN. TO EAST JN. GOODS

Two temporary level crossings have been brought into use at 0m. 8chs. and 0m. 12chs. 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.)

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.

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.)

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.	

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS — continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES — continued

Location	Nature of Work	Duration	Commencing Date
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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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 63/64

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Page 65

Delete whole of table on this page and substitute:—

↓ Mill Lane Junction (See page 97 for Leeds City (Whitehall Junction) to Bradford Exchange)	0 1258		15 15	Over connections Halifax to Leeds lines and Leeds to Halifax lines 39m. 79chs. to 40m. 3chs.
				CW. Up Main line 484 yards before reaching Up Main Section Signal. 50

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

ALTERATIONS TO SECTIONAL APPENDIX — NORTHERN AREA — continued

TABLE A — continued

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-gons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 96/97

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE (VIA PUDSEY)

Amend description of Block Signalling between Hammerton Street and Bradford Exchange Station to read "T.C.B."

Mill Lane Junction

Amend note:—(See page 65 for Milner Royd Junction to Mill Lane Junction)

Bradford Exchange Station

Delete:—Block post dot.

GENERAL AND LOCAL INSTRUCTIONS — INDEX

Page 3

Bradford Exchange — Local instructions

Page 319

Amend:—

List of Lines in the sequence used throughout the Book

Page 8

Amend:—

Sowerby Bridge (Milner Royd Junction) to Bradford (Mill Lane Junction)

63

TABLE F

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

Page 178

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Delete:—

Bradford Exchange Station	Mill Lane	Up	} 2 coaching stock vehicles without brake van.
---------------------------	-----------	----	--

Amend:—

Bradford Exchange Station	Broomfield Sidings	Up	} E.C.S. and Fitted Vehicles
Broomfield Sidings	Bradford Exchange Station	Down	

Page 179

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE

Amend:—

Broomfield Sidings	Bradford Exchange Station	Down	} E.C.S. and Fitted Vehicles
Bradford Exchange Station	Broomfield Sidings	Up	

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
 ALTERATIONS TO SECTIONAL APPENDIX — NORTHERN AREA — continued

TABLE H2

Form	To	Line	No. of vehicles and special conditions
------	----	------	--

Page 194

Add:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Broomfield Sidings	Bradford Exchange Station	Down	—
Bradford Exchange Station	Broomfield Sidings	Up	—

Page 194

Add:—

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE

Broomfield Sidings	Bradford Exchange Station	Down	—
Bradford Exchange Station	Broomfield Sidings	Up	—

TABLE J

Page 197

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Amend:—

Bradford Exchange Station	Bowling Junction	P, ECS	N	—
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TABLE N1

Page 208

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

TABLE O

Page 211

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

TABLE X

Page 228

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
 ALTERATIONS TO SECTIONAL APPENDIX — NORTHERN AREA — continued

LOCAL INSTRUCTIONS

Page 303

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

BRADFORD EXCHANGE

Delete:— Sub heading and items

Add:—

MILL LANE JUNCTION

Station Limits as defined in the General Appendix do not apply to Mill Lane Junction. The necessary authorities for working without brake van and propelling are contained in the appropriate tables

Page 319

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE)

BRADFORD EXCHANGE

Add:—

MILL LANE JUNCTION — Station Limits as defined in the General Appendix do not apply to Mill Lane Junction. The necessary authorities for working without brake van and propelling are contained in the appropriate tables.

STATION

Delete existing entry and substitute:

Passenger or E.C.S. trains booked to call at Bradford Exchange must not exceed 10 bogie vehicles except on the authority of the Divisional Manager Leeds or Chief Operating Manager York.

Drivers of D.M.U. trains conveying passengers entering No. 1 Platform must bring their trains to a stand short of the Parcel loading bay.

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

MO.45/NS
 York
 19 JANUARY 1973

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

WEDNESDAY 7 FEBRUARY – NOSTELL GROUND FRAME.

Two illuminated notice boards worded "STOP, PROCEED IF LINE IS CLEAR" will be provided in the Up Sidings as follows :-

- (a) To control outlet movements from the Empty Siding to Colliery and situated adjacent to the existing notice board.
- (b) To control Up direction movements from the Coal Sidings, Sidings No.2 and 3, and situated South of the turnout from the Coal Siding adjacent to No.2 Siding. (8)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN NOSTELL GROUND FRAME AND SOUTH KIRKBY JUNCTION

The position "1" Junction Indicator, Formerly at the top of the Up Doncaster L. 628 signal at 169m. 3chs. and applying towards the Up Doncaster Goods, has been lowered to a new position immediately above the offset position light sub at the left-hand side of the main signal. (7)

HULL WEST PARADE

The following ground position light shunting signals have been abolished :-

- Set back – Up Main ("E" Road) to former "F" Road.
- Engine Sidings outlet signal to former "F" Road (7)

BETWEEN BRAYTON AND SELBY SOUTH AND BETWEEN YORK (CHALONERS WHIN JUNCTION) AND HOLGATE JUNCTION

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 Brayton and Selby South

Down Main

607 yards before reaching S.1931 signal and 1,850 yards from the commencement of the 60m.p.h. permanent speed restrictions at 174m. 16chs.

Between York Chaloners Whin Junction and Holgate Junction

Down Leeds Main – 2,085 yards before reaching the 15m.p.h. permanent speed restriction commencing at signal Y.32 and positioned to the left-hand side of the Down Leeds Main.

Down Doncaster Main – 2,085 yards before reaching the 15m.p.h. permanent speed restriction commencing at Y.34 (25m.p.h. over the Down Main), and positioned between the Up Leeds Main and Down Doncaster Main lines. (7)

*
** HAMMERTON STREET, MILL LANE JUNCTION AND BRADFORD EXCHANGE

Platforms Nos. 1 and 2 of the new Bradford Exchange Station, (South of Bridge Street Bridge) have been brought into use. An Engine Release line, leading from Platform No.1 line, with access points, outlet trap points and outlet ground position light subsidiary signal controlled from Mill Lane Junction has also been provided.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** HAMMERTON STREET, MILL LANE JUNCTION AND BRADFORD EXCHANGE – continued**

A new 2-lever Bradford "A" Ground Frame released from Mill Lane Junction, has been provided to control the trap points and points – Engine Release line to Platform No.1 at the terminal end of the Platform and an adjacent telephone to Mill Lane Junction has been provided.

Track Circuit Block Regulations apply between Hammerton Street and Mill Lane Junction on the Down and Up Branch (Leeds) lines.

Bradford Exchange

The signal box together with all points and signals worked therefrom have been abolished and platforms 6 to 10 taken out of use.

Mill Lane Junction**Up Direction Signals**

A new R-H brackets 3-aspects C/L No.1 Platform Starting signal (No.20) has been provided situated 60 yards on the Mill Lane Junction side of the Platform end.

A position light subsidiary mounted by a 3-way theatre – type route indicator on the L-H side of the main signal has been provided with the following readings:–

Aspect	Route Indication	Application to or towards
Main	"B"	Up Branch
Main	"M"	Up Main
Sub	"C"	Carriage Sidings

A telephone connected to Mill Lane Junction signal box has been provided.

A new 3-aspect colour light No.2 Platform Starting signal (No.19) has been provided, situated 40 yards on the Mill Lane side of the Platform end.

A 3-way theatre-type route indicator and position light subsidiary has been provided with readings as for the No.1 Platform Starting signal.

Platform "OFF" indicators, suspended from the covered section of the station roof, will be illuminated when the Platform Nos.1 or 2 Starting signals show a proceed aspect. These indicators are sited on and adjacent to the 1st new Platform column north of bridge No.62.

Down Direction Signals

The Down Main Starting signal from Bowling Junction direction has been repositioned on the left hand doll of the same gantry and renamed Mill Lane Junction Down Main Home No.2.

A new "Calling-On" arm has been provided below this signal with 2-way route indicator reading:–

Aspect	Route Indication	Application to or towards
Main	1 or 2	Nos. 1 or 2 Platform line.
Calling-on	1 or 2	Nos. 1 or 2 Platform line occupied.

The Down Main Home signal has been renamed Down Main Home No.1.

A new 2-aspect colour light (R/G) signal plated ML.52 Down Branch Home from Leeds direction has been provided 710 yards after passing the Hammerton Street Starting signal and approximately 300 yards before reaching Mill Lane Junction signal box.

The Hammerton Street Down Starting now also acts as Down Distant to ML.52.

A theatre-type indicator and position light subsidiary has been provided with the following indications:–

Aspect	Route Indication	Application to or towards
Main	1 or 2	Nos. 1 or 2 Platform line.
Sub	1 or 2	Nos. 1 or 2 Platform line occupied.

A telephone connected to the signal box has been provided.

A Banner Repeating signal has been provided 230 yards before reaching ML.52.

Signals abolished:

- Semaphore – Down Branch Home and Starting.
- Semaphore – Up East Distant.
- Disc – Through Siding to Down Main.

The trailing connection leading from the Down Main to Down Sidings has been secured and padlocked out of use in the normal position.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued******HAMMERTON STREET, MILL LANE JUNCTION AND BRADFORD EXCHANGE – continued****Hammerton Street**

The Up Main Colour light Distant has been abolished and replaced by a new 3-aspect C/L Up Main automatic signal plated HS.1582 with telephone to Hammerton Street signal box, situated 557 yards after passing the Bradford No. 1 Platform Starting signal. (5)

**** BETWEEN THORPE GATES, SELBY WEST AND SELBY SOUTH**

Selby West signal box has been converted to a Gate Box and the level crossing gates replaced by lifting barriers.

The Down and Up Main lines between Thorpe Gates and Selby West and the Down and Up Branch lines between Selby West and Selby South have been re-named Down and Up Selby lines throughout, worked under the Absolute Block Working regulations between Thorpe Gates and Selby South.

The Gate Box will have control over the lifting barriers and have emergency control over the following new colour light signals (see below).

- S.1865 – Down Selby
- S.1866 – Down Canal Goods
- S.1868 – Up Selby

The following existing points and connections are now motor operated from Selby South signal box.

Facing crossover between the Down and Up Selby lines.

The trailing points in the Up Selby from Down Canal Goods and the facing trap points in the Down Canal Goods.

All semaphore signals have been abolished and replaced by colour light signals under the control of Selby South signal box as follows:—

The Down Main Starting, with the Down Branch Distant below, and the Down Main to Up Main miniature arm signal on the right-hand bracket have been replaced by a 4-aspect colour light Selby Home signal plated S.1865, situated 712 yards before reaching S.1869 signal (68 yards nearer to the signal box). The position "4" Junction indicator has been provided reading as follows:—

Aspect	Route Indication	Application to or towards
main	—	Down Selby signal S.1869
main	Junction indicator	Up Canal Goods signal S.1867

The existing Down Selby Distant signal has been re-plated S.1865R.

The Up Main Home signal has been replaced by a 4-aspect colour light Up Selby Home signal, (displaying Red, Yellow or Green aspects only at this stage) and plated S.1868. This signal has been repositioned 772 yards before reaching the new colour light S.1864 signal (see below).

A Banner Repeating signal has been provided 125 yards before reaching S.1868 signal.

The semaphore Down Canal Goods to Up Selby signal has been replaced on the same site by a 4-aspect colour light (displaying Red, Yellow or Green aspects only at this stage) and plated S.1866 (the Junction Indicator position "2" on the Down Main Home signal S.1931 now applies towards S.1866).

The Up Selby Starting signal has been replaced by a 4-aspect colour light (displaying Red, Yellow or Green aspects only at this stage) plated S.1864 and situated 772 yards after passing S.1868.

Telephones connected to Selby South signal box have been provided at all the above main colour light signals. (5)

**** METHLEY SOUTH LEVEL CROSSING**

An illuminated notice board (ground type) worded:—

"STOP. EXAMINE POINTS BEFORE PROCEEDING", has been provided near the spring points on the Lofthouse Junction side of the level crossing. (5)

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****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

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

★ **DRAX POWER STATION BRANCH**

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

HORBURY JUNCTION

No.3 Siding has been secured out of use in preparation for remodelling.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

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 0m. 8chs. and 0m. 12chs. 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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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. (Amended)

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.

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.)

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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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 63/64

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Page 65

Delete whole of table on this page and substitute:—

Mill Lane
Junction
(See page 97 for Leeds City (Whitehall Junction) to
Bradford Exchange)

15 15 Over connections Halifax to
Leeds lines and Leeds to Halifax
lines 39m. 79chs. to 40m. 3chs.

CW. Up Main line 50
484 yards before
reaching Up Main
Section Signal.

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

ALTERATIONS TO SECTIONAL APPENDIX - NORTHERN AREA - continued

TABLE A - continued

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 96/97

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE (VIA PUDSEY)

Amend description of Block Signalling between Hammerton Street and Bradford Exchange Station to read "T.C.B."

Mill Lane Junction

Amend note:-(See page 65 for Milner Royd Junction to Mill Lane Junction)

Bradford Exchange Station

Delete:-Block post dot.

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 3

Bradford Exchange - Local instructions

Page 319

Amend:-

List of Lines in the sequence used throughout the Book

Page 8

Amend:-

Sowerby Bridge (Milner Royd Junction) to Bradford (Mill Lane Junction)

63

TABLE F

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

Page 178

Amend heading:-

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Delete:-

Bradford Exchange Station	Mill Lane	Up	} E.C.S. and Fitted Vehicles

Amend:-

Bradford Exchange Station	Broomfield Sidings	Up	} E.C.S. and Fitted Vehicles
Broomfield Sidings	Bradford Exchange Station	Down	

Page 179

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE

Amend:-

Broomfield Sidings	Bradford Exchange Station	Down	} E.C.S. and Fitted Vehicles
Bradford Exchange Station	Broomfield Sidings	Up	

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
 ALTERATIONS TO SECTIONAL APPENDIX — NORTHERN AREA — continued

TABLE H2

From	To	Line	No. of vehicles and special conditions
------	----	------	--

Page 194

Add:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Broomfield Sidings	Bradford Exchange Station	Down	—
Bradford Exchange Station	Broomfield Sidings	Up	—

Page 194

Add:—

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE

Broomfield Sidings	Bradford Exchange Station	Down	—
Bradford Exchange Station	Broomfield Sidings	Up	—

TABLE J

Page 197

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Amend:—

Bradford Exchange Station	Bowling Junction	P, ECS	N	—
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TABLE N1

Page 208

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

TABLE O

Page 211

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

TABLE X

Page 228

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued
 ALTERATIONS TO SECTIONAL APPENDIX — NORTHERN AREA — continued

LOCAL INSTRUCTIONS

Page 303

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

BRADFORD EXCHANGE

Delete:— Sub heading and items

Add:—

MILL LANE JUNCTION

Station Limits as defined in the General Appendix do not apply to Mill Lane Junction. The necessary authorities for working without brake van and propelling are contained in the appropriate tables

Page 319

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE)

BRADFORD EXCHANGE

Add:—

MILL LANE JUNCTION — Station Limits as defined in the General Appendix do not apply to Mill Lane Junction. The necessary authorities for working without brake van and propelling are contained in the appropriate tables.

STATION

Delete existing entry and substitute:

Passenger or E.C.S. trains booked to call at Bradford Exchange must not exceed 10 bogie vehicles except on the authority of the Divisional Manager Leeds or Chief Operating Manager York.

Drivers of D.M.U. trains conveying passengers entering No. 1 Platform must bring their trains to a stand short of the Parcel loading bay.

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

MO.45/NS
 York
 26 JANUARY 1973

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 to SUNDAY 10 to 11 FEBRUARY – ASKERN

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (9)

DETAILS OF WORK ALREADY CARRIED OUT

NOSTELL GROUND FRAME

Two illuminated notice boards worded "STOP, PROCEED IF LINE IS CLEAR" have been provided in the Up Sidings as follows:-

- (a) To control outlet movements from the Empty Siding to Colliery and situated adjacent to the existing notice board.
- (b) To control Up direction movements from the Coal Sidings, Sidings No.2 and 3, and situated South of the turnout from the Coal Siding adjacent to No.2 Siding. (8)

BETWEEN NOSTELL GROUND FRAME AND SOUTH KIRKBY JUNCTION

The position "1" Junction Indicator, Formerly at the top of the Up Doncaster L. 628 signal at 169m. 3chs. and applying towards the Up Doncaster Goods, has been lowered to a new position immediately above the offset position light sub at the left-hand side of the main signal. (7)

HULL WEST PARADE

The following ground position light shunting signals have been abolished:-

Set back – Up Main ("E" Road) to former "F" Road.

Engine Sidings outlet signal to former "F" Road (7)

BETWEEN BRAYTON AND SELBY SOUTH AND BETWEEN YORK (CHALONERS WHIN JUNCTION) AND HOLGATE JUNCTION

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 Brayton and Selby South

Down Main

607 yards before reaching S.1931 signal and 1,850 yards from the commencement of the 60m.p.h. permanent speed restrictions at 174m. 16chs.

Between York Chaloners Whin Junction and Holgate Junction

Down Leeds Main – 2,085 yards before reaching the 15m.p.h. permanent speed restriction commencing at signal Y.32 and positioned to the left-hand side of the Down Leeds Main.

Down Doncaster Main – 2,085 yards before reaching the 15m.p.h. permanent speed restriction commencing at Y.34 (25m.p.h. over the Down Main), and positioned between the Up Leeds Main and Down Doncaster Main lines. (7)

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****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

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

HORBURY JUNCTION

No.3 Siding has been secured out of use in preparation for remodelling.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

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 0m. 8chs. and 0m. 12chs. 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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

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.)

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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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

MO.45/NS
York
2 FEBRUARY 1973

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:—"

A TRAILING CHAIN SPELLS DANGER AND CAN CAUSE

DERAILMENT

INJURY

DELAY

SECURE ALL CHAINS FIRMLY ON EMPTY WAGONS

NS: 7
17.2 -
22.2 23

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 FEBRUARY – KIRKSTALL JUNCTION

The Down Sidings will be abolished. The points at the Down Goods Loop end of the outlet connection to the Down Main will be retained as trap points.

The Up Siding (nearest to the signal box) will be abolished, and the facing points leading from the C.E.G.B. Siding towards the Up Goods Loop, will be retained as trap points.

The ground disc signal, reading from the C.E.G.B. Siding to the Up Goods Loop will be repositioned on the opposite side of the line and adjacent to the new trap points.

All other shunting signals associated with the above redundant Sidings will be abolished. (10)

TUESDAY 20 FEBRUARY – GASCOIGNE WOOD

The facing connection – Up Goods to Up Main will be secured out of use in the normal position pending removal.

All associated signalling will be abolished. (10)

DETAILS OF WORK ALREADY CARRIED OUT

ASKERN

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (9)

NOSTELL GROUND FRAME

Two illuminated notice boards worded "STOP, PROCEED IF LINE IS CLEAR" have been provided in the Up Sidings as follows:—

- (a) To control outlet movements from the Colliery Empty Siding and situated adjacent to the existing notice board.
- (b) To control Up direction movements from the Coal Sidings, Sidings No.2 and 3, and situated South of the turnout from the Coal Siding adjacent to No.2 Siding. (8)

* * BETWEEN NOSTELL GROUND FRAME AND SOUTH KIRKBY JUNCTION

The position "1" Junction Indicator, Formerly at the top of the Up Doncaster L. 628 signal at 169m. 3chs. and applying towards the Up Doncaster Goods, has been lowered to a new position immediately above the offset position light sub at the left-hand side of the main signal. (7)

* * HULL WEST PARADE

The following ground position light shunting signals have been abolished:—

Set back – Up Main ("E" Road) to former "F" Road.

Engine Sidings outlet signal to former "F" Road (7)

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

**** BETWEEN BRAYTON AND SELBY SOUTH AND BETWEEN YORK (CHALONERS WHIN JUNCTION) AND HOLGATE JUNCTION**

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 Brayton and Selby South

Down Main

607 yards before reaching S.1931 signal and 1,850 yards from the commencement of the 60m.p.h. permanent speed restrictions at 174m. 16chs.

Between York Chaloners Whin Junction and Holgate Junction

Down Leeds Main – 2,085 yards before reaching the 15m.p.h. permanent speed restriction commencing at signal Y.32 and positioned to the left-hand side of the Down Leeds Main.

Down Doncaster Main – 2,085 yards before reaching the 15m.p.h. permanent speed restriction commencing at Y.34 (25m.p.h. over the Down Main), and positioned between the Up Leeds Main and Down Doncaster Main lines. (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

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

★ **BRADFORD EXCHANGE**

Commencing 08 00 Saturday 17 February, No.2 platform will be temporarily shortened by 30 feet in connection with construction of buffer stops for No.3 platform

Drivers must be prepared to stop accordingly.

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

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

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 0m. 8chs. and 0m. 12chs. 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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

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

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.)

HESSLE HAVEN

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

NS 8

24.2.-
2.3.73**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 26 FEBRUARY – DUNLOP & RANKEN GROUND FRAME (FARNLEY BRANCH)**

The ground frame will be released by Annett's Key.

(11)

DETAILS OF WORK ALREADY CARRIED OUT**KIRKSTALL JN.**

The Down Sidings have been abolished. The points at the Down Goods Loop end of the outlet connection to the Down Main will be retained as trap points.

The Up Siding (nearest to the signal box) has been abolished, and the facing points leading from the C.E.G.B. Siding towards the Up Goods Loop, will be retained as trap points.

The ground disc signal, reading from the C.E.G.B. Siding to the Up Goods Loop has been repositioned on the opposite side of the line and adjacent to the new trap points.

All other shunting signals associated with the above redundant Sidings have been abolished. (10)

GASCOIGNE WOOD

The facing connection – Up Goods to Up Main has been secured out of use in the normal position pending removal.

All associated signalling has been abolished.

(10)

ASKERN

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

(9)

*** * NOSTELL GROUND FRAME**

Two illuminated notice boards worded "STOP, PROCEED IF LINE IS CLEAR" have been provided in the Up Sidings as follows:-

- (a) To control outlet movements from the Colliery Empty Siding and situated adjacent to the existing notice board.
- (b) To control Up direction movements from the Coal Sidings, Sidings No.2 and 3, and situated South of the turnout from the Coal Siding adjacent to No.2 Siding.

(8)

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**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

★ **GARFORTH STATION**

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

BRADFORD EXCHANGE

No. 2 platform has been temporarily shortened by 30 feet in connection with construction of buffer stops for No. 3 platform.

Drivers must be prepared to stop accordingly.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

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.

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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

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.

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.

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.)

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.)

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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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

MO.45/NS

York

16 FEBRUARY 1973

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:—"

F.J. BURGE

Chief Operating Manager

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 4 MARCH –SOWERBY BRIDGE WEST – SOWERBY BRIDGE STATION AND MILNER ROYD JN.**

Sowerby Bridge Station signal box, together with all signals worked therefrom will be abolished, and the Block section will then be between Sowerby Bridge West and Milner Royd Junction

Between Sowerby Bridge West and Station

The Down Through Siding will be renamed Down Siding, and the Up Goods will be renamed Up Siding. Access to these lines will now be at the Sowerby Bridge West end only.

Sowerby Bridge West

The ground disc shunting signal applying from Warehouse Siding to Up Sidings will be abolished.

Milner Royd Junction

The 3-aspect colour light Up Main Starting signal will in future display RED or GREEN aspects only.

(12)

DETAILS OF WORK ALREADY CARRIED OUT**DUNLOP & RANKEN GROUND FRAME (FARNLEY BRANCH)**

The ground frame will be released by Annett's Key.

(11)

KIRKSTALL JN.

The Down Sidings have been abolished. The points at the Down Goods Loop end of the outlet connection to the Down Main will be retained as trap points.

The Up Siding (nearest to the signal box) has been abolished, and the facing points leading from the C.E.G.B. Siding towards the Up Goods Loop, will be retained as trap points.

The ground disc signal, reading from the C.E.G.B. Siding to the Up Goods Loop has been repositioned on the opposite side of the line and adjacent to the new trap points.

All other shunting signals associated with the above redundant Sidings have been abolished. (10)

GASCOIGNE WOOD

The facing connection – Up Goods to Up Main has been secured out of use in the normal position pending removal.

All associated signalling has been abolished.

(10)

*** * ASKERN**

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

(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

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

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

BRADFORD EXCHANGE

No. 2 platform has been temporarily shortened by 30 feet in connection with construction of buffer stops for No. 3 platform.

Drivers must be prepared to stop accordingly.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

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.

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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

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.

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.

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.)

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.)

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 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 MARCH – SHERBURN-IN-ELMET NORTH

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (13)

WEDNESDAY 14 MARCH – SNAITH ROAD GATE BOX

The Up Main Home signal will be repositioned 38 yards further from the gate box. (New position 58 yards before reaching the level crossing). (13)

DETAILS OF WORK ALREADY CARRIED OUT

SOWERBY BRIDGE WEST – SOWERBY BRIDGE STATION AND MILNER ROYD JN.

Sowerby Bridge Station signal box, together with all signals worked therefrom has been abolished, and the Block section is now between Sowerby Bridge West and Milner Royd Junction.

Between Sowerby Bridge West and Station

The Down Through Siding has been renamed Down Siding, and the Up Goods renamed Up Siding. Access to these lines is now at the Sowerby Bridge West end only.

Sowerby Bridge West

The ground disc shunting signal applying from Warehouse Siding to Up Sidings has been abolished.

Milner Royd Junction

The 3-aspect colour light Up Main Starting signal will in future display RED or GREEN aspects only. (12)

DUNLOP & RANKEN GROUND FRAME (FARNLEY BRANCH)

The ground frame will be released by Annett's Key. (11)

*** KIRKSTALL JN.**

The Down Sidings have been abolished. The points at the Down Goods Loop end of the outlet connection to the Down Main will be retained as trap points.

The Up Siding (nearest to the signal box) has been abolished, and the facing points leading from the C.E.G.B. Siding towards the Up Goods Loop, will be retained as trap points.

The ground disc signal, reading from the C.E.G.B. Siding to the Up Goods Loop has been repositioned on the opposite side of the line and adjacent to the new trap points.

All other shunting signals associated with the above redundant Sidings have been abolished. (10)

*** * GASCOIGNE WOOD**

The facing connection – Up Goods to Up Main has been secured out of use in the normal position pending removal.

All associated signalling has been abolished. (10)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

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

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

BRADFORD EXCHANGE

No. 2 platform has been temporarily shortened by 30 feet in connection with construction of buffer stops for No. 3 platform.

Drivers must be prepared to stop accordingly.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

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.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

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.

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.

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.)

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.)

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.

Burton 905



NS

EASTERN REGION

No.11

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

SATURDAY 17 MARCH

TO

FRIDAY 23 MARCH 1973

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 WORK—continued

At or between	Lines affected	Remarks
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★ EASTWOOD (REGIONAL BOUNDARY AT 22m. 60chs.) TO NORMANTON, GOOSE HILL

For the Eastwood to Normanton Goose Hill line, this booklet will now contain only those notices which are applicable to the Eastern Region.

Notices which apply only between Eastwood and the London Midland/Eastern Regional Boundary at 22m. 60chs. will now only be shown in the LM booklet.

DAILY UNTIL FURTHER NOTICE

Hebden Bridge and Wakefield Kirkgate West	All	08 00 to 16 00. Installing cable troughing and cables.
Sowerby Bridge West and Milner Royd Jn.	Down Main	08 00 to 17 00. Demolishing water tank and warehouse between 28 m. 15 chs. and 28 m. 30 chs. Mechanical plant in use.
Milner Royd Jn. and Greetland	Down and Up Main	08 00 to 18 00. Contractors working adjacent to track at 29 m. 35 chs. Plant in use.
Greetland	Down and Up Main	08 00 to 18 00. Contractors working adjacent to track at 30 m. 77 chs. Plant in use.
Greetland and Elland	Down and Up Main	08 00 to 18 00. Contractors working adjacent to track at 31 m. 5 chs. Plant in use.
Elland	C.E.G.B. Sidings	Contractors erecting pipe line. Materials lying about. Mechanical plant in use.
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 35 m. 32 chs. 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 35 m. 55 chs. Plant in use.
Thornhill L.N.W. Jn.	All	08 00 to 18 00. Contractors constructing piers on both sides of line for overhead pipe at 39 m. 70 chs. Crane and plant in use.
L.N.W. Jn. and Turner Lane Jn.	All	08 00 to 16 00. Preparing for signalling alterations and A.W.S. equipment.
Healey Mills and Horbury Jn.	All	08 00 to 18 00. Contractors working adjacent to track at 44m. 63chs. Plant in use.
Wakefield Kirkgate Goods Yard	Sidings	08 00 to 17 00. Contractors renewing timber paving and tarmac.
Wakefield (Kirkgate) West and Lockes Siding	All	07 30 to 17 00. Preparing for alterations to signalling and laying cables.

SATURDAY 17 MARCH

Healey Mills	Down 'A' Departure (BLOCKED)	07 00 to 17 00. Retimbering and renewing switch 434A at 43m. 30chs.
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SATURDAY to SUNDAY 17 to 18 MARCH

Hall Royd Jn. and Hebden Bridge	Down and Up (BLOCKED)	23 45 (Sat) to 09 15 (Sun). Unloading materials installing catchpoints and welding between 21¼ and 22¼ m.p. Crane and mechanical plant in use.
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SUNDAY 18 MARCH

Mytholmroyd and Sowerby Bridge West	Down and Up Main	08 00 to 16 30. Testing rails in Sowerby Bridge tunnel between 27¾ m.p. and 28m. 11chs.
Sowerby Bridge West and Milner Royd Jn.	Down and Up Main (BLOCKED)	00 01 to 09 30. Loading rails between 28m. 14chs. and 28m. 58chs, Crane in use. Both signal boxes open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
★ DIGGLE (REGIONAL BOUNDARY AT 15m. 11chs.) TO HEALEY MILLS (HEATON LODGE JUNCTION)		
<p>For the Diggle to Heaton Lodge Jn. line, this booklet will now contain only those notices which are applicable to the Eastern Region. Notices which apply only between Diggle and the London Midland/Eastern Regional Boundary at 15m. 11chs. will now only be shown in the L.M. booklet.</p>		
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.
Marsden and Gledholt Jn.	All	08 00 to 16 00. Work in connection with alterations to signalling and telecommunications.
Longwood Goods	All	08 00 to 17 00. Contractors demolishing warehouse at 23m. 35chs. Plant in use.
Heaton Lodge Jn. and Huddersfield	Up Main	07 00 to 18 00. Contractors removing ballast from disused formation adjacent to Up Main between 29½ and 27m.p. Plant in use.
SUNDAY 18 MARCH		
Greenfield and Marsden	Down and Up (BLOCKED)	02 15 to 10 15. Relaying points and crossings between 14¾ and 15¼ m.p. Mechanical plant in use. For alteration to trains see Special Traffic Notice.
Greenfield and Marsden	Down (BLOCKED)	10 15 to 17 15. Relaying points and crossings between 14¾ and 15¼ m.p. Mechanical plant in use. Single line working over Up line.
Diggle and Marsden	Down and Up Main	08 30 to 18 30. Testing rails in Standedge Tunnel between 15 and 18¼ m.p.
Gledholt Jn. and Marsden	Up Main	07 00 to 17 00. Adjusting expansions between 21 and 19 m.p.
Springwood Jn.	Down and Up Fast (BLOCKED)	07 30 to 17 00. Clearing vegetation and pointing tunnel portals at 23¾ m.p. Ladders in use. Traffic to travel over the Down and Up Slow.
Huddersfield	All	07 30 to 17 00. Installing extended sole plates to point machines.
PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)		
DAILY UNTIL FURTHER NOTICE		
Huddersfield Jn. and Clayton West Jn.	Down	07 30 to 16 30. Part removal of Penistone Station roof at 13m. 36chs. Ladders, trestles and crane use.
Penistone Huddersfield Jn. and Huddersfield (Springwood Jn.)	All	07 30 to 17 00. Installing cables and dismantling pole route.
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.
Batley Station	All	Contractors erecting lighting columns on platform at 35m. 9chs. Plant in use.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 MARCH – LEEDS CITY PARCELS CONCENTRATION DEPOT

New ground position light shunting signals with 2-way stencil type route indicators will be provided as follows:—

No. P.D.17 – situated to the left-hand (south) side of the Reception Sidings 48 yards west of the control cabin and applicable to the Reception Sidings or Parcel Dock line.

Indication
"S"

Application
Reception Sidings or Parcel Dock line to spur.

"L"

Reception Sidings or Parcel Dock line to L96 signal.

No. P.D.18 – situated between Nos. 1 and 2 Receptions (applicable to each line) and 33 yards east of the control cabin.

Indication
"S"

Application
Nos. 1 or 2 Reception lines towards the new PD17 signal.

"L"

Nos. 1 or 2 Reception lines towards L122 ground position light signal. (14)

TUESDAY 20 MARCH – BETWEEN WATH ROAD JUNCTION AND WATH NORTH (NORTH)

The Down and Up Goods lines between Wath Road Junction – Wath North Station and Wath North (North) will in future be worked under the Absolute Block Working Regulations.

Wath Road Junction

The "calling-on" arm beneath the Down Slow to Down Goods Home signal will be abolished.

Wath North Station

The "Calling-on" arm beneath the Up Goods Starting signal will be abolished. (14)

WEDNESDAY 21 MARCH – THORPE MARSH POWER STATION

A ground position light shunting signal (elevated 2ft. above rail level) applicable to set-back movements along the "A" line, will be provided East of the Unloading Hopper, to repeat the aspects of No. 13 signal.

The repeating signal will be 220 yards East of No. 13 signal. (14)

DETAILS OF WORK ALREADY CARRIED OUT

SHERBURN-IN-ELMET NORTH

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (13)

SNAITH ROAD GATE BOX

The Up Main Home signal has been repositioned 38 yards further from the gate box. (New position 58 yards before reaching the level crossing). (13)

SECTION C – SIGNALLING AND PERMENANT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SOWERBY BRIDGE WEST – SOWERBY BRIDGE STATION AND MILNER ROYD JN.

Sowerby Bridge Station signal box, together with all signals worked therefrom has been abolished, and the Block section is now between Sowerby Bridge West and Milner Royd Junction.

Between Sowerby Bridge West and Station

The Down Through Siding has been renamed Down Siding, and the Up Goods renamed Up Siding. Access to these lines is now at the Sowerby Bridge West end only.

Sowerby Bridge West

The ground disc shunting signal applying from Warehouse Siding to Up Sidings has been abolished.

Milner Royd Junction

The 3-aspect colour light Up Main Starting signal will in future display RED or GREEN aspects only.

(12)

**** DUNLOP & RANKEN GROUND FRAME (FARNLEY BRANCH)**

The ground frame will be released by Annett's Key.

(11)

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)

Page 299 (Page 66 Supp. Oper. Insts)

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION) THORPE MARSH POWER STATION

Clear Weather

★ Amend paragraph to read:—

Ingoing trains will be propelled from Applehurst Junction to No. 8 signal on the Reception line where locomotive will run round via Nos. 3 and 12 points. In the case of outgoing trains, provided ground position light signal No. 13 and elevated co-acting signal No. 13R have been cleared, the train must be propelled towards No. 4 signal and thence to Applehurst Junction when the latter signal has been cleared.
(Commencing 21 March)

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

★ GASCOIGNE WOOD – UP AND DOWN SIDINGS – MONDAY 19 MARCH

Up Sidings

Up Sidings Nos. 3 to 8 inclusive will be shortened to a minimum length of 400 yards. The former Up Independent will be shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos. 4 to 9 inclusive will be secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

★ DAIRYCOATES WEST AND MANOR HOUSE YARD – MONDAY 19 MARCH

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box will be spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop will be erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****BRADFORD EXCHANGE**

No. 2 platform has been temporarily shortened by 30 feet in connection with construction of buffer stops for No. 3 platform.

Drivers must be prepared to stop accordingly.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 38 m. 49 chs. Drivers to keep a sharp look out and sound horns when approaching the crossing. (U.F.N.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

LOW MOOR FORK CARRIAGE SIDINGS

The Up Fork Loop and Fork Carriage Sidings 1 to 14 have been spiked out of use pending removal.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS—continued

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.

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.)

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.)

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 B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
HESSLE ROAD TO ALEXANDRA DOCK		
WEDNESDAY to THURSDAY 4 to 5 APRIL		
Hessle Road and Springbank South Jn.	Down and Up Main (BLOCKED)	22 00 (Wed) to 02 00 (Thu). Tamping and lining machines in use between 0m. 40chs. and 1m.p.
THURSDAY 5 APRIL		
West Parade and Cottingham North	Down Main	08 00 to 16 00. Pulling back rails between 1m. 10chs. and 2m. 10chs.

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 1 APRIL – MILL LANE JUNCTION (BRADFORD NEW STATION)**

The 3-aspect colour light No.1 Platform Starting signal, with position light subsidiary and route indicator on the left, will be repositioned onto a new left-hand bracket. (16/17)

SUNDAY 1 APRIL – WHITWOOD

The Whitwood Branch (Moss Street) will be abolished. The trailing main to main crossover, together with the associated slip connection leading to the branch will be removed and plain line installed.

All associated ground disc shunting signals will be abolished. (16/17)

SUNDAY 1 APRIL – NORMANTON

A new trailing connection leading from the Up Fast line (in the vicinity of Bridge No.216 immediately North of Normanton Station), will be provided leading to the new 'TARMAC siding'.

The new trailing points and outlet traps will be controlled from a 2-lever ground frame released from Normanton signal box.

A 'LIMIT OF SHUNT' notice board, applicable to set-back movements along the Up Fast line, will be provided 100 yards after passing the Up Fast Home (No.8) signal.

Telephone communication between Ground Frame and Normanton signal box will be provided. (16/17)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

LEEDS CITY PARCELS CONCENTRATION DEPOT

New ground position light shunting signals with 2-way stencil type route indicators have been provided as follows:-

No. P.D.17 - situated to the left-hand (south) side of the Reception Sidings 48 yards west of the control cabin and applicable to the Reception Sidings or Parcel Dock line.

Indication
"S"

Application
Reception Sidings or Parcel Dock line to spur.

"L"

Reception Sidings or Parcel Dock line to L96 signal.

No. P.D.18 - situated between Nos. 1 and 2 Receptions (applicable to each line) and 33 yards east of the control cabin.

Indication
"S"

Application
Nos. 1 or 2 Reception lines towards the new PD17 signal.

"L"

Nos. 1 or 2 Reception lines towards L122 ground position light signal. (14)

THORPE MARSH POWER STATION

A ground position light shunting signal (elevated 2 ft. above rail level) applicable to set-back movements along the "A" line, has been provided East of the Unloading Hopper, to repeat the aspects of No.13 signal.

The repeating signal is 220 yards East of No.13 signal. (14)

BETWEEN WATH ROAD JUNCTION AND HOUGHTON COLLIERY SIDINGS

The Down and Up Goods lines are now being worked under the Absolute Block Working Regulations.

Wath Road Junction

The "Calling-on" arm beneath the Down Slow to Down Goods Home signal has been abolished.

Wath North Station

The "Calling-on" arm beneath the Up Goods Starting signal has been abolished. (15)

* * SHERBURN-IN-ELMET NORTH

The level crossing gates have been replaced by lifting barriers controlled from the signal box. (13)

* * SNAITH ROAD GATE BOX

The Up Main Home signal has been repositioned 38 yards further from the gate box. (New position 58 yards before reaching the level crossing). (13)

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)

Page 299 (Page 66 Supp. Oper. Insts)

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION) THORPE MARSH POWER STATION

Clear Weather

Amend paragraph to read:—

Ingoing trains will be propelled from Applehurst Junction to No. 8 signal on the Reception line where locomotive will run round via Nos. 3 and 12 points. In the case of outgoing trains, provided ground position light signal No. 13 and elevated co-acting signal No. 13R have been cleared, the train must be propelled towards No. 4 signal and thence to Applehurst Junction when the latter signal has been cleared.

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

GASCOIGNE WOOD – UP AND DOWN SIDINGS

Up Sidings

Up Sidings Nos. 3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos. 4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

DAIRYCOATES WEST AND MANOR HOUSE YARD

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

BRADFORD EXCHANGE

No. 2 platform has been temporarily shortened by 30 feet in connection with construction of buffer stops for No. 3 platform.

Drivers must be prepared to stop accordingly.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 0m. 8chs. and 0m. 12chs. 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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

LOW MOOR FORK CARRIAGE SIDINGS

The Up Fork Loop and Fork Carriage Sidings 1 to 14 have been spiked out of use pending removal.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS — continued

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.

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.)

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.)

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
★ Neville Hill Carriage Sidings Exmover Washer Line	Welding rail joints	08 00 to 16 00 daily	Wednesday 4 April
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant. Material and plant lying about.	08 00 to 17 00 daily.	
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 lying 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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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

MO.45/NS
York
23 MARCH 1973

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 – continued

At or between	Line affected	Remarks
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.
Wortley West Jn. and Hammerton Street	All	08 00 to 17 00. Contractors removing overhead cable on Down side between 2½m.p. and 2m. 50chs.
Stanningley Ground Frame	All	08 00 to 17 00. Contractors removing scrap and redundant Sidings between 3m. 75chs. and 4¼ m.p. Plant in use.
Stanningley Ground Frame and Laisterdyke Ground Frame	Down Main	08 00 to 16 00. Excavating for drains between 4 m. 10 chs. and 4 m. 32 chs. Mechanical plant in use.
Stanningley Ground Frame and Laisterdyke Ground Frame	Down Main	08 00 to 16 00. Demolishing former Stanningley Station signal box at 4m. 18chs. Mechanical plant in use.
Hammerton Street and Mill Lane Jn.	All	08 00 to 16 00. Work in connection with alterations to signalling.
Mill Lane Jn. and Bradford Exchange.	All	Contractors building in connection with new station. Plant in use.
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 Exchange	No.2 Platform	Continuously. Contractors erecting buffer stops for No.3 platform. (See Section 'D').
SAURDAY to SUNDAY 31 MARCH to 1 APRIL		
Laisterdyke Ground Frame and Hammerton Street	Down and Up Main (BLOCKED)	23 30 (Sat) to 08 45 (Sun). Rerailing CWR welding, destressing and loading rails between 190m. 32chs. and 191m. 14chs. Crane in use. Traffic diverted. Laisterdyke ground frame manned.
MONDAY to TUESDAY 2 to 3 APRIL		
Hammerton Street and Laisterdyke Ground Frame	Up Main (BLOCKED) except as shown in remarks)	23 30 (Mon) (or after 5L37) to 05 30 (Tue). Tamping and lining machines in use between 190m. 33chs. and 190m. 55chs. Arrangements made to pass 5L06, 04 22 Bradford to Wakefield.

LAISTERDYKE YARD TO BOWLING JN.**DAILY UNTIL FURTHER NOTICE**

Bowling Jn. and Hall Lane	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	Contractors repairing Bowling Viaduct between 191m. 74chs. and 191m. 78chs. Plant and Cranes in use. (See Section 'D'). Single line working over the Down Main.
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LEEDS CITY TO SKIPTON STATION SOUTH (REGIONAL BOUNDARY AT 219m. 5chs.)

For the Leeds City to Skipton line, this booklet will now contain only those notices which are applicable to the Eastern Region.
Notices which apply only between the Eastern/London Midland Regional Boundary at 219m. 5chs. and Skipton Station South will now only be shown in the LM Booklet.

SECTION A - TEMPORARY SPEED RESTRICTIONS - continued

Location of Work at or between	Lines affected	Mileage at or between	Speed Restriction	Remarks
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M. Chs. M. Chs. m.p.h.

EASTWOOD (REGIONAL BOUNDARY AT 22m. 60chs.) TO NORMANTON, GOOSE HILL

For the Eastwood to Normanton Goose Hill line, this booklet will now contain only those notices which are applicable to the Eastern Region. Notices which apply only between Eastwood and the London Midland/Eastern Regional Boundary at 22m. 60chs. will now only be shown in the LM booklet.

Milner Royd Jn. and Sowerby Bridge West	Up Main	29 20	28 61	20	Relaying and reballasting.
L.N.W. Jn. and Heaton Lodge Jn.	Up Slow	38 50	38 34	20	Relaying and deep reballasting. Commencing 08 00 Wednesday 4 April.
Thornhill Jn. and Healey Mills	Down Slow	40 65	41 17	30	Condition of track.
Healey Mills and Thornhill Jn.	Up Slow	41 17	40 50	30	Condition of track.
Horbury Station Jn. and Horbury Jn.	All	45 11	45 40	20	Subsidence.
Turners Lane and Lockes Siding	Down and Up Main	49 42	49 61	20	Subsidence.

HEATON LODGE SOUTH JUNCTION TO HEATON LODGE EAST JUNCTION

Heaton Lodge South Jn. and Heaton Lodge East Jn.	Down Underpass	29 40	29 50	20	Renewing formation. Commencing 23 30 Saturday 31 March.
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DIGGLE (REGIONAL BOUNDARY AT 15m. 11chs.) TO HEALEY MILLS (HEATON LODGE JUNCTION)

For the Diggle to Heaton Lodge Jn. line, this booklet will now contain only those notices which are applicable to the Eastern Region. Notices which apply only between Diggle and the London Midland/Eastern Regional Boundary at 15m. 11chs. will now only be shown in the LM booklet.

Gledholt Jn. and Huddersfield	Down Slow	25 02	25 49	20	Condition of track.
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BARNSELY (STATION JN.) TO HORBURY JN.

Woolley Coal Sidings and Crigglestone Jn.	Down and Up Main	46 29	46 09	20	Subsidence.
Crigglestone Jn. and Horbury Jn.	Down and Up Main	0 16	0 00	20	Subsidence.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SHIPLEY (GUISELEY JN.) TO GUISELEY (ESHOLT JN.)		
DAILY UNTIL FURTHER NOTICE		
Guiseley Jn. and Esholt Jn.	Down and Up Main	08 00 to 16 00 and 22 00 to 06 00. Repairs to Esholt Tunnel between 0m. 27chs. and 0m. 52chs. Rail centres erected. Ladders in use. Drivers not to put their heads out.
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. 10 chs.
ShipleY (Bradford Jn.) and Manningham Station	All	07 30 to 18 00. Contractors demolishing former ShipleY Goods signal box and redundant signal gantry between 206½ m.p. and 206 m. 50 chs. Plant in use.
Manningham	Frizinghall Sidings	08 00 to 18 00. Contractors constructing manhole adjacent to Frizinghall Siding at 207¼ m.p. Plant in use.
SUNDAY 1 APRIL		
Bradford Jn.	All	07 30 to 17 00. Overhauling interlocking. Signal box open.
SHIPLEY (BRADFORD JN.) TO BINGLEY JN.		
DAILY UNTIL FURTHER NOTICE		
Bingley Jn.	All	08 00 to 15 30. Alterations to cables and point connections.
SUNDAY 1 APRIL		
Bradford Jn.	All	07 30 to 17 00. Overhauling interlocking. Signal box open.
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
Leeds City Station	All	07 30 to 17 00. Cleaning and painting station roofs. Ladders and trestles in use.
Leeds City Station	Nos.6 and 8 Platforms	07 30 to 17 00. Repositioning platform coping stones. Commencing Monday 2 April.
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 20 m. 32chs. and 20¼ m.p. beneath track level. Plant in use.
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.
Neville Hill East Jn. and Garforth	All	08 00 to 18 00. Contractors painting footbridge No.30A at 17m. 69chs. Scaffolding in use.
Garforth and Neville Hill East Jn.	Up Main	08 00 to 16 00. Contractors demolishing buildings at Crossgates Station. Commencing Sunday 1 April.



NS

EASTERN REGION

13

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

SATURDAY 27 MARCH

TO

FRIDAY 2 APRIL 1976

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 C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 28 MARCH – BETWEEN MELTON LANE AND BROUGH EAST**

The Up Slow line will be abolished between 9¼ m.p. (Melton Lane end), and a new Single ended facing connection leading from Up Main to Up Slow, which will be provided 10 yards west of Brough East Level Crossing. The Up Slow between Melton Lane and 9¼ m.p. will be retained as an over-run (shunt neck to Earles Siding).

Melton Lane

A new facing connection from the Up Slow to Up Main. will be provided between 8¾ m.p. and 8m. 56chs.

Earles Siding ground frame will be abolished, and the points leading to Earles Siding from the Shunt Neck will become hand-worked. New trap points will be provided in the Shunt Neck adjacent to the Up Main points ends of the new connection, and a new disc signal will be provided immediately on the Brough East side of these trap points to control movements from the Shunt Neck (Earles Siding) towards Up Slow.

A new semaphore arm Up Slow 2nd Home to Up Main will be provided at the Up Slow point ends of the new crossover (446 yards before reaching the Up Main Starting Signal), with the arm 16ft. above rail level. The existing Up Slow Home will be renamed Up Slow 1st Home. A disc signal elevated 4ft. above rail level, will be provided on the post of the new Up Slow 2nd Home to Up Main and this disc will apply towards the Shunt Neck (Earles Siding). (16)

SELBY (BRAYTON) TO BARLOW

The Ministry of Defence Private Siding at Barlow was closed with effect from 29 February, 1976. On Monday, 29 March a stop block will be erected at 6m. 23chs. at the end-on junction between the Private Siding and the branch. A shunt neck 112 yards in length remains behind the points of the run-round loop. (16)

DETAILS OF WORK ALREADY CARRIED OUT**** YORK – MOTIVE POWER DEPOT**

Notice boards worded "STOP, PROCEED AT CAUTION" have been provided at the entrance to the Fuelling Bays and Maintenance Shed. (13)

STOURTON C & W REPAIRS SHOPS

A "STOP and AWAIT INSTRUCTIONS" board has been erected at the entrance to Stourton C & W Repair shops. (New item) (16)

BETWEEN CROFTON EAST JUNCTION AND PONTEFRACT WEST JUNCTION

The catch points in the Up Goole situated 910 yards before reaching 352 signal have been repositioned 22 yards further from this signal. (15)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****PONTEFRAC T MONKHILL UP SIDINGS**

The Shunt Spur and the associated exit signal have been removed, but the points leading from Up Sidings to the Shunt Spur will be retained as trap points.

The ground position light signal applying – Up Sidings to Down Goole or to Shunt Spur, now applies only towards the Down Goole. (15)

BETWEEN MILNER ROYD JUNCTION AND BRADLEY WOOD JUNCTION

The AWS on the Down and Up L & Y lines has been extended as follows:–

Down L & Y Milner Royd Junction Down Main Starting (MR17) to existing AWS at HL539 signal.

Up L & Y from E538 signal to Greetland Up Main Home (G32) signal. (15)

KEIGHLEY STATION JUNCTION

The trailing points leading from the Down Main to Branch Sidings have been secured out of use in the normal position pending removal and the Branch Sidings disc signal applying towards Down Sidings or to Down Main have been abolished.

The disc signal applying set back Down Main to Up Main or to Branch Sidings now applies only towards the Up Main.

The "Train Approaching" indicator on the Down Platform line, applying to Branch Sidings has been abolished. (15)

**** ILKLEY JUNCTION**

The Middle Siding has been taken out of use pending removal.

The disc signal applying Middle Siding to Up Main, has been dispensed with, and the disc signal applying set back from Up Main, no longer applies towards the Middle Siding. (13)

BRADFORD FORSTER SQUARE – WEST CARRIAGE SIDINGS

No.4 & 5 Sidings which formerly were Through roads to the Dock have been buffered off short of the Dock and are now only accessible for the the North End. (14)

BRADFORD VALLEY

The following sidings have been disconnected and put out of use pending removal:–

Nos.2, 4 and 5 Coal Roads

Back Brunswick Road

Front Brunswick Road

Wallside Road

Old No.4 Road

Empty Line

No.5 East End Road (14)

PECKFIELD

The Colliery Sidings Ground Frame has been abolished, and the trailing connection Down Main to Colliery Sidings has been secured out of use in the normal position pending removal. (15)

**** CARNABY**

The Down and Up Starting signals have been abolished. (13)

NS 14
7-13.4.73**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 8 APRIL – SHIPLEY (BINGLEY JUNCTION)**

The Down Main Section signal will be repositioned 830 yards after passing the signal box (510 yards further than formerly), with the arm at an increased height of 18 ft. above rail level.

An adjacent telephone connected to the signal box will be provided. (18)

SUNDAY 8 APRIL – BROOMFLEET ***Signals Abolished: –**

Up Slow 2nd Home

Up Fast 2nd Home

Down Fast 2nd Home

The Up Slow, Up Fast and Down Fast 1st Home signals will become the Home signals.

Altered Signals

The Down Slow 2nd Home to Down Main, will be renewed as a straight post signal 32 yards before reaching the signal box with the arm at a reduced height of 12 ft. above rail level. (18)

DETAILS OF WORK ALREADY CARRIED OUT**SHERBURN-IN-ELMET NORTH**

The Up Siding has been made redundant, and the two trailing connections leading thereto from the Up Main have been secured out of use in the normal position pending removal.

All associated shunting signals, together with the "Calling-on" arm beneath the Up Main Starting signal have been abolished. (New Item) (18)

MILL LANE JUNCTION (BRADFORD NEW STATION)

The 3-aspect colour light No. 1 Platform Starting signal, with position light subsidiary and route indicator on the left, has been repositioned onto a new left-hand bracket. (16/17)

WHITWOOD

The Whitwood Branch (Moss Street) has been abolished. The trailing main to main crossover, together with the associated slip connection leading to the branch has been removed and plain line installed.

All associated ground disc shunting signals have been abolished. (16/17)

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

A new trailing connection leading from the Up Fast line (in the vicinity of Bridge No. 216 immediately North of Normanton Station) has been provided leading to the new 'TARMAC siding'.

The new trailing points and outlet traps are controlled from a 2-lever ground frame released from Normanton signal box.

A 'LIMIT OF SHUNT' notice board, applicable to set-back movements along the Up Fast line, has been provided 100 yards after passing the Up Fast Home (No.8) signal.

Telephone communication between Ground Frame and Normanton signal box has been provided. (16/17)

*** * LEEDS CITY PARCELS CONCENTRATION DEPOT**

New ground position light shunting signals with 2-way stencil type route indicators have been provided as follows:—

No. P.D.17 – situated to the left-hand (south) side of the Reception Sidings 48 yards west of the control cabin and applicable to the Reception Sidings or Parcel Dock line.

Indication
"S"

Application
Reception Sidings or Parcel Dock line to spur.

"L"

Reception Sidings or Parcel Dock line to L96 signal.

No. P.D.18 – situated between Nos. 1 and 2 Receptions (applicable to each line) and 33 yards east of the control cabin.

Indication
"S"

Application
Nos. 1 or 2 Reception lines towards the new PD17 signal.

"L"

Nos. 1 or 2 Reception lines towards L122 ground position light signal. (14)

*** * THORPE MARSH POWER STATION**

A ground position light shunting signal (elevated 2ft. above rail level) applicable to set-back movements along the "A" line, has been provided East of the Unloading Hopper; to repeat the aspects of No.13 signal.

The repeating signal is 220 yards East of No.13 signal. (14)

BETWEEN WATH ROAD JUNCTION AND HOUGHTON COLLIERY SIDINGS

The Down and Up Goods lines are now being worked under the Absolute Block Working Regulations.

Wath Road Junction

The "Calling-on" arm beneath the Down Slow to Down Goods Home signal has been abolished.

Wath North Station

The "Calling-on" arm beneath the Up Goods Starting signal has been abolished. (15)

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

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

GASCOIGNE WOOD – UP AND DOWN SIDINGS

Up Sidings

Up Sidings Nos.3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos.4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

DAIRYCOATES WEST AND MANOR HOUSE YARD

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****WAKEFIELD EXCHANGE SIDINGS**

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS—continued

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.

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.)

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.)

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
Neville Hill Carriage Sidings Exmover Washer Line	Welding rail joints	08 00 to 16 00 daily	
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant. Material and plant lying about.	08 00 to 17 00 daily.	
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 lying 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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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

MO.45/NS

York

30 MARCH 1973

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:—"

F.J. BURGE

Chief Operating Manager

Whitt



NS

EASTERN REGION

No.15

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

SATURDAY 14 APRIL

TO

FRIDAY 20 APRIL 1973

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
DONCASTER (BLACK CARR JN.) TO SKELTON BRIDGE - continued		
SATURDAY to SUNDAY 14 to 15 APRIL - continued		
York Station South	Down and Up Leeds (BLOCKED between signals 56 and 60 and signals 91, 92, 88 and 89) Down Main (BETWEEN TRAINS)	22 30 (Sat) to 18 30 (Sun). Cleaning out track and relaying switches and crossings (459 points) between 187m. 70chs. and 187m. 73chs. Crane in use. Trains replatformed as necessary
SUNDAY 15 APRIL Doncaster North and South	All	07 00 to 17 00. Changing relays and repairing points.
Doncaster North (Marshgate Jn.) and Arksey	00 01 to 23 59 Down Main and Down Loop (BLOCKED) 04 00 to 13 00 Up Main (BLOCKED)	00 01 to 23 59. Removing Down Loop redundant spans on bridge No.338. Breakdown crane in use. Trains diverted.
Bentley Colliery and Shaftholme	Down and Up Main (BLOCKED)	04 00 to 16 00. Rerailing, destressing and loading rails between 159 $\frac{3}{4}$ m.p. and 160m. 3chs. Cranes in use. All traffic diverted. Daw Lane auto half barriers manned.
Shaftholme and Selby South(1931 Signal)	Down and Up Main (BLOCKED)	00 01 to 14 00. Tamping and lining machines in use between 165 $\frac{3}{4}$ and 166m.p. Rerailing, destressing and loading rails between 170 $\frac{3}{4}$ and 172 $\frac{1}{2}$ m.p. Cranes and mechanical plant in use. All traffic diverted.
Barlby North Jn. and Selby Swing Bridge	All (BLOCKED except as shown in remarks)	04 00 to 09 30. Removing redundant signal bridge at 174m. 75chs. Cranes in use. Repairs to Selby Swing bridge No.25 at 174m. 33chs. All E.C.M.L. traffic diverted. Arrangements made to pass 1L52, 07 40 Hull to Leeds over the Up Slow.
Barlby North Jn. and Chaloners Whin (D 182 signal)	Down Main (BLOCKED)	03 30 to 13 30. Tamping machine in use between 175 and 181 $\frac{1}{4}$ m.p. All Down traffic diverted. Turnhead, Riccall South and York Road auto barriers manned.
Barlby North Jn. and Chaloners Whin	Down Main (BLOCKED between signal D.180 and signal Y.4)	13 30 to 19 30. Tamping machines in use between 181 $\frac{3}{4}$ and 185 $\frac{3}{4}$ m.p. All Down traffic diverted.
MONDAY to FRIDAY 16 to 20 APRIL Doncaster North (Marshgate Jn.) and Arksey	Down and Up Main and Down Loop	08 00 to 17 00 each day. Reconstructing bridge No. 338 at 157m. 47chs.

SHAFTHOLME TO FERRYBRIDGE**DAILY UNTIL FURTHER NOTICE**Womersley and
Knottingley South Jn. Down and Up Main**WEDNESDAY 18 APRIL**Knottingley South Jn. Nos. 5, 6 and 7
and Knottingley West Jn. Down Sidings
(BLOCKED)07 30 to 17 00. Constructing bridge No.9A at
59m. 58chs. Mechanical plant in use.07 00 to 17 00. Abandoning lead off No.7 siding
to Rockware Siding at 58m. 30chs.

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
DIGGLE TO HEALEY MILLS (HEATON LODGE JN.)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	Down and Up Main	08 00 to 16 00. Patch repairs in Standedge Tunnel between 15m. 11chs. and 18m. 14chs. Ladders in use. Sledge irons fixed.
Diggle and Marsden	All	07 30 to 17 00. Contractors sealing off shafts 2 and 3 in Standege Tunnel between 15m. 11chs. and 18m. 14chs.
Marsden and Gledholt Jn.	All	08 00 to 16 00. Work in connection with alterations to signalling and telecommunications.
Longwood Goods	All	08 00 to 17 00. Contractors demolishing warehouse at 23m. 35chs. Plant in use.
Heaton Lodge Jn. and Huddersfield	Up Main	07 00 to 18 00. Contractors removing ballast from disused formation adjacent to Up Main between 29½ and 27m.p. Plant in use.

PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)

DAILY UNTIL FURTHER NOTICE

Huddersfield Jn. and Clayton West Jn.	Down	07 30 to 16 30. Part removal of Penistone Station roof at 13m. 36chs. Ladders, trestles and crane use.
Penistone Huddersfield Jn. and Huddersfield (Springwood Jn.)	All	07 30 to 17 00. Installing cables and dismantling pole route.

MONDAY to WEDNESDAY 16 to 18 APRIL

Clayton West Jn. and Springwood Jn.	Down and Up Main (BLOCKED)	20 30 (Mon and Tue) to 05 30 (Tue and Wed). Relaying between 1m. 30chs. and 1m. 50chs. Crane in use. Clayton West Jn. signal box open.
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THORNHILL (L.N.W. JN.) TO LEEDS CITY (HOLBECK EAST JN)

DAILY UNTIL FURTHER NOTICE

Morley Low and Farnley Branch Jn.	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 Jn.	All	08 00 to 20 00. Testing signalling cables.
SUNDAY 15 APRIL		
Batley and Morley Low	Down Main	07 00 to 17 00. Regrading Down side slope between 36 and 36¼m.p. Mechanical excavator in use.
Morley Low and Batley	Up Main	08 00 to 17 00. Testing rails in Morley Tunnel between 38¼ and 36¼m.p.

THORNHILL JN. TO CLECKHEATON

DAILY UNTIL FURTHER NOTICE

Thornhill Jn. and Heckmondwike	All	08 00 to 18 00. Contractors erecting steel work adjacent to track between 1½ and 1¼ m.p. Cranes in use.
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SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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WATH ROAD JUNCTION TO BURTON SALMON - continued

SUNDAY 15 APRIL - continued

Moorthorpe Station Pontefract South	Down and Up Main	07 30 to 17 00. Steelwork repairs to bridge 41 at 8m. 63chs. also fixing ballast boards to bridge No.28 at 5m. 54chs. Pontefract South signal box open.
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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.
Wortley West Jn. and Hammerton Street	All	08 00 to 17 00. Contractors removing overhead cable on Down side between 2½m.p. and 2m. 50chs.
Stanningley Ground Frame	All	08 00 to 17 00. Contractors removing scrap and redundant Sidings between 3m. 75chs. and 4¼ m.p. Plant in use.
Stanningley Ground Frame and Laisterdyke Ground Frame	Down Main	08 00 to 16 00. Excavating for drains between 4 m. 10 chs. and 4 m. 32 chs. Mechanical plant in use.
Stanningley Ground Frame and Laisterdyke Ground Frame	Down Main	08 00 to 16 00. Demolishing former Stanningley Station signal box at 4m. 18chs. Mechanical plant in use.
Hammerton Street and Mill Lane Jn.	All	08 00 to 16 00. Work in connection with alterations to signalling.
Mill Lane Jn. and Bradford Exchange.	All	Contractors building in connection with new station. Plant in use.
Mill Lane Jn. and Bradford Exchange	All	08 00 to 16 00. Work in connection with alterations to signalling.
SUNDAY 15 APRIL		
Wortley West Jn. and Stanningley Ground Frame	00 01 to 11 00 Down and Up Main (BLOCKED) 11 00 to 13 00 Down Main (BLOCKED)	00 01 to 13 00. Relaying and installing C.W.R. between 2m. 10chs. and 2m. 40chs. Tracklayer, bale crane and tamper in use. 00 01 to 11 00. All traffic diverted. 11 00 to 13 00. Single line working over Up Main. Stanningley ground frame manned.
Mill Lane Jn. and Bradford Exchange	No.2 Platform (BLOCKED) No.1 Platform (BETWEEN TRAINS)	00 01 to 12 00. Laying new connections between 39m. 78chs. and 40m. 23chs. Trains replatformed as necessary.
Hammerton Street	All	07 30 to 17 00. Overhauling interlocking Signal box open.
TUESDAY to THURSDAY 17 to 19 APRIL		
Wortley West Jn. and Stanningley Ground Frame	Down Main (BLOCKED)	23 30 (Tue and Wed) to 05 30 (Wed and Thu). Tamping and lining machines in use between 2m. 10chs. and 2½m.p.

LAISTERDYKE YARD TO BOWLING JN.

DAILY UNTIL FURTHER NOTICE

Bowling Jn. and Hall Lane	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	Contractors repairing Bowling Viaduct between 191m. 74chs. and 191m. 78chs. Plant and Cranes in use. (See Section 'D'). Single line working over the Down Main.
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At or between	Lines affected	Remarks
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LEEDS CITY TO SKIPTON STATION SOUTH - continued

SUNDAY 15 APRIL - continued

Bingley Jn. and Keighley Station Jn.	05 00 to 14 30 Down and Up Main (BLOCKED)	05 00 (or after 1271, Aviemore to Leicester) to 18 00. Deep reballasting between 207m. 35chs. and 207m. 46chs. Tracklayer, traxcavators and tamper in use.
	14 30 to 18 00 Down Main (BLOCKED)	04 30 to 14 30. Bus service in operation.
	Up Main (BETWEEN TRAINS)	14 30 to 18 00. Single line working over the Up Main. Both signal boxes open.
Kildwick and Steeton	Up Main	06 00 to 15 00. Adjusting expansion gaps between 216m. 13chs. and 215m. 10chs. Both signal boxes open.

WEDNESDAY 18 APRIL

Steeton	Down Main	09 00 to 16 00. Removing defective weld at Steeton level crossing at 215m. 3chs.
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LEEDS CITY (WORTLEY JN.) TO HARROGATE (DRAGON)

DAILY UNTIL FURTHER NOTICE

Wortley Jn. and Horsforth	All	08 00 to 20 00. Testing signalling cables.
Harrogate South and Dragon	Down and Up Main	07 00 to 17 00. Cleaning and painting lineside equipment and structures between 18m. 30chs. and 19m. 29chs. Ladders and trestles in use.

MONDAY to FRIDAY 16 to 20 APRIL

Horsforth and Rigton	Down and Up Main	23 30 (Mon to Thu) to 06 00 (Tue to Fri). Clearing blocked culverts in Bramhope Tunnel between 7¼ and 7m. 76chs. Plant in use. Horseforth signal box open.
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SATURDAY to SUNDAY 14 to 15 APRIL

Horsforth and Rigton	Down and Up Main (BLOCKED)	23 30 (Sat) to 12 30 (Sun). Rerailing, welding, destressing C.W.R. between 5m. 65chs. and 7m. 76chs. Bus service in operation. Both signal boxes open.
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SUNDAY 15 APRIL

Wortley Jn. and Horsforth	Down and Up Main	07 30 to 17 00. Examination of bridges Nos.4 and 6 between 0m. 75chs. and 1m. 07chs. Ladders in use. Horsforth signal box open.
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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.

SATURDAY to SUNDAY 14 to 15 APRIL

Apperley Jn. and Guiseley Station	Down and Up Main	23 30 (Sat) to 09 00 (Sun). Examination of Greenbottom Tunnel between 204m. 61chs. and 204m. 68chs. Both signal boxes open.
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SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY TO HULL PARAGON - continued		
DAILY UNTIL FURTHER NOTICE - continued		
Broomfleet and Hessele Station	Down and Up Main	08 00 to 16 00. Ballasting between 14¾ and 5m.p. Mechanical plant in use.
Brough and Staddlethorpe	All	08 00 to 16 00. Recovering and dismantling pole route.
SATURDAY to SUNDAY 14 to 15 APRIL		
Marsh Lane Jn. and Neville Hill West Jn.	Down Main (BLOCKED except as shown in remarks)	23 30 (Sat) to 09 00 (Sun). Lining machine in use between 19m. 50chs. and 19m. 14chs. Arrangements made to pass 1E04 00 20 Manchester Victoria to York 1E24 18 28 Aberystwyth to York and 1H52 03 00 Leeds to Hull 1N01 00 30 King's Cross to Newcastle. Other traffic to travel over the Down Goods Loop.
Brough East and Hessele Haven	Down Main (BLOCKED)	23 00 (Sat) to 09 00 (Sun). Lifting track between 8m. 73chs. and 8¼m.p. Lifting machine in use. All traffic to travel over the Up Main/Fast under Single Line Working.
SUNDAY 15 APRIL		
Leeds City Station	All	08 00 to 17 15. Testing rails between 20m. 57chs. and 20¼m.p.
Barlby North Jn. and Selby Swing Bridge	All (BLOCKED except as shown in remarks)	04 00 to 09 30. Removing redundant signal bridge at 174m. 75chs. Cranes in use. All E.C.M.L. traffic diverted. Arrangements made to pass 1L52 07 40 Hull to Leeds over the Up Slow.
Brough East and Melton Lane	Down Main	06 00 to 16 00. Pulling back rails between 9m. 23chs. and 8m. 45chs.
MONDAY to THURSDAY 16 to 19 APRIL		
Brough East and Hessele Haven	Down Main (BLOCKED)	22 45(Mon to Wed) to 04 00(Tue to Thu). Tamping machine in use between 9 and 8½m.p. All traffic to travel over the Up Main/Fast under Single Line Working.
MONDAY to FRIDAY 16 to 20 APRIL		
Peckfield	All	08 30 to 17 00 each day. Contractors erecting telegraph pole and laying underground cables at 11m. 10chs. (Down Side).
STAINFORTH (THORNE JN.) TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Goole Bridge	Down and Up Main	08 00 to 16 00. Repairing Goole Swing Bridge No.5 at 5m. 8chs. Scaffolding in use.
SATURDAY to SUNDAY 14 to 15 APRIL		
Staddlethorpe and Boothferry Road	Up Main (BLOCKED)	23 30 (Sat) to 07 30 (Sun). De-stressing between 3m. 51chs. and 4m. 19chs. Repairing Goole Swing Bridge No.5 at 5m. 9chs. No Up Traffic.
HULL (WEST PARADE) TO SEAMER WEST		
DAILY UNTIL FURTHER NOTICE		
Beverley North	Down and Up Main	08 00 to 16 30. Preparatory work for locking alterations and installation of lifting barriers.

SECTION B - TEMPORARY ENGINEERING WORKS - continued NS-25

At or between	Lines affected	Remarks
HULL (WEST PARADE) TO SEAMER WEST - continued		
DAILY UNTIL FURTHER NOTICE - continued		
Lockington and Hutton Cranswick	Down Main	07 00 to 17 00. Contractors laying drain adjacent to track between 15½ m.p. and 16m. 18chs. Mechanical plant in use.
Bridlington South	All	08 00 to 16 00. Preparatory work for signalling alterations.
Bridlington Quay	All	08 00 to 16 30. Preparatory work for signalling alterations and installation of lifting barriers.
Bridlington Quay and Hunmanby	Single Line	07 30 to 16 30. Rerailing between 36¼ and 40m.p.
SUNDAY 15 APRIL		
Bridlington Quay	Down and Up Main	07 00 to 17 00. Preliminary work for installing lifting barriers at Bridlington Quay Level Crossing at 31m. 6chs. Mechanical plant in use.
Beverley Parks and Beverley Station	Down and Up Main	08 00 to 16 30. Resurfacing Flemingate level crossing at 8m. 1chs.
DAIRYCOATES WEST TO MANOR HOUSE YARD		
DAILY UNTIL FURTHER NOTICE		
Albert Dock and Manor House	Down and Up Main/Goods	07 30 to 18 00. Loading abandoned track to South of Up Goods Sidings. Mechanical plant in use.
HESLE ROAD TO ALEXANDRA DOCK		
DAILY UNTIL FURTHER NOTICE		
Hessle Road and Alexandra Dock	Extraction Works Sidings	07 30 to 18 00. Removing redundant sidings. Mechanical plant in use.
TUESDAY 17 APRIL		
Hessle Road (Burleigh Street)	Up and Down Alexandra Dock Branch and Extraction Works Sidings	08 00 to 16 00. Signalling alterations. (See Section 'C').

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

TUESDAY 17 APRIL – BURLEIGH STREET (HESSLE ROAD)

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

Trailing crossover between the Down and Up Alexandra Dock lines.
Facing connection – Up Alexandra Dock to Extraction Works Sidings.

Burleigh Street Crossover Ground Frame and Burleigh Street Works Sidings Ground Frame will be abolished. (19)

WEDNESDAY 18 APRIL – BRAMWITH

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

Trailing connection – Down Main to Down Sidings.
Trailing over-crossing – Up Main to Down Sidings (ground frame operated).

The Down Sidings outlet ground disc shunting signal will be abolished, and the ground disc shunting signal applying – set-back – Down Main to Up Main or to Down Sidings will in future apply – set-back towards the Up Main only. This signal will be repositioned on the cess side of the Down Main, adjacent to the Down Main point ends of the trailing crossover. (19)

DETAILS OF WORK ALREADY CARRIED OUT

****BETWEEN WATH ROAD JUNCTION AND HOUGHTON COLLIERY SIDINGS**

The Down and Up Goods lines are now being worked under the Absolute Block Working Regulations.

Wath Road Junction

The "Calling-on" arm beneath the Down Slow to Down Goods Home signal has been abolished.

Wath North Station

The "Calling-on" arm beneath the Up Goods Starting signal has been abolished. (15)

NORMANTON

A new trailing connection leading from the Up Fast line (in the vicinity of Bridge No. 216 immediately North of Normanton Station) has been provided leading to the new 'TARMAC siding'.

The new trailing points and outlet traps are controlled from a 2-lever ground frame released from Normanton signal box.

A 'LIMIT OF SHUNT' notice board, applicable to set-back movements along the Up Fast line, has been provided 100 yards after passing the Up Fast Home (No.8) signal.

Telephone communication between Ground Frame and Normanton signal box has been provided. (16/17)

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
SHERBURN-IN-ELMET NORTH

The Up Siding has been made redundant, and the two trailing connections leading thereto from the Up Main have been secured out of use in the normal position pending removal.
All associated shunting signals, together with the "Calling-on" arm beneath the Up Main Starting signal have been abolished. (18)

MILL LANE JUNCTION (BRADFORD NEW STATION)

The 3-aspect colour light No. 1 Platform Starting signal, with position light subsidiary and route indicator on the left, has been repositioned onto a new left-hand bracket. (16/17)

WHITWOOD

The Whitwood Branch (Moss Street) has been abolished. The trailing main to main crossover, together with the associated slip connection leading to the branch has been removed and plain line installed.
All associated ground disc shunting signals have been abolished. (16/17)

SHIPLEY (BINGLEY JUNCTION)

The Down Main Section signal has been repositioned 830 yards after passing the signal box (510 yards further than formerly), with the arm at an increased height of 18ft. above rail level.
An adjacent telephone connected to the signal box has been provided. (18)

BROOMFLEET

Signals Abolished: -

Up Slow 2nd Home
Up Fast 2nd Home
Down Fast 2nd Home

The Up Slow, Up Fast and Down Fast 1st Home signals have become the Home signals.

Altered Signals

The Down Slow 2nd Home to Down Main, has been renewed as a straight post signal 32 yards before reaching the signal box with the arm at a reduced height of 12ft. above rail level. (18)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

★ MATISA TYPE BNR 1.85 – TAMPING/LINING MACHINE

The following Instructions must be strictly observed in connection with the operation and movement of the above named machine:—

1. The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speeds must be observed:—
 - (a) On plain line – 25 m.p.h.
 - (b) Over switches and crossings – 15 m.p.h.
2. The machine is fitted with B.R. Standard type buffers and draw gear at the rear end only, and should assistance be required, it will be necessary to specify to which end of the machine the assisting locomotive must approach.

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

GASCOIGNE WOOD – UP AND DOWN SIDINGS

Up Sidings

Up Sidings Nos. 3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos. 4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

DAIRYCOATES WEST AND MANOR HOUSE YARD

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

★ WATERLOO COLLIERY CARRIAGE SIDINGS

No. 1 Siding will be reduced in length to provide 350 yards standage and new buffer stops will be provided at this point.

No. 2 Siding will be spiked out of use pending removal.

Commencing Friday 20 April.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 38 m. 49 chs. 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 Middle Coal Road and adjacent shunt spur 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.

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.

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.)

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.)

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.

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 to MONDAY 29 to 30 APRIL – BRAYTON, SELBY SOUTH, SELBY WEST AND YORK, AND BETWEEN SELBY WEST AND HEMINGBOROUGH**

Selby South signal box will be abolished, and the control of all signals and points and release of ground frames will be transferred to Selby West Gate Box which will become a signal box and renamed **SELBY**.

The Absolute Block Working between Selby South and Brayton will be replaced by Track Circuit Block Working in both directions between Brayton L.C. and the newly named Selby signal box.

The present T.C.B. working between Selby South, York and Hemingborough will now be between Brayton-Selby and York and between Selby and Hemingborough.

The Absolute Block Working between Selby South and Thorpe Gates signal box will now be between Selby and Thorpe Gates.

All telephones formerly connected to Selby South will be reconnected to Selby. (20)

SATURDAY to SUNDAY 21 to 22 APRIL – HARROGATE DRAGON

The trailing Main to Main crossover, and the adjacent facing connection, leading from the Down Main to the Goods line will, together with the associated shunting signals, be abolished. (20)

DETAILS OF WORK ALREADY CARRIED OUT**BRAMWITH**

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

Trailing connection – Down Main to Down Sidings.

Trailing over-crossing – Up Main to Down Sidings (ground frame operated).

The Down Sidings outlet ground disc shunting signal has been abolished, and the ground disc shunting signal applying – set back – Down Main to Up Main or to Down Sidings now applies set-back towards the Up Main only. This signal has been repositioned on the cess side of the Down Main, adjacent to the Down Main point ends of the trailing crossover. (19)

*** * * NORMANTON**

A new trailing connection leading from the Up Fast line (in the vicinity of Bridge No. 216 immediately North of Normanton Station) has been provided leading to the new 'TARMAC siding'.

The new trailing points and outlet traps are controlled from a 2-lever ground frame released from Normanton signal box.

A 'LIMIT OF SHUNT' notice board, applicable to set-back movements along the Up Fast line, has been provided 100 yards after passing the Up Fast Home (No.8) signal.

Telephone communication between Ground Frame and Normanton signal box has been provided. (16/17)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BURLEIGH STREET (HESSLE ROAD)**

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

- Trailing crossover between the Down and Up Alexandra Dock lines.
- Facing connection – Up Alexandra Dock to Extraction Works Sidings.

Burleigh Street Crossover Ground Frame and Burleigh Street Works Sidings Ground Frame have been abolished. (19)

SHERBURN-IN-ELMET NORTH

The Up Siding has been made redundant, and the two trailing connections leading thereto from the Up Main have been secured out of use in the normal position pending removal.

All associated shunting signals, together with the "Calling-on" arm beneath the Up Main Starting signal have been abolished. (18)

**** HILL LANE JUNCTION (BRADFORD NEW STATION)**

The 3-aspect colour light No. 1 Platform Starting signal, with position light subsidiary and route indicator on the left, has been repositioned onto a new left-hand bracket. (16/17)

**** WHITWOOD**

The Whitwood Branch (Moss Street) has been abolished. The trailing main to main crossover, together with the associated slip connection leading to the branch has been removed and plain line installed.

All associated ground disc shunting signals have been abolished. (16/17)

SHIPLEY (BINGLEY JUNCTION)

The Down Main Section signal has been repositioned 830 yards after passing the signal box (510 yards further than formerly), with the arm at an increased height of 18ft. above rail level.

An adjacent telephone connected to the signal box has been provided. (18)

BROOMFLEET**Signals Abolished:—**

- Up Slow 2nd Home
- Up Fast 2nd Home
- Down Fast 2nd Home

The Up Slow, Up Fast and Down Fast 1st Home signals have become the Home signals.

Altered Signals

The Down Slow 2nd Home to Down Main, has been renewed as a straight post signal 32 yards before reaching the signal box with the arm at a reduced height of 12ft. above rail level. (18)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ ALTERATIONS TO GENERAL APPENDIX

Pages 56 – 61 – WORKING INSTRUCTIONS FOR FREIGHTLINER TRAINS AND FOR FREIGHTLINER WAGONS ATTACHED TO OTHER SERVICES

Pages 57 – 59 – Delete Instructions 7 and 8 and substitute the following: –

7. There are two equipments presently used for securing I.S.O. containers to Freightliner wagons.

(a) **Location and Securing Spigot – Old Type**

Non-retractable removable spigot; Container secured at diagonal corner castings.

(Note – This arrangement is being superseded by retractable twistlocks referred to in item (b) below)

Operation – Loading

The locating and securing spigots must be fitted into the twistlock sockets provided on the underframe to suit the length of container being loaded, and placed in the release position for loading of the container. When the container is located on the wagon, the operating handle of the twistlock is raised to the horizontal position and rotated through 90 degrees, in a left hand direction, then replaced in its vertical position. The assembly is then locked, the container is secured by two diagonally opposed corner castings to the wagon.

Operation – Unloading

The operating handle of the twistlock must be raised to a horizontal position, rotated through 90 degrees in a right hand direction and then replaced in a vertical position. The locating and securing spigot is now in the release position inside the container corner casting, and the container can be lifted off the vehicle. Unless another container of the same length is being loaded, the spigots must be withdrawn from the twistlocks and replaced in the tray provided on the vehicle underframe.

(b) **Retractable Twistlocks**

Whenever the equipment on the wagon makes four corner securing of containers possible then four corner security must be employed.

Where the wagon has not been modified to make this possible it is vital that containers are secured to the wagon by two twistlocks at diagonally opposite corners.

Operation – Loading

The centre assembly of the twistlock is raised from the retracted or stowed position. This operation is carried out by first lifting up the centre assembly as far as it will travel, then turning it through 90 degrees and allowing it to fall. The twistlock operating handle must be pointing outwards from the vehicle, thus ensuring the twistlock heads are in the loading position, and acting as locating points ready to accept the container. When the container has been loaded, the twistlock operating handles are turned through 90 degrees. (This places the handles in line with the vehicles), this operation locks the twistlock head in the corner casting of the container.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO GENERAL APPENDIX – continued

7 (b) Operation – Unloading

The twistlock operating handles are turned through 90 degrees, the handles will now be pointing outwards from the vehicle and the twistlock heads will be unlocked inside the corner castings. The container can now be lifted off the vehicle. Unless another container of the same length is being loaded the twistlock centre assemblies must be retracted. To carry out this operation the centre assembly must be raised, turned through 90 degrees and allowed to fall. The twistlock head will now be below loading floor level and supported on the cross bolt and cross straps of the main housing.

The twistlock operating handle must be placed in the locked position (i.e. in line with the vehicle). The twistlock centre assembly is held captive in the main housing by means of the cross bolt secured between the two side plates.

8 (Instruction cancelled)

Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS (MERRY-GO-ROUND TRAINS)

Add new paragraph as under:—

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train maybe allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "For repairs" labels affixed to them.

MISCELLANEOUS INSTRUCTIONS

MATISA TYPE BNR I.85 – TAMPING/LINING MACHINE

The following Instructions must be strictly observed in connection with the operation and movement of the above named machine:—

- The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speeds must be observed:—
 - On plain line – 25 m.p.h.
 - Over switches and crossings – 15 m.p.h.
- The machine is fitted with B.R. Standard type buffers and draw gear at the rear end only, and should assistance be required, it will be necessary to specify to which end of the machine the assisting locomotive must approach.

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

GASCOIGNE WOOD - UP AND DOWN SIDINGS

Up Sidings

Up Sidings Nos. 3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos. 4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

DAIRYCOATES WEST AND MANOR HOUSE YARD

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WATERLOO COLLIERY CARRIAGE SIDINGS

No. 1 Siding will be reduced in length to provide 350 yards standage and new buffer stops will be provided at this point.

No. 2 Siding will be spiked out of use pending removal.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

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

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 0m. 8chs. and 0m. 12chs. 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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

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.

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.)

★ SHIPLEY PASSENGER STATION

From Sunday 29 April Platform No.3 will be permanently shortened at the Leeds end by 50 yards to a length of 110 yards.

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.)

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.)

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
Neville Hill Carriage Sidings Exmover Washer Line	Welding rail joints	08 00 to 16 00 daily	
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant. Material and plant lying about.	08 00 to 17 00 daily.	
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES - continued

Location	Nature of Work	Duration	Commencing Date
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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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

MO.45/NS
York
13 APRIL 1973

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

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES - continued

Location	Nature of Work	Duration	Commencing Date
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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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

MO.45/NS
York
13 APRIL 1973

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:18
5-11.5.73

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 to MONDAY 6 to 7 MAY – SHAFTHOLME – BRAYTON AND SELBY

Brayton signal box will be converted to a Gate Box. Shaftholme and Selby signal boxes will now be in direct communication.

All signals formerly controlled by Brayton will be brought under the control of Selby. All signal post identification plate prefixes "BN" will be altered to "S" and all signal post telephones formerly connected to Brayton will be re-connected, to Selby.

Brayton (Gate Box)

The trailing main to main crossover, together with the ground disc signal applying set back – Up Main to Down Main will be abolished.

The facing points – Up Main to Barlow Branch single line, and the Branch outlet traps, will be brought under control of Selby.

The Gate Box will have control of the lifting barriers and have emergency control over the following approach signals :-

S879(Down Main), S880(Up Main) and on the position light subsidiary below the new Up Branch signal S881(see below).

The Up Barlow Branch Home to Down Main, together with the Distant arm below, will be abolished and replaced by a new colour light signal displaying Red aspect only 12 ft. above rail level and plated S881.

A position light subsidiary will be provided on the post of S881 signal which will apply – set-back along the Up Main to ground position light subsidiary No.S577.

A signal post telephone connected to Selby will also be provided.

The A.W.S. track equipment applicable to the Up Barlow Branch signals will be abolished. (21)

SUNDAY 6 MAY – YORK STATION (north end)

The connection – Middle Road – Up Station line "X", will be secured out of use in the normal position pending removal.

The trap points – No.14 Platform line to Up Station line "X", will be secured in the reverse position pending removal.

Signalling Alterations :-

The gantry signal (Y152), together with the associated route indicator and position light subsidiary, reading from No.14 Platform line to Down Station line "X" or to Down Scarborough line, will be renewed on a straight post 74 yards further north.

The two adjacent ground position light shunting signals (Y153 and Y154) reading to No.14 Platform line or to Middle Road, and from No.14 Platform line or Middle Road to Up Station line "X" or to Down Station line "W" or to Down Scarborough line, will be re-positioned 34 yards further north, and No.Y153 signal will no longer read towards the Middle Road. (See also Section "D"). (21)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

BRAYTON, SELBY SOUTH, SELBY WEST AND YORK, AND BETWEEN SELBY WEST AND HEMINGBOROUGH

Selby South signal box has been abolished, and the control of all signals and points and release of ground frames has been transferred to Selby West Gate Box which has become a signal box and renamed **Selby**

The Absolute Block Working between Selby South and Brayton has been replaced by Track Circuit Block Working in both directions between Brayton L.C. and the newly named Selby signal box.

The present T.C.B. working between Selby South, York and Hemingborough is now between Brayton-Selby and York and between Selby and Hemingborough.

The Absolute Block Working between Selby South and Thorpe Gates signal box is now between Selby and Thorpe Gates.

All telephones formerly connected to Selby South have been reconnected to Selby. (20)

HARROGATE DRAGON

The trailing Main to Main crossover, and the adjacent facing connection, leading from the Down Main to the Goods line, together with the associated shunting signals, have been abolished. (20)

BRAMWITH

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

Trailing connection – Down Main to Down Sidings.

Trailing over-crossing – Up Main to Down Sidings (ground frame operated).

The Down Sidings outlet ground disc shunting signal has been abolished, and the ground disc shunting signal applying – set back – Down Main to Up Main or to Down Sidings now applies set-back towards the Up Main only. This signal has been repositioned on the cess side of the Down Main, adjacent to the Down Main point ends of the trailing crossover. (19)

BRIDLINGTON QUAY ✓

The Up Main Home 3-aspect colour light signal, with route indicator reading to Nos.4 and 5 Platform lines, has been re-positioned 40 yards further from the signal box.

The Up Main Distant 3-aspect colour light signal has been re-positioned 50 yards further from the signal box and is now 1,650 yards before reaching the re-positioned Up Main Home signal. (New Item)(21)

BURLEIGH STREET (HESSLE ROAD) *

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

Trailing crossover between the Down and Up Alexandra Dock lines.

Facing connection – Up Alexandra Dock to Extraction Works Sidings.

Burleigh Street Crossover Ground Frame and Burleigh Street Works Sidings Ground Frame have been abolished. (19)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** SHERBURN-IN-ELMET NORTH

The Up Siding has been made redundant, and the two trailing connections leading thereto from the Up Main have been secured out of use in the normal position pending removal.

All associated shunting signals, together with the "Calling-on" arm beneath the Up Main Starting signal have been abolished. (18)

** SHIPLEY (BINGLEY JUNCTION)

The Down Main Section signal has been repositioned 830 yards after passing the signal box (510 yards further than formerly), with the arm at an increased height of 18ft. above rail level.

An adjacent telephone connected to the signal box has been provided. (18)

** BROOMFLEET

Signals Abolished: -

Up Slow 2nd Home

Up Fast 2nd Home

Down Fast 2nd Home

The Up Slow, Up Fast and Down Fast 1st Home signals have become the Home signals.

Altered Signals

The Down Slow 2nd Home to Down Main, has been renewed as a straight post signal 32 yards before reaching the signal box with the arm at a reduced height of 12ft. above rail level. (18)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO GENERAL APPENDIX – continued

7 (b) Operation – Unloading

The twistlock operating handles are turned through 90 degrees, the handles will now be pointing outwards from the vehicle and the twistlock heads will be unlocked inside the corner castings. The container can now be lifted off the vehicle. Unless another container of the same length is being loaded the twistlock centre assemblies must be retracted. To carry out this operation the centre assembly must be raised, turned through 90 degrees and allowed to fall. The twistlock head will now be below loading floor level and supported on the cross bolt and cross straps of the main housing.

The twistlock operating handle must be placed in the locked position (i.e. in line with the vehicle). The twistlock centre assembly is held captive in the main housing by means of the cross bolt secured between the two side plates.

8 (Instruction cancelled)

Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS
(MERRY-GO-ROUND TRAINS)

Add new paragraph as under:–

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train maybe allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "For repairs" labels affixed to them.

MISCELLANEOUS INSTRUCTIONS

MATISA TYPE BNR I.85 – TAMPING/LINING MACHINE

The following Instructions must be strictly observed in connection with the operation and movement of the above named machine:–

1. The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speeds must be observed:–
 - (a) On plain line – 25 m.p.h.
 - (b) Over switches and crossings – 15 m.p.h.
2. The machine is fitted with B.R. Standard type buffers and draw gear at the rear end only, and should assistance be required, it will be necessary to specify to which end of the machine the assisting locomotive must approach.

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****GASCOIGNE WOOD - UP AND DOWN SIDINGS****Up Sidings**

Up Sidings Nos.3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos.4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

DAIRYCOATES WEST AND MANOR HOUSE YARD

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WATERLOO COLLIERY CARRIAGE SIDINGS

No.1 Siding will be reduced in length to provide 350 yards standage and new buffer stops will be provided at this point.

No.2 Siding will be spiked out of use pending removal.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

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

★ YORK STATION — NO.14 PLATFORM

Owing to the repositioning of Y152 signal, Drivers of Down stopping trains must normally draw their trains down to this signal before coming to a stand. (See Section 'C'). (21)

Commencing Sunday 6 May.

HORBURY JUNCTION

No 3 Siding has been secured out of use pending removal.

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 0m. 8chs. and 0m. 12chs. 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.)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

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.

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.)

SHIPLEY PASSENGER STATION

From Sunday 29 April Platform No.3 will be permanently shortened at the Leeds end by 50 yards to a length of 110 yards.

From Sunday 6 May Platform No.4 will be permanently shortened at the Leeds end by 80 yards to a length of 110 yards.

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.)

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.)

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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant. Material and plant lying about.	08 00 to 17 00 daily.	
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES - continued

Location	Nature of Work	Duration	Commencing Date
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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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

MO.45/NS
York
25 APRIL 1973

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 19/73
12-18.5.73**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

DETAILS OF WORK REFERRED TO IN SECTION B**WEDNESDAY 16 MAY – BRIDLINGTON QUAY**

A miniature arm shunting signal applying – set back – No.2 Platform to Down Main, will be provided below the semaphore arm signal applying – set back from No.2 Platform along the Up Main. (23)

DETAILS OF WORK ALREADY CARRIED OUT**SHAFTHOLME – BRAYTON AND SELBY**

Brayton signal box has been converted to a Gate Box. Shalftholme and Selby signal boxes are now in direct communication.

All signals formerly controlled by Brayton have been brought under the control of Selby. All signal post identification plate prefixes "BN" have been altered to "S" and all signal post telephones formerly connected to Brayton have been re-connected to Selby.

Brayton (Gate Box)

The trailing main to main crossover, together with the ground disc signal applying set back – Up Main to Down Main has been abolished.

The facing points – Up Main to Barlow Branch single line, and the Branch outlet traps, have been brought under control of Selby.

The Gate Box has control of the lifting barriers and has emergency control over the following approach signals:-

S879(Down Main), S880(Up Main) and on the position light subsidiary below the new Up Branch signal S881(see below).

The Up Barlow Branch Home to Down Main, together with the Distant arm below, has been abolished and replaced by a new colour light signal displaying Red aspect only 12ft. above rail level and plated S881.

A position light subsidiary has been provided on the post of S881 signal which now applies set back along the Up Main to ground position light subsidiary No.S577.

A signal post telephone connected to Selby has been provided.

The A.W.S. track equipment applicable to the Up Barlow Branch signals have been abolished. (21)

YORK STATION (north end)

The connection – Middle Road – Up Station line "X" has been secured out of use in the normal position pending removal.

The trap points – No.14 Platform line to Up Station line "X" has been secured in the reverse position pending removal.

Signalling Alterations :-

The gantry signal (Y152), together with the associated route indicator and position light subsidiary, reading from No.14 Platform line to Down Station line "X" or to Down Scarborough line, has been renewed on a straight post 74 yards further north.

The two adjacent ground position light shunting signals (Y153 and Y154) reading to No.14 Platform line or to Middle Road, and from No.14 Platform line or Middle Road to Up Station line "X" or to Down Station line "W" or to Down Scarborough line, have been re-positioned 34 yards further north, and No.Y153 signal does no longer read towards the Middle Road. (See also Section 'D').

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BRAYTON, SELBY SOUTH, SELBY WEST AND YORK, AND BETWEEN SELBY WEST AND HEMINGBOROUGH**

Selby South signal box has been abolished, and the control of all signals and points and release of ground frames has been transferred to Selby West Gate Box which has become a signal box and renamed

Selby

The Absolute Block Working between Selby South and Brayton has been replaced by Track Circuit Block Working in both directions between Brayton L.C. and the newly named Selby signal box.

The present T.C.B. working between Selby South, York and Hemingborough is now between Brayton-Selby and York and between Selby and Hemingborough.

The Absolute Block Working between Selby South and Thorpe Gates signal box is now between Selby and Thorpe Gates.

All telephones formerly connected to Selby South have been reconnected to Selby. (20)

HARROGATE DRAGON

The trailing Main to Main crossover, and the adjacent facing connection, leading from the Down Main to the Goods line, together with the associated shunting signals, have been abolished. (20)

**** BRAMWITH**

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

Trailing connection – Down Main to Down Sidings.

Trailing over-crossing – Up Main to Down Sidings (ground frame operated).

The Down Sidings outlet ground disc shunting signal has been abolished, and the ground disc shunting signal applying – set back – Down Main to Up Main or to Down Sidings now applies set-back towards the Up Main only. This signal has been repositioned on the cess side of the Down Main, adjacent to the Down Main point ends of the trailing crossover. (19)

BRIDLINGTON QUAY

The Up Main Home 3-aspect colour light signal, with route indicator reading to Nos.4 and 5 Platform lines, has been re-positioned 40 yards further from the signal box.

The Up Main Distant 3-aspect colour light signal has been re-positioned 50 yards further from the signal box and is now 1,650 yards before reaching the re-positioned Up Main Home signal. (New Item)(21)

**** BURLEIGH STREET (HESSLE ROAD)**

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

Trailing crossover between the Down and Up Alexandra Dock lines.

Facing connection – Up Alexandra Dock to Extraction Works Sidings.

Burleigh Street Crossover Ground Frame and Burleigh Street Works Sidings Ground Frame have been abolished. (19)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

Pages 56 – 61 – WORKING INSTRUCTIONS FOR FREIGHTLINER TRAINS AND FOR FREIGHTLINER WAGONS ATTACHED TO OTHER SERVICES

Pages 57 – 59 – Delete Instructions 7 and 8 and substitute the following: –

7. There are two equipments presently used for securing I.S.O. containers to Freightliner wagons.

(a) **Location and Securing Spigot – Old Type**

Non-retractable removable spigot; Container secured at diagonal corner castings.

(Note – This arrangement is being superseded by retractable twistlocks referred to in item

(b) below)

Operation – Loading

The locating and securing spigots must be fitted into the twistlock sockets provided on the underframe to suit the length of container being loaded, and placed in the release position for loading of the container. When the container is located on the wagon, the operating handle of the twistlock is raised to the horizontal position and rotated through 90 degrees, in a left hand direction, then replaced in its vertical position. The assembly is then locked, the container is secured by two diagonally opposed corner castings to the wagon.

Operation – Unloading

The operating handle of the twistlock must be raised to a horizontal position, rotated through 90 degrees in a right hand direction and then replaced in a vertical position. The locating and securing spigot is now in the release position inside the container corner casting, and the container can be lifted off the vehicle. Unless another container of the same length is being loaded, the spigots must be withdrawn from the twistlocks and replaced in the tray provided on the vehicle underframe.

(b) **Retractable Twistlocks**

Whenever the equipment on the wagon makes four corner securing of containers possible then four corner security must be employed.

Where the wagon has not been modified to make this possible it is vital that containers are secured to the wagon by two twistlocks at diagonally opposite corners.

Operation – Loading

The centre assembly of the twistlock is raised from the retracted or stowed position. This operation is carried out by first lifting up the centre assembly as far as it will travel, then turning it through 90 degrees and allowing it to fall. The twistlock operating handle must be pointing outwards from the vehicle, thus ensuring the twistlock heads are in the loading position, and acting as locating points ready to accept the container. When the container has been loaded, the twistlock operating handles are turned through 90 degrees. (This places the handles in line with the vehicles), this operation locks the twistlock head in the corner casting of the container.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO GENERAL APPENDIX – continued

7 (b) Operation – Unloading

The twistlock operating handles are turned through 90 degrees, the handles will now be pointing outwards from the vehicle and the twistlock heads will be unlocked inside the corner castings. The container can now be lifted off the vehicle. Unless another container of the same length is being loaded the twistlock centre assemblies must be retracted. To carry out this operation the centre assembly must be raised, turned through 90 degrees and allowed to fall. The twistlock head will now be below loading floor level and supported on the cross bolt and cross straps of the main housing.

The twistlock operating handle must be placed in the locked position (i.e. in line with the vehicle). The twistlock centre assembly is held captive in the main housing by means of the cross bolt secured between the two side plates.

8 (Instruction cancelled)

Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS (MERRY-GO-ROUND TRAINS)

Add new paragraph as under:–

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train maybe allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "For repairs" labels affixed to them.

MISCELLANEOUS INSTRUCTIONS

MATISA TYPE BNR 1.85 – TAMPING/LINING MACHINE

The following Instructions must be strictly observed in connection with the operation and movement of the above named machine:–

- The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speeds must be observed:–
 - On plain line – 25 m.p.h.
 - Over switches and crossings – 15 m.p.h.
- The machine is fitted with B.R. Standard type buffers and draw gear at the rear end only, and should assistance be required, it will be necessary to specify to which end of the machine the assisting locomotive must approach.

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****GASCOIGNE WOOD – UP AND DOWN SIDINGS****Up Sidings**

Up Sidings Nos. 3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos. 4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

DAIRYCOATES WEST AND MANOR HOUSE YARD

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WATERLOO COLLIERY CARRIAGE SIDINGS

No. 1 Siding will be reduced in length to provide 350 yards standage and new buffer stops will be provided at this point.

No. 2 Siding will be spiked out of use pending removal.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

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.)

SHIPLEY PASSENGER STATION

From Sunday 29 April Platform No.3 will be permanently shortened at the Leeds end by 50 yards to a length of 110 yards.
From Sunday 6 May Platform No.4 will be permanently shortened at the Leeds end by 80 yards to a length of 110 yards.

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.)

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.)

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
*Wakefield C.W. repair Shops Turntable Road	Removing Turntable and Filling Pit. Plant in use.	07 30 to 17 00 daily.	Monday 14 May.
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant. Material and plant lying about.	08 00 to 17 00 daily.	
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line	08 00 to 18 00 daily.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES - continued

Location	Nature of Work	Duration	Commencing Date
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	
Bradford Hammerton Street Diesel Depot. Cleaning Shed Roads 1 to 6	Removing brick paving between Pit Roads and replacing with concrete. Materials and plant lying about.	08 00 to 16 00 daily	

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

MO.45/NS
York
2 MAY, 1973

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 20 MAY – MILL LANE JUNCTION**

The No.2 Platform starting signal to Up Branch or to Up Main (M19) will be positioned onto a new right-hand bracket (24)

SUNDAY 20 MAY – SELBY AND GASCOIGNE WOOD

Revised signalling will be commissioned.

All details are shown in **Supplementary Signalling Notice No.54** and all concerned must be in possession of a copy. (24)

WEDNESDAY 23 MAY – ALBERT DOCK (HULL) •

The Mineral Sidings and Up Sidings, together with all associated inlet and outlet signals will be abolished.

The following points and connections will be removed:-

Trailing Up Main Goods from Mineral Sidings.

Trailing Up Main Goods from Up Sidings.

Slip points leading from the Down Main Goods to Mineral Sidings. (24)

DETAILS OF WORK ALREADY CARRIED OUT**WEDNESDAY 16 MAY – BRIDLINGTON QUAY ? SOUTH BOX ✓**

A miniature arm shunting signal applying – set back – No.2 Platform to Down Main, has been provided below the semaphore arm signal applying – set back from No.2 Platform along the Up Main. (23)

SHAFTHOLME – BRAYTON AND SELBY

Brayton signal box has been converted to a Gate Box. Shalftholme and Selby signal boxes are now in direct communication.

All signals formerly controlled by Brayton have been brought under the control of Selby. All signal post identification plate prefixes "BN" have been altered to "S" and all signal post telephones formerly connected to Brayton have been re-connected to Selby.

Brayton (Gate Box)

The trailing main to main crossover, together with the ground disc signal applying set back – Up Main to Down Main has been abolished.

The facing points – Up Main to Barlow Branch single line, and the Branch outlet traps, have been brought under control of Selby.

The Gate Box has control of the lifting barriers and has emergency control over the following approach signals:-

S879(Down Main), S880(Up Main) and on the position light subsidiary below the new Up Branch signal S881(see below).

The Up Barlow Branch Home to Down Main, together with the Distant arm below, has been abolished and replaced by a new colour light signal displaying Red aspect only 12ft. above rail level and plated S881.

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

SHAFTHOLME-BRAYTON AND SELBY—continued

Brayton (Gate Box)—continued

A position light subsidiary has been provided on the post of S881 signal which now applies set back along the Up Main to ground position light subsidiary No.S577.

A signal post telephone connected to Selby has been provided.

The A.W.S. track equipment applicable to the Up Barlow Branch signals have been abolished. (21)

YORK STATION (north end)

The connection – Middle Road – Up Station line "X" (via No.14 Platform line) has been secured out of use in the normal position pending removal.

The trap points – No.14 Platform line to Up Station line "X" has been secured in the reverse position pending removal.

Signalling Alterations :-

The gantry signal (Y152), together with the associated route indicator and position light subsidiary, reading from No.14 Platform line to Down Station line "X" or to Down Scarborough line, has been renewed on a straight post 74 yards further north.

The two adjacent ground position light shunting signals (Y153 and Y154) reading to No.14 Platform line or to Middle Road, and from No.14 Platform line or Middle Road to Up Station line "X" or to Down Station line "W" or to Down Scarborough line, have been re-positioned 34 yards further north, and No.Y153 signal does no longer read towards the Middle Road. (See also Section 'D').

*** BRAYTON, SELBY SOUTH, SELBY WEST AND YORK, AND BETWEEN SELBY WEST AND HEMINGBOROUGH**

Selby South signal box has been abolished, and the control of all signals and points and release of ground frames has been transferred to Selby West Gate Box which has become a signal box and renamed

Selby

The Absolute Block Working between Selby South and Brayton has been replaced by Track Circuit Block Working in both directions between Brayton L.C. and the newly named Selby signal box.

The present T.C.B. working between Selby South, York and Hemingborough is now between Brayton-Selby and York and between Selby and Hemingborough.

The Absolute Block Working between Selby South and Thorpe Gates signal box is now between Selby and Thorpe Gates.

All telephones formerly connected to Selby South have been reconnected to Selby. (20)

**** HARROGATE DRAGON**

The trailing Main to Main crossover, and the adjacent facing connection, leading from the Down Main to the Goods line, together with the associated shunting signals, have been abolished. (20)

BRIDLINGTON QUAY

The Up Main Home 3-aspect colour light signal, with route indicator reading to Nos.4 and 5 Platform lines, has been re-positioned 40 yards further from the signal box.

The Up Main Distant 3-aspect colour light signal has been re-positioned 50 yards further from the signal box and is now 1,650 yards before reaching the re-positioned Up Main Home signal. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

Pages 56 – 61 – WORKING INSTRUCTIONS FOR FREIGHTLINER TRAINS AND FOR FREIGHTLINER WAGONS ATTACHED TO OTHER SERVICES

Pages 57 – 59 – Delete Instructions 7 and 8 and substitute the following:—

7. There are two equipments presently used for securing I.S.O. containers to Freightliner wagons.

(a) **Location and Securing Spigot – Old Type**

Non-retractable removable spigot; Container secured at diagonal corner castings.

(Note – This arrangement is being superseded by retractable twistlocks referred to in item (b) below)

Operation – Loading

The locating and securing spigots must be fitted into the twistlock sockets provided on the underframe to suit the length of container being loaded, and placed in the release position for loading of the container. When the container is located on the wagon, the operating handle of the twistlock is raised to the horizontal position and rotated through 90 degrees, in a left hand direction, then replaced in its vertical position. The assembly is then locked, the container is secured by two diagonally opposed corner castings to the wagon.

Operation – Unloading

The operating handle of the twistlock must be raised to a horizontal position, rotated through 90 degrees in a right hand direction and then replaced in a vertical position. The locating and securing spigot is now in the release position inside the container corner casting, and the container can be lifted off the vehicle. Unless another container of the same length is being loaded, the spigots must be withdrawn from the twistlocks and replaced in the tray provided on the vehicle underframe.

(b) **Retractable Twistlocks**

Whenever the equipment on the wagon makes four corner securing of containers possible then four corner security must be employed.

Where the wagon has not been modified to make this possible it is vital that containers are secured to the wagon by two twistlocks at diagonally opposite corners.

Operation – Loading

The centre assembly of the twistlock is raised from the retracted or stowed position. This operation is carried out by first lifting up the centre assembly as far as it will travel, then turning it through 90 degrees and allowing it to fall. The twistlock operating handle must be pointing outwards from the vehicle, thus ensuring the twistlock heads are in the loading position, and acting as locating points ready to accept the container. When the container has been loaded, the twistlock operating handles are turned through 90 degrees. (This places the handles in line with the vehicles), this operation locks the twistlock head in the corner casting of the container.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO GENERAL APPENDIX – continued

7 (b) Operation – Unloading

The twistlock operating handles are turned through 90 degrees, the handles will now be pointing outwards from the vehicle and the twistlock heads will be unlocked inside the corner castings. The container can now be lifted off the vehicle. Unless another container of the same length is being loaded the twistlock centre assemblies must be retracted. To carry out this operation the centre assembly must be raised, turned through 90 degrees and allowed to fall. The twistlock head will now be below loading floor level and supported on the cross bolt and cross straps of the main housing.

The twistlock operating handle must be placed in the locked position (i.e. in line with the vehicle). The twistlock centre assembly is held captive in the main housing by means of the cross bolt secured between the two side plates.

8 (Instruction cancelled)

Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS
(MERRY-GO-ROUND TRAINS)

Add new paragraph as under:–

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train may be allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "For repairs" labels affixed to them.

MISCELLANEOUS INSTRUCTIONS

MATISA TYPE BNR 1.85 – TAMPING/LINING MACHINE

The following Instructions must be strictly observed in connection with the operation and movement of the above named machine:–

- The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speeds must be observed:–
 - On plain line – 25 m.p.h.
 - Over switches and crossings – 15 m.p.h.
- The machine is fitted with B.R. Standard type buffers and draw gear at the rear end only, and should assistance be required, it will be necessary to specify to which end of the machine the assisting locomotive must approach.

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****GASCOIGNE WOOD – UP AND DOWN SIDINGS****Up Sidings**

Up Sidings Nos.3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos.4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

DAIRYCOATES WEST AND MANOR HOUSE YARD

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WATERLOO COLLIERY CARRIAGE SIDINGS

No.1 Siding will be reduced in length to provide 350 yards standage and new buffer stops will be provided at this point.

No.2 Siding will be spiked out of use pending removal.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

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 2 and 3 JUNE – MILL LANE JUNCTION AND BRADFORD**

Revised signalling will be commissioned.

Full details are shown in **Supplementary Signalling Notice No.55** and all concerned must ensure that they are in possession of a copy. (25)

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

The No.2 Platform starting signal to Up Branch or to Up Main (M19) has been positioned onto a right-hand bracket. (24)

SELBY AND GASCOIGNE WOOD

Revised signalling has been commissioned.

Full details have been shown in **Supplementary Signalling Notice No.54** and all concerned must now be in possession of a copy. (24)

ALBERT DOCK (HULL)

The Mineral Sidings and Up Sidings, together with all associated inlet and outlet signals have been abolished.

The following points and connections have been removed:-

Trailing Up Main Goods from Mineral Sidings.

Trailing Up Main Goods from Up Sidings.

Slip points leading from the Down Main Goods to Mineral Sidings. (24)

BRIDLINGTON SOUTH ✓

A miniature arm shunting signal applying – set back – No.2 Platform to Down Main, has been provided below the semaphore arm signal applying – set back from No.2 Platform along the Up Main.

(Amended) (23) ✓

BRIDLINGTON QUAY ✓

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

(New Item) (25)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** SHAFTHOLME – BRAYTON AND SELBY

Brayton signal box has been converted to a Gate Box. Shalftholme and Selby signal boxes are now in direct communication.

All signals formerly controlled by Brayton have been brought under the control of Selby. All signal post identification plate prefixes "BN" have been altered to "S" and all signal post telephones formerly connected to Brayton have been re-connected to Selby.

Brayton (Gate Box)

The trailing main to main crossover, together with the ground disc signal applying set back – Up Main to Down Main has been abolished.

The facing points – Up Main to Barlow Branch single line, and the Branch outlet traps, have been brought under control of Selby.

The Gate Box has control of the lifting barriers and has emergency control over the following approach signals:–

S879(Down Main), S880(Up Main) and on the position light subsidiary below the new Up Branch signal S881(see below).

The Up Barlow Branch Home to Down Main, together with the Distant arm below, has been abolished and replaced by a new colour light signal displaying Red aspect only 12ft. above rail level and plated S881.

A position light subsidiary has been provided on the post of S881 signal which now applies set back along the Up Main to ground position light subsidiary No.S577.

A signal post telephone connected to Selby has been provided.

The A.W.S. track equipment applicable to the Up Barlow Branch signals has been abolished. (21)

** YORK STATION (north end)

The connection – Middle Road – Up Station line "X" (via No.14 Platform line) has been secured out of use in the normal position pending removal.

The trap points – No.14 Platform line to Up Station line "X" has been secured in the reverse position pending removal.

Signalling Alterations :–

The gantry signal (Y152), together with the associated route indicator and position light subsidiary, reading from No.14 Platform line to Down Station line "X" or to Down Scarborough line, has been renewed on a straight post 74 yards further north.

The two adjacent ground position light shunting signals (Y153 and Y154) reading to No.14 Platform line or to Middle Road, and from No.14 Platform line or Middle Road to Up Station line "X" or to Down Station line "W" or to Down Scarborough line, have been re-positioned 34 yards further north, and No.Y153 signal does no longer read towards the Middle Road. (See also Section 'D'). (21)

** BRIDLINGTON QUAY

The Up Main Home 3-aspect colour light signal, with route indicator reading to Nos.4 and 5 Platform lines, has been re-positioned 40 yards further from the signal box.

The Up Main Distant 3-aspect colour light signal has been re-positioned 50 yards further from the signal box and is now 1,650 yards before reaching the re-positioned Up Main Home signal. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

Pages 56 – 61 – WORKING INSTRUCTIONS FOR FREIGHTLINER TRAINS AND FOR FREIGHTLINER WAGONS ATTACHED TO OTHER SERVICES

Pages 57 – 59 – Delete Instructions 7 and 8 and substitute the following:—

7. There are two equipments presently used for securing I.S.O. containers to Freightliner wagons.

(a) **Location and Securing Spigot – Old Type**

Non-retractable removable spigot; Container secured at diagonal corner castings.

(Note – This arrangement is being superseded by retractable twistlocks referred to in item (b) below)

Operation – Loading

The locating and securing spigots must be fitted into the twistlock sockets provided on the underframe to suit the length of container being loaded, and placed in the release position for loading of the container. When the container is located on the wagon, the operating handle of the twistlock is raised to the horizontal position and rotated through 90 degrees, in a left hand direction, then replaced in its vertical position. The assembly is then locked, the container is secured by two diagonally opposed corner castings to the wagon.

Operation – Unloading

The operating handle of the twistlock must be raised to a horizontal position, rotated through 90 degrees in a right hand direction and then replaced in a vertical position. The locating and securing spigot is now in the release position inside the container corner casting, and the container can be lifted off the vehicle. Unless another container of the same length is being loaded, the spigots must be withdrawn from the twistlocks and replaced in the tray provided on the vehicle underframe.

(b) **Retractable Twistlocks**

Whenever the equipment on the wagon makes four corner securing of containers possible then four corner security must be employed.

Where the wagon has not been modified to make this possible it is vital that containers are secured to the wagon by two twistlocks at diagonally opposite corners.

Operation – Loading

The centre assembly of the twistlock is raised from the retracted or stowed position. This operation is carried out by first lifting up the centre assembly as far as it will travel, then turning it through 90 degrees and allowing it to fall. The twistlock operating handle must be pointing outwards from the vehicle, thus ensuring the twistlock heads are in the loading position, and acting as locating points ready to accept the container. When the container has been loaded, the twistlock operating handles are turned through 90 degrees. (This places the handles in line with the vehicles), this operation locks the twistlock head in the corner casting of the container.

7 (b) **Operation – Unloading**

The twistlock operating handles are turned through 90 degrees, the handles will now be pointing outwards from the vehicle and the twistlock heads will be unlocked inside the corner castings. The container can now be lifted off the vehicle. Unless another container of the same length is being loaded the twistlock centre assemblies must be retracted. To carry out this operation the centre assembly must be raised, turned through 90 degrees and allowed to fall. The twistlock head will now be below loading floor level and supported on the cross bolt and cross straps of the main housing.

The twistlock operating handle must be placed in the locked position (i.e. in line with the vehicle). The twistlock centre assembly is held captive in the main housing by means of the cross bolt secured between the two side plates.

8 (Instruction cancelled)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**ALTERATIONS TO GENERAL APPENDIX – continued****Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS (MERRY-GO-ROUND TRAINS)**

Add new paragraph as under:—

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train maybe allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "For repairs" labels affixed to them.

MISCELLANEOUS INSTRUCTIONS**MATISA TYPE BNR 1.85 – TAMPING/LINING MACHINE**

The following Instructions must be strictly observed in connection with the operation and movement of the above named machine:—

- The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speeds must be observed:—
 - On plain line – **25 m.p.h.**
 - Over switches and crossings – **15 m.p.h.**
- The machine is fitted with B.R. Standard type buffers and draw gear at the rear end only, and should assistance be required, it will be necessary to specify to which end of the machine the assisting locomotive must approach.

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

GASCOIGNE WOOD – UP AND DOWN SIDINGS**Up Sidings**

Up Sidings Nos.3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos.4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

DAIRYCOATES WEST AND MANOR HOUSE YARD

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****HORBURY GOODS SIDING**

The crane road has been shortened by 66 yards.

WATERLOO COLLIERY CARRIAGE SIDINGS

No.1 Siding will be reduced in length to provide 350 yards standage and new buffer stops will be provided at this point.

No.2 Siding will be spiked out of use pending removal.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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 RAILWAY STREET

No.1 Tip Dock will be temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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)

STANNINGLEY

The Middle Coal Road and adjacent shunt spur 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.

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

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

SHIPLEY PASSENGER STATION

From Sunday 29 April Platform No.3 has been permanently shortened at the Leeds end by 50 yards to a length of 110 yards.

From Sunday 6 May Platform No.4 has been permanently shortened at the Leeds end by 80 yards to a length of 110 yards.

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.)

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
Wakefield C.W. repair Shops Turntable Road	Removing Turntable and Filling Pit. Plant in use.	07 30 to 17 00 daily.	
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant. Material and plant lying about.	08 00 to 17 00 daily.	
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 lying 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	

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

MO.45/NS
York
16 MAY, 1973

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**LL LANE JUNCTION AND BRADFORD**

Revised signalling will be commissioned.

Full details have been shown in **Supplementary Signalling Notice No.55** and all concerned must now be in possession of a copy. (25)

MILL LANE JUNCTION

The No.2 Platform starting signal to Up Branch or to Up Main (M19) has been positioned onto a right-hand bracket. (24)

SELBY AND GASCOIGNE WOOD

Revised signalling has been commissioned.

Full details have been shown in **Supplementary Signalling Notice No.54** and all concerned must now be in possession of a copy. (24)

ALBERT DOCK (HULL)

The Mineral Sidings and Up Sidings, together with all associated inlet and outlet signals have been abolished.

The following points and connections have been removed:-

Trailing Up Main Goods from Mineral Sidings.

Trailing Up Main Goods from Up Sidings.

Slip points leading from the Down Main Goods to Mineral Sidings. (24)

*** * BRIDLINGTON SOUTH**

A miniature arm shunting signal applying – set back – No.2 Platform to Down Main, has been provided below the semaphore arm signal applying – set back from No.2 Platform along the Up Main.

(Amended) (23)

BRIDLINGTON QUAY

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

(New Item) (25)

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 (NORTHERN AREA) DATED 2 JUNE 1973.

The alterations to Table A of the Northern Area Sectional Appendix in the above publication showing alterations between Christon Bank (L.C.) and Ayton (Scottish Region) are incorrect and should be ignored.

The correct alterations are those shown in ND 18 between Fallodon and Marshall Meadows to Ayton and should be worked to by all concerned. These alterations will be re-published in ND 26 and until these booklets are issued, ND 18 should be retained for reference.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMENS GENERAL INSTRUCTIONS (BR 29960)

Page 149 – Signalman Leaving His Box
Second paragraph

★ Amend the end of the second line to read – " on his return, and on entry"-

ALTERATIONS TO GENERAL APPENDIX

Pages 56 – 61 – WORKING INSTRUCTIONS FOR FREIGHTLINER TRAINS AND FOR FREIGHTLINER WAGONS ATTACHED TO OTHER SERVICES

Pages 57 – 59 – Delete Instructions 7 and 8 and substitute the following:–

7. There are two equipments presently used for securing I.S.O. containers to Freightliner wagons.

(a) **Location and Securing Spigot – Old Type**

Non-retractable removable spigot; Container secured at diagonal corner castings.
(Note – This arrangement is being superseded by retractable twistlocks referred to in item (b) below)

Operation – Loading

The locating and securing spigots must be fitted into the twistlock sockets provided on the underframe to suit the length of container being loaded, and placed in the release position for loading of the container. When the container is located on the wagon, the operating handle of the twistlock is raised to the horizontal position and rotated through 90 degrees, in a left hand direction, then replaced in its vertical position. The assembly is then locked, the container is secured by two diagonally opposed corner castings to the wagon.

Operation – Unloading

The operating handle of the twistlock must be raised to a horizontal position, rotated through 90 degrees in a right hand direction and then replaced in a vertical position. The locating and securing spigot is now in the release position inside the container corner casting, and the container can be lifted off the vehicle. Unless another container of the same length is being loaded, the spigots must be withdrawn from the twistlocks and replaced in the tray provided on the vehicle underframe.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**ALTERATIONS TO GENERAL APPENDIX – continued**

Pages 56 – 61 – WORKING INSTRUCTIONS FOR FREIGHTLINER TRAINS AND FOR FREIGHTLINER WAGONS ATTACHED TO OTHER SERVICES – continued

(b) Retractable Twistlocks

Whenever the equipment on the wagon makes four corner securing of containers possible then four corner security must be employed.

Where the wagon has not been modified to make this possible it is vital that containers are secured to the wagon by two twistlocks at diagonally opposite corners.

Operation – Loading

The centre assembly of the twistlock is raised from the retracted or stowed position. This operation is carried out by first lifting up the centre assembly as far as it will travel, then turning it through 90 degrees and allowing it to fall. The twistlock operating handle must be pointing outwards from the vehicle, thus ensuring the twistlock heads are in the loading position, and acting as locating points ready to accept the container. When the container has been loaded, the twistlock operating handles are turned through 90 degrees. (This places the handles in line with the vehicles), this operation locks the twistlock head in the corner casting of the container.

7 (b) Operation – Unloading

The twistlock operating handles are turned through 90 degrees, the handles will now be pointing outwards from the vehicle and the twistlock heads will be unlocked inside the corner castings. The container can now be lifted off the vehicle. Unless another container of the same length is being loaded the twistlock centre assemblies must be retracted. To carry out this operation the centre assembly must be raised, turned through 90 degrees and allowed to fall. The twistlock head will now be below loading floor level and supported on the cross bolt and cross straps of the main housing.

The twistlock operating handle must be placed in the locked position (i.e. in line with the vehicle). The twistlock centre assembly is held captive in the main housing by means of the cross bolt secured between the two side plates.

8 (Instruction cancelled)

Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS (MERRY-GO-ROUND TRAINS)

Add new paragraph as under:–

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train may be allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "For repairs" labels affixed to them.

MISCELLANEOUS INSTRUCTIONS

★ **FRYSTON TO BURTON SALMON**

Commencing Monday 11 June a temporary level crossing will be brought into use at 17m. 57 chs. Contractors plant and other vehicles will be using this level crossing.

Drivers to sound locomotive horn when approaching the crossing.

GASCOIGNE WOOD – UP AND DOWN SIDINGS

Up Sidings

Up Sidings Nos. 3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos. 4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****DAIRYCOATES WEST AND MANOR HOUSE YARD**

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WATERLOO COLLIERY CARRIAGE SIDINGS

No.1 Siding has been reduced in length to provide 350 yards standage and new buffer stops have been provided at this point.

No.2 Siding has been spiked out of use pending removal.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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 RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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.)

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.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****SHIPLEY PASSENGER STATION**

From Sunday 29 April Platform No.3 has been permanently shortened at the Leeds end by 50 yards to a length of 110 yards.

From Sunday 6 May Platform No.4 has been permanently shortened at the Leeds end by 80 yards to a length of 110 yards.

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.)

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.)

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
Wakefield C.W. repair Shops Turntable Road	Removing Turntable and Filling Pit. Plant in use.	07 30 to 17 00 daily.	
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 00 daily.	
York MPD Rail Tanker off-loading line	Constructing Diesel dispenser and pipe line.	08 00 to 18 00 daily.	

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS — continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES — continued

Location	Nature of Work	Duration	Commencing Date
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.	

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

MO.45/NS
York
30 MAY, 1973

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 17 JUNE – DONCASTER MINERAL BANK**

The lead from the Up West Goods to the Mineral Bank, and the lead from the Mineral Bank to the Down Transfer line will be secured out of use pending removal. (27)

TUESDAY 17 JUNE – YORK MOTIVE POWER DEPOT

The connection between the Inlet line and the Through Line (No.4 points), will be abolished, and the Through Line extended to join No.1B Standage Siding. The section of 1B Standage line between where it now joins the Through Line, and the points leading to No.2B Standage line (No.13 points) will be removed.

The remainder of No.1B Standage line up to No.5 points, will become part of (and re-named) Through line.

A notice board worded "MOVEMENTS MUST NOT PASS THIS POINT" will be provided 40 yards from the notice board worded "Stop Telephone Proceed if line is clear."

This new notice board will prevent outward movements from approaching the existing "Stop Telephone" notice board.

The Inlet line position light subsidiary signal No.Y223, will in future display a Red aspect only. (27)

SUNDAY 17 JUNE – NORMANTON STATION

The trailing crossover between the Down and Up Fast lines, and the trailing points leading to and from the Up Fast to the Up Platform Siding will be secured out of use in the normal position pending removal.

All associated signals will be abolished. (27)

MONDAY 18 JUNE – HENSALL

The over-run at the station end of the Down Siding, will be removed, but trap points will be retained. (27)

DETAILS OF WORK ALREADY CARRIED OUT**MILL LANE JUNCTION AND BRADFORD**

Revised signalling will be commissioned.

Full details have been shown in **Supplementary Signalling Notice No.55** and all concerned must now be in possession of a copy. (25)

****MILL LANE JUNCTION**

The No.2 Platform starting signal to Up Branch or to Up Main (M19) has been positioned onto a right-hand bracket. (24)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * SELBY AND GASCOIGNE WOOD

Revised signalling has been commissioned.

Full details have been shown in **Supplementary Signalling Notice No.54** and all concerned must now be in possession of a copy. (24)

* * ALBERT DOCK (HULL)

The Mineral Sidings and Up Sidings, together with all associated inlet and outlet signals have been abolished.

The following points and connections have been removed:-

Trailing Up Main Goods from Mineral Sidings.

Trailing Up Main Goods from Up Sidings.

Slip points leading from the Down Main Goods to Mineral Sidings. (24)

BRIDLINGTON QUAY

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

(New Item) (25)

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 (NORTHERN AREA) DATED 2 JUNE 1973.

The alterations to Table A of the Northern Area Sectional Appendix in the above publication showing alterations between Christon Bank (L.C.) and Ayton (Scottish Region) are incorrect and should be ignored.

The correct alterations are those shown in ND 18 between Fallodon and Marshall Meadows to Ayton and should be worked to by all concerned. These alterations will be re-published in ND 26 and until these booklets are issued, ND 18 should be retained for reference.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMENS GENERAL INSTRUCTIONS (BR 29960)

Page 149 – Signaller Leaving His Box
Second paragraph

★ Amend the end of the second line to read – " on his return, and an entry" –

ALTERATIONS TO GENERAL APPENDIX

Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS (MERRY-GO-ROUND TRAINS)

Add new paragraph as under:—

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train may be allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "For repairs" labels affixed to them.

MISCELLANEOUS INSTRUCTIONS

★ HALIFAX CHURCH STREET COAL YARD

Commencing 08 00 Monday 18 June coal drop roads will be secured out of use until further notice.
(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs. Contractors plant and other vehicles will be using this level crossing.

Drivers to sound locomotive horn when approaching the crossing.

GASCOIGNE WOOD – UP AND DOWN SIDINGS

Up Sidings

Up Sidings Nos.3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos.4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****DAIRYCOATES WEST AND MANOR HOUSEYARD**

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WATERLOO COLLIERY CARRIAGE SIDINGS

No.1 Siding has been reduced in length to provide 350 yards standage and new buffer stops have been provided at this point.

No.2 Siding has been spiked out of use pending removal.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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 RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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.

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.)

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.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

SHIPLEY PASSENGER STATION

From Sunday 29 April Platform No.3 has been permanently shortened at the Leeds end by 50 yards to a length of 110 yards.

From Sunday 6 May Platform No.4 has been permanently shortened at the Leeds end by 80 yards to a length of 110 yards.

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.)

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
Wakefield C.W. repair Shops Turntable Road	Removing Turntable and Filling Pit. Plant in use.	07 30 to 17 00 daily.	
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 00 daily.	
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.	

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

MO.45/NS
York
8 JUNE, 1973

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 24 JUNE – OAKENSHAW (BETWEEN CROFTON EAST JUNCTION AND CROFTON WEST JUNCTION)

The facing connection leading from the Up Goole line to the Up Siding, will, together with the Up Siding, and the associated inlet and outlet signals, be abolished. (28)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER MINERAL BANK

The lead from the Up West Goods to the Mineral Bank, and the lead from the Mineral Bank to the Down Transfer line has been secured out of use pending removal. (27)

YORK MOTIVE POWER DEPOT

The connection between the Inlet line and the Through Line (No.4 points), has been abolished, and the Through Line extended to join No.1B Standage Siding. The section of 1B Standage line between where it now joins the Through Line, and the points leading to No.2B Standage line (No.13 points) has been removed.

The remainder of No.1B Standage line up to No.5 points, has become part of (and re-named) Through line.

A notice board worded "MOVEMENTS MUST NOT PASS THIS POINT" has been provided 40 yards from the notice board worded "Stop Telephone Proceed if line is clear".

This new notice board will prevent outward movements from approaching the existing "Stop Telephone" notice board.

The Inlet line position light subsidiary signal No.Y223, can now display a Red aspect only. (27)

NORMANTON STATION

The trailing crossover between the Down and Up Fast lines, and the trailing points leading to and from the Up Fast to the Up Platform Siding has been secured out of use in the normal position pending removal.

All associated signals have been abolished. (27)

HENSALL

The over-run at the station end of the Down Siding, has been removed, but trap points have been retained. (27)

** MILL LANE JUNCTION AND BRADFORD**

Revised signalling will be commissioned.

Full details have been shown in **Supplementary Signalling Notice No.55** and all concerned must now be in possession of a copy. (25)

** BRIDLINGTON QUAY**

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

(25)

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 (NORTHERN AREA) DATED 2 JUNE 1973.

The alterations to Table A of the Northern Area Sectional Appendix in the above publication showing alterations between Christon Bank (L.C.) and Ayton (Scottish Region) are incorrect and should be ignored.

The correct alterations are those shown in ND 18 between Fallodon and Marshall Meadows to Ayton and should be worked to by all concerned. These alterations will be re-published in ND 26 and until these booklets are issued, ND 18 should be retained for reference.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMENS GENERAL INSTRUCTIONS (BR 29960)

Page 149 – Signaller Leaving His Box

Second paragraph

Amend the end of the second line to read – “. on his return, and an entry”–

ALTERATIONS TO GENERAL APPENDIX

Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS (MERRY-GO-ROUND TRAINS)

Add new paragraph as under:–

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train may be allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green “For repairs” labels affixed to them.

MISCELLANEOUS INSTRUCTIONS

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs. Contractors plant and other vehicles will be using this level crossing.

Drivers to sound locomotive horn when approaching the crossing.



NS

EASTERN REGION

No.26

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

SATURDAY 30 JUNE

TO

FRIDAY 6 JULY 1973

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 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 30 JUNE and 1 JULY (UNTIL FURTHER NOTICE)—BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

Whilst repairs to bridge No.71 are in progress the Down and Up Main lines will be interlaced over the bridge (between 211m. 69chs. and 211m. 79chs.) by sluing the Up Main line over to the Down Main.

Keighley Station Junction

Temporary Signalling Alterations:—

The Down Main colour light Distant will be converted to an additional Down Home signal and will display RED or single YELLOW aspects only. A signal—post telephone linked to Keighley Station Junction signal box will be provided.

A Down Main semaphore arm Distant signal will be provided and brought into use 1,360 yards before reaching the above (temporary) Down Main Home signal at a height of 12ft. above rail level. (UFN)

DETAILS OF WORK ALREADY CARRIED OUT

BOOTHFERRY ROAD

The ground disc signal formerly applicable to No. 2 Up Goods line has been repositioned between the No. 1 Up Goods and Up Main lines and now applies Set Back Up Goods No. 1 towards Up Main.
(New item) (29)

OAKENSHAW (BETWEEN CROFTON EAST JUNCTION AND CROFTON WEST JUNCTION)

The facing connection leading from the Up Goole line to the Up Siding, has together with the Up Siding, and the associated inlet and outlet signals, been abolished. (28)

DONCASTER MINERAL BANK

The lead from the Up West Goods to the Mineral Bank, and the lead from the Mineral Bank to the Down Transfer line has been secured out of use pending removal. (27)

YORK MOTIVE POWER DEPOT

The connection between the Inlet line and the Through Line (No.4 points), has been abolished, and the Through Line extended to join No.1B Standage Siding. The section of 1B Standage line between where it now joins the Through Line, and the points leading to No.2B Standage line (No.13 points) has been removed.

The remainder of No.1B Standage line up to No.5 points, has become part of (and re-named) Through line.

A notice board worded "MOVEMENTS MUST NOT PASS THIS POINT" has been provided 40 yards from the notice board worded "Stop Telephone Proceed if line is clear".

This new notice board will prevent outward movements from approaching the existing "Stop Telephone" notice board.

The Inlet line position light subsidiary signal No.Y223, can now display a Red aspect only. (27)

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

The trailing crossover between the Down and Up Fast lines, and the trailing points leading to and from the Up Fast to the Up Platform Siding has been secured out of use in the normal position pending removal.

All associated signals have been abolished.

(27)

HENSALL

The over-run at the station end of the Down Siding, has been removed, but trap points have been retained.

(27)

SECTION D**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX**Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS (MERRY – GO – ROUND TRAINS)**

Add new paragraph as under :-

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train may be allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "For repairs" labels affixed to them.

MISCELLANEOUS INSTRUCTIONS**★ PONTEFRAC T BAGHILL STATION**

Commencing 07 30 Sunday 1 July. The Down Platform line will be temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs. Contractors plant and other vehicles will be using this level crossing.

Drivers to sound locomotive horn when approaching the crossing.

GASCOIGNE WOOD – UP AND DOWN SIDINGS**Up Sidings**

Up Sidings Nos. 3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos. 4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

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 9 JULY – BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION – METHLEY SOUTH LEVEL CROSSING AT 182 m. 70 chs.**

The intermediate warning boards (which consist of a horizontal black band on a circular white background), situated 250 yards before reaching the crossing, together with the stop boards which are worded "STOP WHISTLE BEFORE PROCEEDING" would be abolished and replaced by combined Whistle and Speed Restriction (Speed limit 5 m.p.h.) boards, situated 55 yards before reaching the level crossing in each direction. (30)

DETAILS OF WORK ALREADY CARRIED OUT**DUTCH RIVER AND POTTERS GRANGE**

The Down Goods has been abolished.

Dutch River

The facing connection Down Main to Down Goods has been secured out of use in the normal position pending removal.

Signal Abolished

Semaphore Arm – Down Main Home to Down Goods.

(New Item) (30)

BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

Whilst repairs to bridge No.71 are in progress the Down and Up Main lines have been interlaced over the bridge (between 211 m. 69 chs. and 211 m. 79 chs.)

Keighley Station Junction**Temporary Signalling Alterations:–**

The Down Main colour light Distant has been converted to an additional Down Home signal and can display a RED or single YELLOW aspect only. A signal – post telephone linked to Keighley Station Junction signal box has been provided.

A Down Main semaphore arm Distant signal has been provided and brought into use 1,360 yards before reaching the above (temporary) Down Main Home signal, at a height of 12 ft. above rail level. (UFN)

BOOTHFERRY ROAD

The ground disc signal formerly applicable to No. 2 Up Goods line has been repositioned between the No. 1 Up Goods and Up Main lines and now applies Set Back Up Goods No. 1 towards Up Main. (29)

OAKENSHAW (BETWEEN CROFTON EAST JUNCTION AND CROFTON WEST JUNCTION)

The facing connection leading from the Up Goole line to the Up Siding, has together with the Up Siding, and the associated inlet and outlet signals, been abolished. (28)

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

The lead from the Up West Goods to the Mineral Bank, and the lead from the Mineral Bank to the Down Transfer line has been secured out of use pending removal. (27)

**** YORK MOTIVE POWER DEPOT**

The connection between the Inlet line and the Through Line (No.4 points), has been abolished, and the Through Line extended to join No.1B Standage Siding. The section of 1B Standage line between where it now joins the Through Line, and the points leading to No.2B Standage line (No.13 points) has been removed.

The remainder of No.1B Standage line up to No.5 points, has become part of (and re-named) Through line.

A notice board worded "MOVEMENTS MUST NOT PASS THIS POINT" has been provided 40 yards from the notice board worded "Stop Telephone Proceed if line is clear".

This new notice board will prevent outward movements from approaching the existing "Stop Telephone" notice board.

The Inlet line position light subsidiary signal No.Y223, can now display a Red aspect only. (27)

**** NORMANTON STATION**

The trailing crossover between the Down and Up Fast lines, and the trailing points leading to and from the Up Fast to the Up Platform Siding has been secured out of use in the normal position pending removal.

All associated signals have been abolished. (27)

**** HENSALL**

The over-run at the station end of the Down Siding, has been removed, but trap points have been retained. (27)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO GENERAL APPENDIX

Page 62 – COAL TRAINS FORMED OF 26 – OR 32 – TON CAPACITY WAGONS – WORKING INSTRUCTIONS
(MERRY – GO – ROUND TRAINS)

Add new paragraph as under :-

4. If, after discharge, the bottom doors of these wagons cannot be closed, the train may be allowed to proceed to maintenance depots/stabling points and the provisions of the Rule Book, Section H, Clause 6.3.1. (a), and Section J, Clause 3.12 are modified accordingly. Such wagons must have green "For repairs" labels affixed to them.

MISCELLANEOUS INSTRUCTIONS

PONTEFRACT BAGHILL STATION

The Down Platform line has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs. Contractors plant and other vehicles will be using this level crossing.

Drivers to sound locomotive horn when approaching the crossing.

GASCOIGNE WOOD – UP AND DOWN SIDINGS

Up Sidings

Up Sidings Nos.3 to 8 inclusive have been shortened to a length of 400 yards. The former Up Independent has been shortened by 560 yards to form a Siding 400 yards long.

Down Sidings

The connections from the hump to Sidings Nos.4 to 9 inclusive have been secured out of use and buffer stops erected 455 yards from the connections at the Hagg Lane end.

DAIRYCOATES WEST AND MANOR HOUSE YARD

All Sidings to the South of the Up Main Goods between Neptune Street and Albert Dock signal box have been spiked out of use except the Weighbridge Siding with access only to the Down Main Goods at the Neptune Street end.

A buffer stop has been erected 30 wagon lengths beyond the weighbridge.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

GARFORTH STATION

The Up Platform has been permanently shortened by approximately 20 yards to 6 coach lengths.

HORBURY GOODS SIDING

The crane road has been shortened by 66 yards.

WATERLOO COLLIERY CARRIAGE SIDINGS

No.1 Siding has been reduced in length to provide 350 yards standage and new buffer stops have been provided at this point.

No.2 Siding has been spiked out of use pending removal.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

The occupation/accommodation level crossing at 3m. 22chs. known as Boddy's level crossing has been reinstated. (29)

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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 RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

HALIFAX SOUTH PARADE

Numbers 1, 3 and 4 sidings have been spiked out of use and are being removed.

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)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

SHIPLEY PASSENGER STATION

From Sunday 29 April Platform No.3 has been permanently shortened at the Leeds end by 50 yards to a length of 110 yards.

From Sunday 6 May Platform No.4 has been permanently shortened at the Leeds end by 80 yards to a length of 110 yards.

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.)

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
Wakefield C.W. repair Shops Turntable Road	Removing Turntable and Filling Pit. Plant in use.	07 30 to 17 00 daily.	
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 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.	

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

MO.45/NS
York
29 JUNE 1973

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:-"

*P26
Hutton
Crawford*



NS

EASTERN REGION

No.28

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

SATURDAY 14 JULY

TO

FRIDAY 20 JULY 1973

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 C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY TO WEDNESDAY 16 TO 18 JULY – BURLEY JUNCTION

The Down Main Starting signal will be renewed as a straight post signal with the arm at a reduced height of 12 ft. above rail level, and 338 yards after passing the signal box (27 yards nearer than formerly).

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION – METHLEY SOUTH LEVEL CROSSING AT 182m. 70chs.

The intermediate warning boards (which consist of a horizontal black band on a circular white background), situated 250 yards before reaching the crossing, together with the stop boards which are worded "STOP WHISTLE BEFORE PROCEEDING" have been abolished and replaced by combined Whistle and Speed Restriction (Speed limit 5 m.p.h.) boards, situated 55 yards before reaching the level crossing in each direction. (30)

DUTCH RIVER AND POTTERS GRANGE

The Down Goods has been abolished.

Dutch River

The facing connection Down Main to Down Goods has been secured out of use in the normal position pending removal.

Signal Abolished

Semaphore Arm – Down Main Home to Down Goods. (30)

BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

Whilst repairs to bridge No.71 are in progress the Down and Up Main lines have been interlaced over the bridge (between 211 m. 69chs. and 211 m. 79chs.)

Keighley Station Junction

Temporary Signalling Alterations:–

The Down Main colour light Distant has been converted to an additional Down Home signal and can display a RED or single YELLOW aspect only. A signal – post telephone linked to Keighley Station Junction signal box has been provided.

A Down Main semaphore arm Distant signal has been provided and brought into use 1,360 yards before reaching the above (temporary) Down Main Home signal, at a height of 12 ft. above rail level. (UFN)

BOOTHFERRY ROAD

The ground disc signal formerly applicable to No. 2 Up Goods line has been repositioned between the No. 1 Up Goods and Up Main lines and now applies Set Back Up Goods No. 1 towards Up Main. (29)

* ** OAKENSHAW (BETWEEN CROFTON EAST JUNCTION AND CROFTON WEST JUNCTION)

The facing connection leading from the Up Goole line to the Up Siding, has together with the Up Siding, and the associated inlet and outlet signals, been abolished. (28)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

SHIPLEY PASSENGER STATION

From Sunday 29 April Platform No.3 has been permanently shortened at the Leeds end by 50 yards to a length of 110 yards.

From Sunday 6 May Platform No.4 has been permanently shortened at the Leeds end by 80 yards to a length of 110 yards.

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.)

HESSLE HAVEN

** The facing points in the Up Fast, leading to the Up Slow, are now back in use

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.

LM

EASTERN REGION

No.29

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

**AFFECTING EASTERN REGION
TRAINMEN WORKING OVER THE
LONDON MIDLAND REGION
(EXCLUDING LONDON AREA)**

**SATURDAY 21 JULY
TO
FRIDAY 27 JULY 1973
INCLUSIVE**

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals which will be exhibited at the various localities in accordance with the Rules and Regulations. Work at places other than those mentioned may be in progress of which it may not have been possible to give previous notice, and Drivers must be on the look-out and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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 21 JULY TO MONDAY 23 JULY – BETWEEN WIGSTON NORTH JUNCTION AND KNIGHTON SOUTH JUNCTION AND BETWEEN WIGSTON NORTH JUNCTION AND NARBOROUGH

Aylestone Jn. box together with all associated connections and signals will be abolished.

Glen Parva Jn. box together with all associated signals will be abolished.

Wigston North Junction.

The up goods line together with a new facing connection, forming a trap and a trailing connection with the up main line will be brought into use.

The down goods line (from Wigston North Junction to Aylestone Junction), together with the facing connection down main to up main and to the down goods line, forming a trap with the down goods line will be brought into use.

All points brought into use at the previous stage and hand worked will be controlled by Wigston North Jn. box.

The following signals will be removed :-

Temporary up main home signal with lower distant signal for Wigston South Jn.

Temporary up main and up goods semaphore distant signals situated beneath Aylestone Jn. up main home and up goods to up main home signal.

3-aspect colour light down main starting signal.

Up Nuneaton home signal.

Down Nuneaton starting signal with lower distant signal for Glen Parva Jn. box.

Up Nuneaton distant signal situated beneath Glen Parva Jn. home signal.

The double junction in the up and down Nuneaton lines previously controlled from Glen Parva Jn. will be controlled from Wigston North Jn.

The trailing crossover between the up and down Nuneaton lines, previously controlled from Glen Parva Jn. box will be operated from a new two lever Glen Parva ground frame, electrically released by Wigston North Jn. box. The new ground frame will be situated on the down side of the line and a telephone provided communicating with Wigston North Jn. box.

A new distant signal will be provided as a lower arm on the post of the down goods to main home 2 signal and will be 1129 yards from the down main I.B. home signal.

A new calling-on signal will be provided as a lower arm on the post of the down goods to down goods home 2 signal.

The following new signals will be provided on the left hand side of the line to which they apply:-

Up goods distant signal, 22' 0" above rail level, 1000 yards from the up goods home signal.

3-aspect colour light up goods home signal with red aspect 12' 0" above rail level, and position 4 route indicator, together with subsidiary signal, and stencil indicator lettered XDG, 420 yards from the box applying:-

Up goods to up main	-	without route indicator
Up goods to Nuneaton	-	with route indicator
subsidiary	-	towards down goods (temp. out of use).

This signal will also act as up goods to up main distant signal for Wigston South Junction box, 1020 yards from the up main home signal for that box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SATURDAY 21 JULY TO MONDAY 23 JULY – BETWEEN WIGSTON NORTH JUNCTION AND KNIGHTON SOUTH JUNCTION AND BETWEEN WIGSTON NORTH JUNCTION AND NARBOROUGH – continued

Wigston North Junction – continued

2-aspect colour light up main splitting distant signals (on left hand bracket, outside the down main line).with yellow aspect of up main signal 16' 8" above rail level, 1500 yards from the up main home signal applying:—

- | | | |
|-----------------|---|------------------------------------|
| left hand doll | — | up main distant signal |
| right hand doll | — | up main to Nuneaton distant signal |

3-aspect colour light up main home signal with red aspect 12' 0" above rail level, with position 4 route indicator, together with subsidiary signal, and stencil indicator lettered XDG, 748 yards from the box applying:—

- | | | |
|---------------------|---|---------------------------------------|
| up main | — | without route indicator |
| up main to Nuneaton | — | without route indicator |
| subsidiary | — | towards down goods (temp. out of use) |

This signal will also act as up main distant signal for Wigston South Junction, 1348 yards from the home signal for that box.

3-aspect colour light down main 1B home signal, 955 yards from the box, with red aspect 12' 0" above rail level. This signal will also act as down main distant signal for Knighton South Junction box, 1740 yards from the down main home signals.

Banner repeating signal, 14' 6" above rail level, 273 yards before reaching the down main 1B home signal.

3-aspect colour light up Nuneaton home 2 signal with red aspect 12' 0" above rail level, with position 4 route indicator together with subsidiary signal, 366 yards on the Nuneaton side of the box, applying:—

- | | | |
|---------------------------|---|--------------------------------------|
| Up Nuneaton to down main | — | without route indicator |
| Up Nuneaton to down goods | — | with route indicator |
| subsidiary | — | Draw ahead up Nuneaton to down goods |

This signal will also act as distant signal for the down main 1B home signal 1321 yards from the down main 1B home signal.

Banner repeating signal, 16' 0" above rail level, 325 yards before reaching the above-mentioned signal.

3-aspect colour light up Nuneaton home 1 signal with red aspect 12' 0" above rail level, with position 4 route indicator, 1666 yards from the box (530 yards on the Nuneaton side of Glen Parva Junction) applying:—

- | | | |
|----------------------------|---|-------------------------|
| Up Nuneaton | — | without route indicator |
| Up Nuneaton to South Curve | — | with route indicator |

This signal will also act as up Nuneaton distant signal for Wigston North Junction up Nuneaton home 2 signal, 1300 yards to the home 2 signal.

2-aspect colour light up Nuneaton distant signal with yellow aspect 12' 0" above rail level, 1300 yards from the Nuneaton home 1 signal.

2-aspect colour light down Nuneaton starting signal with red aspect 12' 0" above rail level, 691 yards from the box.

2-aspect colour light down South Curve home signal, with red aspect 12' 0" above rail level, 860 yards from the box.

The existing distant arm beneath Wigston South Junction down South Curve starting signal will now act as Wigston North Junction down South Curve distant signal, 576 yards from the new down South Curve home signal.

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

SATURDAY 21 JULY TO MONDAY 23 JULY—BETWEEN WIGSTON NORTH JUNCTION AND KNIGHTON
 SOUTH JUNCTION AND BETWEEN WIGSTON NORTH JUNCTION AND NARBOROUGH—continued

Wigston North Junction – continued

3-armed shunting signal in rear of new trap points in the down goods line on the Leicester side of the box, applying from the down goods line:—

Top arm	—	set back down goods to up main
Centre arm	—	(out of use)
Bottom arm	—	set back down goods to down Nuneaton line

2-armed shunting signal, outside the down main up line from the down main line:—

Top arm	—	out of use
Bottom arm	—	set back down main to down Nuneaton line.

A diamond sign will be affixed to this signal.

Single armed ground signal, outside the up main line, applying set back up main to down goods line.

The down main colour light home signal will also act as down main distant to the down main IB home signal, 1395 yards from the IB home signal.

The distances shown for the inner and outer distant signals for the down main colour light home signal, in the ME No.26 notice, are amended to read:—

Inner distant	—	440 yards
Outer distant	—	2235 yards

A telephone will be provided between all colour light stop signals and Wigston North Junction box.

Knighton South Junction

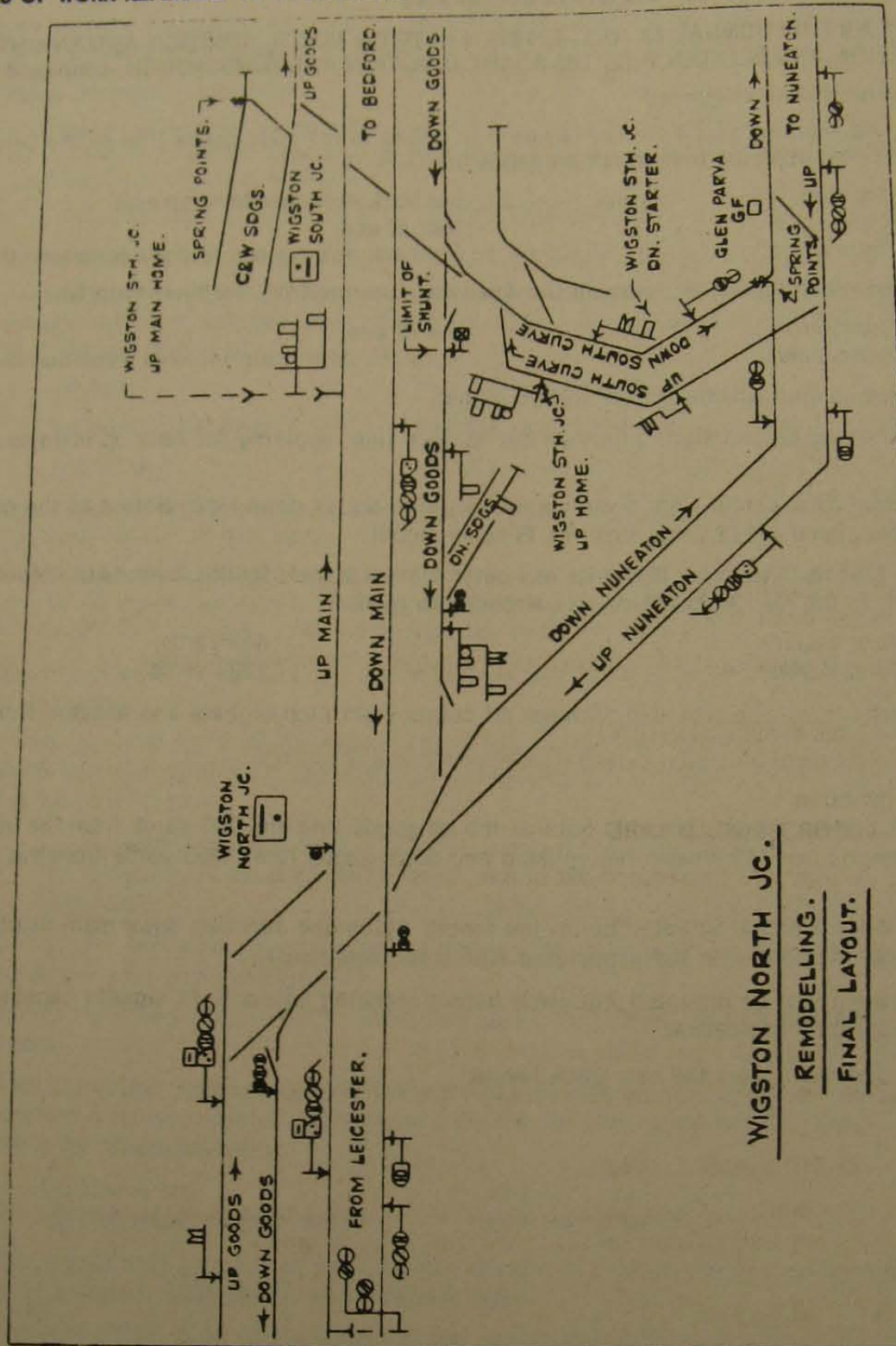
The down goods distant signal, situated outside the up goods line and 700 yards from the up goods home signal will be re-positioned between the up main and down goods line, 1300 yards from the up goods home signal.

The down main distant signal situated below the former Aylestone Junction down main starting signal will be abolished, together with the associated AWS track equipment.

AWS track equipment will be provided 200 yards before reaching colour light signals capable of displaying a distant signal indication.

The associated diagram shows the new track layout.

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



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

SUNDAY 22 JULY - LOUGHBOROUGH

Trailing points will be laid in the up goods line 780 yards on the Leicester side of the box and will be secured out of use until further notice. (32)

SUNDAY 22 JULY - BETWEEN TODMORDEN AND HALL ROYD JUNCTION

The down goods line from Todmorden to Hall Royd Junction will be taken out of use.

Todmorden

The facing connection from the down main line to the down goods line will be secured out of use, pending removal and the signals applying to movements to and from the goods line taken away.

The trailing connection from the up main line to the up sidings will be secured out of use, pending removal and the associated West ground frame taken out of use.

Hall Royd Junction

The trailing connection from the down goods line to the down sidings will be secured for movements to and from the down sidings.

The following signals will be taken away :-

- down goods home 1.
- down sidings to down goods.
- down goods to down sidings.
- set back along down goods.

The down goods home 2 signal will be renamed down sidings to down main signal. (32)

SUNDAY 22 JULY - LIME STREET STATION

The overhead line equipment will be removed from above F and G sidings. (32)

MONDAY 23 JULY - GEORGES ROAD YARD

Nos. 11, 12 and 17 sidings will be secured out of use, pending removal.

No.1 siding, previously secured out of use, will be brought back into use and shortened to 172 yards with a buffer stop erected. (32)

MONDAY 23 JULY - ARDWICK EAST DEPOT

The North, Middle and Verandah shed roads will be secured out of use, pending removal.

The South shed road will be shortened by 33 yards and a buffer stop provided. (32)

TUESDAY 24 JULY - BUXTON JUNCTION NO.2.

The connection between platform 1 and middle road will be secured out of use, pending removal the signal applying to the connection taken away and the associated station ground frame taken out of use. (32)

WEDNESDAY 25 JULY - NEW LANE

The trailing crossover between the down and up main lines situated on the Bescar Lane side of the box will be secured out of use, pending removal. (32)

DETAILS OF WORK ALREADY CARRIED OUT

LOUGHBOROUGH

A facing crossover has been laid in between the down and up goods lines 800 yards on the Leicester side of the box secured out of use until further notice. (31)

CODNOR PARK SOUTH SIDINGS, STONEYFORD

Sidings 9 to 12 inclusive have been taken out of use, pending removal. (31)

FINAL LAYOUT.

(32)

DETAILS OF WORK ALREADY CARRIED OUT - continued

WEST HAMPSTEAD

The up fast starting signal, formerly situated on the right hand side, has been renewed on the left hand side of the up fast line 15 yards further from the box. The signal consists of a straight post with co-acting arms, the top arm at 30 feet and the bottom arm at 14 feet above rail level. Beneath each arm is carried Finchley Road up fast inner distant which is 452 yards from Finchley Road up fast home. (30)

BEESTON SOUTH JUNCTION

The connection to Messrs Beeston Boiler Coys private siding, situated on the shunting line adjacent to the down main line has been secured out of use, pending removal. (30)

* Referring to Special Notice 3G, Stage II of the Carlisle Power Box has not been carried out on the above dates.

On the 7 to 8 July Gretna Junction will be abolished. (29)

** WHITACRE

The neck at the Birmingham end of the Down Nuneaton Goods Loop has been shortened by 36 yards. (29)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

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

★ Denotes new or amended items.

MISCELLANEOUS INSTRUCTIONS

ELECTRIFIED WORKING BETWEEN CREWE AND PRESTON

Through electric working between Crewe and Preston will commence Monday 23 July 1973, from that date the printed Working Timetables and Supplements thereto will operate.

The Special Notices of Mandatory Train Alterations 'Postponement of Electrified Working between Crewe and Preston' Reference Mandatory 1/603/3, 1A/603/3, 1B/603/3, 1C/603/3 and 1D/603/3 will cease to operate after Sunday 22 July 1973 and 'SHOULD BE DESTROYED'. (31)

WEAVER JUNCTION TO PRESTON - ENERGISATION OF THE OVERHEAD LINE EQUIPMENT

A Special Notice BR29987/6, dated March, 1973 in connection with the section of line between Weaver Jn. and Bamfurlong and a Special Notice BR29987/6, dated May, 1973, in connection with the section of line between Bamfurlong and Preston, have been issued in connection with the above. All staff required to work on, over, or in the vicinity of, the line, should be in possession of a copy of each Notice. (28)

PERMANENT SPEED RESTRICTIONS - INDICATOR SIGNS

An illuminated warning indicator, together with the associated A.W.S. equipment has been brought into use at the following location :-

Location	At		Line	Speed Restrictions
	Miles	Yards		
WEAVER JUNCTION TO LIVERPOOL LIME STREET				
Weavertree Jn.	190	821	Down Fast	40 Fast lines, through junctions between 191m. 10chs. and 191m. 24chs. (28)

HEADSPAN ERECTION JIB

Equipment assembled on a Weltrol with match wagon and known as a Headspan Erection Jib will be used for the erection of headspan assemblies between Earlestown and Parkside Junction.

The jib will stand on a line which will be under Engineer's possession in accordance with the Rule Book, Section T, Part 1.1.1 and trains may pass on the adjoining line under the jib when it is slued across the railway since it is physically restricted to a minimum height of 15 feet. When the jib is slued across the railway, in view of possible interference with the sighting of signals, it will be necessary to caution trains.

Details of the use of the Headspan Jib are shown in Section "B".

APPARATUS LAID IN THE FOUR FOOT WAY ON THE UP AND DOWN LINES BETWEEN SANDBACH AND MAULDETH ROAD

The Research and Development Division is laying test boxes (transponders) at intervals on the above section of line. Two types are in use, one grey in colour, mounted between aluminium plates and approximately 4 inches high x 8 inches x 10 inches, the other being grey in colour, except for a yellow top, and cylindrical, 6 inches in diameter and not more than 6 inches high. These boxes will either be mounted centrally on one sleeper, or partially buried in the ballast between two sleepers. Drivers are to note and all persons walking in the area are to take special care (See Section B).

EARLESTOWN STATION

Repairs at Motive Power Depots, Carriage Sheds, etc. - 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
Earlestown	Shortening No.3 platform by 90 feet at Liverpool end.	Until further notice.	
New Lane Station	Constructing new platform 250 feet in length on down side Southport end of the existing station.(28¾ and 29 m.p.).	-	

BLACKBURN STATION

Alterations have been carried out to the platforms as follows:-

No. 1 Platform - Preston End - temporarily shortened by 30 yards. Accrington End - shortened by 150 yards.

No. 2 Platform - Preston End - shortened by 20 yards. Accrington End - shortened by 110 yards.

No.6 platform - Preston end - shortened by 85 yards.

Accrington end - shortened by 80 yards.

No.7 platform - Accrington end - shortened by 85 yards.

Barriers and "S" indicators will be provided as necessary for the guidance of drivers of stopping trains.

MILL HILL STATION (BLACKBURN)

The Up Platform at Mill Hill Station will be undergoing repair and the drivers of all up stopping trains should be prepared to bring their trains to a halt in accordance with the "S" indicator board which will be provided.

Passengers alighting at Mill Hill Station must travel in the first two coaches.

CARNFORTH

Platform 4 has been shortened by 125 feet at the South end and platform 6 by 80 feet at the south end.

DERBY STATION

Drivers of passenger trains proceeding in a northerly direction or terminating at Derby Station from a westerly or southerly direction should proceed to the signals at the north end of the platform unless instructed to the contrary by the Station Supervisor in the laid down manner.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**MISCELLANEOUS INSTRUCTIONS — continued****HENDON STATION RECONSTRUCTION**

In connection with the above work, the "8 car stop" and "4 car stop" boards applying to the Up Local line platform have been repositioned 20 yards towards the north end of the platform. Drivers of 8 car trains calling at Hendon on the Up Local line must be prepared to draw up if passengers requiring to alight are travelling in the rear vehicle.

ST. ALBANS CITY STATION RECONSTRUCTION

The four car stop boards which were repositioned in connection with the station rebuilding have been replaced into their original positions.

ST. ALBANS CITY STATION RECONSTRUCTION

In connection with the demolition of the existing buildings on the down fast platform (platform No.1), the 'four car' and 'eight car' stop boards applying to this line have been repositioned at the North end of the platform.

COLINDEEP LANE

A temporary level crossing for use of Contractors vehicles has been provided on the London—Bedford Up Slow line adjacent to bridge 50A. The crossing will be in use from approximately 08 00 to 19 00 daily with a Crossing Keeper in attendance.

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

BLACKPOOL NORTH RECONSTRUCTION

Special passenger trains into Blackpool North must not exceed 10 vehicles unless specially agreed by the Chief Operating Manager.

OBSTACLES PLACED IN THE CESS AND SIX FOOT BETWEEN RIDDINGS JUNCTION AND CODNOR PARK JUNCTION

The Research Department have placed a total of 111 obstacles—48 in the six foot and 63 in the cess—on the Up Goods line between 133m. 23chs. and 133m. 11chs. The 48 obstacles in the six foot and 48 of those in the cess are 6 inch diameter, painted grey and rise 9 inches above the ballast surface. They are located 36 inches out from each rail. According to the work in hand, they may, or may not, be capped with steel beams spanning between pairs of them. The remaining 15 obstacles are 6 inches diameter painted orange and rise 18 inches above the cess surface — these are 60 inches out from the cess rail. These obstacles will remain in these positions until further notice and great care must be exercised by all persons walking in this vicinity.

OBSTACLES PLACED IN THE CESS ON THE UP GOODS LINE BETWEEN PYE BRIDGE JUNCTION AND RIDDINGS JUNCTION

The Research Department have placed two obstacles in the cess of the Up Goods at 133m. 54chs. and 133m. 55chs. respectively at a distance of 60 inches out from the rail. These obstacles are 6 inches diameter reference monuments, painted orange, rising to a height of 18 inches above ground level. They will be left in position until further notice and care must be taken by all persons walking in the vicinity.

WIGAN N.W.

Reconstructing station platforms and buildings on platforms 1, 2, 3, 4, 5 and 6.
Until 00 01 Saturday 21 July.

MOORSIDE & WARDLEY

Platforms have been shortened by 60 yards at the Walkden end. Barriers have been provided and "S" illuminated indicator boards exhibited.

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

YORK
17 JULY, 1973

MO45/LM

F.J. BURGE
CHIEF OPERATING MANAGER

Receipt of this notice need not be acknowledged. If the LM Notice is not received by the normal time, advise your Superior Officer by wire as follows:— "NILE SIG NOTICE LM—"

INST STARKEN



NS

EASTERN REGION

No.30

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

SATURDAY 28 JULY

TO

FRIDAY 3 AUGUST 1973

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 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 29 JULY – BETWEEN CUDWORTH STATION AND ROYSTON JUNCTION

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

The Down and Up Slow lines will be re-named Down and Up Goods respectively, and these lines will continue to be worked under the Absolute Block Regulations.

The "Diamond" signs will be removed from the posts of all signals appertaining to the newly named Goods lines.

Cudworth Station

The trap points in the Down Goods line (immediately south of the station) will be abolished. (33)

SUNDAY 29 JULY – SHERBURN-IN-ELMET NORTH

The trailing crossover between the Down and Up Main lines, together with the associated ground disc shunting signals, will be abolished. (33)

MONDAY 30 JULY – BOOTHFERRY ROAD

X The trailing connection leading from the Down Main to Down Sidings will be secured out of use in the normal position pending removal.

The associated inlet and outlet ground shunting signals will be abolished. (33)

DETAILS OF WORK ALREADY CARRIED OUT

SKELLOW JUNCTION

The "Amoco" Petroleum Ltd. Sidings have been brought into use. Access to these sidings are via a new trailing connection controlled by Skellow Jn. leading from the Down Main line (on the Applehurst Junction side of the signal box) between 161 and 160 1/4 m.p.

Facing trap points have been provided at the outlet from the sidings.

New Signals

No.33 – ground position light outlet signal applying – Amoco Sidings to Down Main.

An adjacent telephone for the purpose of carrying out Rule Book Section H, Clause 4.12.1 has been provided at this signal.

No.35 – ground position light signal applying set-back – Down Main to Amoco Sidings.

A marker board worded : "EQUAL TO 16 x 100 TON TANKS" has been provided on the Down Main (Facing Down direction movements) and situated 400 yards on the Leeds side of this signal.

Altered Signal

The two-tier disc shunting signal (situated at the clearance point of the intersection of the Down Branch and Down Main lines) applying – set-back Down Main to Up Main or to Up Sidings, has been replaced by a ground position light shunting signal with 3-way stencil-type route indicator with applications as follows:-

Indication	Application To or Towards
"X"	To "Amoco" Siding
"U"	To Up Main
"S"	To Up Sidings

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

The Tip Sidings and Full Sidings have been abolished and the following points secured out of use, in the normal position, pending removal:—

Connection between Full Sidings and Empty Sidings

Trap points in the Tip Sidings

Signals Abolished

Disc – Up Sidings to Empty Sidings or to Full Sidings

Full and Tip Sidings outlet discs

The notice board on the Empty Sidings worded: "STOP AND AWAIT INSTRUCTIONS" (32)

HULL PARAGON

The 2-way route indicator on the first incoming signal on the Down Main ("D" Road) has been abolished and the main signal (No.232) now applies along the Down Main only. (32)

CROFTON PERMANENT WAY DEPOT

The following illuminated notice boards have been provided to control movements into and out of the Depot.

- (a) Worded "STOP TELEPHONE", to control outward movements from the Depot and situated between the level crossings and the Depot entrance.
- (b) Worded "ADVISE SIGNALMAN WHEN CLEAR INSIDE DEPOT" to control movements into the Depot and situated back to back with notice board (a).
- (c) Worded "STOP FOR ORDERS – IF NO STAFF ON DUTY PROCEED IF CROSSING CLEAR", applicable to movements from Down Sidings to Depot, and situated on the approach side of the Level Crossings.

Telephone communication with Oakenshaw signal box has been provided adjacent to the notice boards (a) and (b) above. (32)

KILNHURST WEST SOUTH SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION

Swinton Town Junction signal box, together with all signals worked therefrom has been abolished. The block section is now between Kilnhurst West South and Wath Road Junction.

Kilnhurst West South

The Up Slow Inner Distant signal, has been abolished, and the Up Slow Outer Distant has been renamed Up Slow Distant.

The Down Fast Home signal (K54) displays Red, single Yellow or Green aspects.

Kilnhurst West South and Wath Road Junction**Down Fast line signalling alterations**

A new 4-aspect colour light Kilnhurst West South Down Fast Section signal plated K55 has been provided 972 yards north of the signal box and 1,370 yards after passing the Down Fast Home.

The new signal also acts as the Wath Road Junction Down Fast Outer Distant and the distance between K55 and the new Wath Road Junction colour light Down Fast Home (see below) is 2,630 yards.

A signal post telephone connected to Kilnhurst West South signal box has been provided.

The Wath Road Junction semaphore Down Fast Outer Distant signal has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****KILNHURST WEST SOUTH SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION – continued****(Wath Road Junction)**

The semaphore Down Fast Inner Distant signal has been abolished and new 4-aspect colour light signal plated WR43 has been provided 1,340 yards before reaching the new Down Fast Home.

The Yellow and Green aspects only have been brought into use at this stage and the signal acts as the Down Fast Inner Distant.

The semaphore Down Fast Home has been abolished and replaced by a 4-aspect colour light signal plated WR42 (4th aspect for future use), situated 368 yards south of the signal box and 1,008 yards before reaching the Down Fast Section signal. A signal post telephone connected to the signal box has been provided.

Down Slow line**Signals abolished**

The Inner Distant to Down Main; to Down Goods; and to Dearne Junction.

The Outer Distant has been renamed Down Slow Distant.

(31)

BURLEY JUNCTION

The Down Main Starting signal has been renewed as a straight post signal with the arm at a reduced height of 12 ft. above rail level, and 356 yards after passing the signal box (9 yards nearer than formerly).

(Amended item) (31)

**** BETWEEN CHARLESWORTH AND LOFTHOUSE JUNCTION – METHLEY SOUTH LEVEL CROSSING AT 182m. 70chs.**

The intermediate warning boards (which consist of a horizontal black band on a circular white background), situated 250 yards before reaching the crossing, together with the stop boards which are worded "STOP WHISTLE BEFORE PROCEEDING" have been abolished and replaced by combined Whistle and Speed Restriction (Speed limit 5 m.p.h.) boards, situated 55 yards before reaching the level crossing in each direction.

(30)

**** DUTCH RIVER AND POTTERS GRANGE**

The Down Goods has been abolished.

Dutch River

The facing connection Down Main to Down Goods has been secured out of use in the normal position pending removal.

Signal Abolished

Semaphore Arm – Down Main Home to Down Goods.

(30)

BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

Whilst repairs to bridge No.71 are in progress the Down and Up Main lines have been interlaced over the bridge (between 211 m. 69chs. and 211 m. 79chs.)

Keighley Station Junction**Temporary Signalling Alterations:–**

The Down Main colour light Distant has been converted to an additional Down Home signal and can display a RED or single YELLOW aspect only. A signal – post telephone linked to Keighley Station Junction signal box has been provided.

A Down Main semaphore arm Distant signal has been provided and brought into use 1,360 yards before reaching the above (temporary) Down Main Home signal, at a height of 12 ft. above rail level. (UFN)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 5 AUGUST – SHAWCROSS COLLIERY BRANCH – BATLEY GOODS YARD, AND BATLEY STATION

The Shawcross Colliery branch single line, together with the associated sidings in Batley Goods Yard will be abolished.

The points in the Up Siding (adjacent to the Up Main), leading to and from Batley Goods Yard/Single Line will be secured in the normal position pending removal. All redundant notice boards together with the single line outlet ground shunt signal will be abolished.

The Up Siding will be permanently shortened to a length of approximately 130 yards, and temporary Buffer-stops erected until completion of track recovery when permanent stops will be installed. (34/35)

TUESDAY to THURSDAY 7 to 9 AUGUST – POTTERS GRANGE

The slip points in the Up Branch line, leading from the Up Main will be secured in the reverse position to allow through running from Up Main to Up Branch.

The points Up Branch to former Down Goods will be secured out of use pending removal, and the shunting signals applying set back former Down Goods to Up Branch, and set back Up Branch to former Down Goods will be abolished.

The adjacent trap points in the Up Branch line will also be secured out of use in the normal position pending removal. (34/35)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN CUDWORTH STATION AND ROYSTON JUNCTION

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

The Down and Up Slow lines have been re-named Down and Up Goods respectively, and these lines will continue to be worked under the Absolute Block Regulations.

The "Diamond" signs have been removed from the posts of all signals appertaining to the newly named Goods lines.

Cudworth Station

The trap points in the Down Goods line (immediately south of the station) have been abolished. (33)

SHERBURN-IN-ELMET NORTH

The trailing crossover between the Down and Up Main lines, together with the associated ground disc shunting signals, have been abolished. (33)

BOOTHFERRY ROAD

The trailing connection leading from the Down Main to Down Sidings has been secured out of use in the normal position pending removal.

The associated inlet and outlet ground shunting signals have been abolished. (33)

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

The "Amoco" Petroleum Ltd. Sidings have been brought into use. Access to these sidings are via a new trailing connection controlled by Skellow Jn. leading from the Down Main line (on the Applehurst Junction side of the signal box) between 161 and 160 $\frac{3}{4}$ m.p.

Facing trap points have been provided at the outlet from the sidings.

New Signals

No.33 – ground position light outlet signal applying – Amoco Sidings to Down Main.

An adjacent telephone for the purpose of carrying out Rule Book Section H, Clause 4.12.1 has been provided at this signal.

No.35 – ground position light signal applying set-back – Down Main to Amoco Sidings.

A marker board worded : "EQUAL TO 16 x 100 TON TANKS" has been provided on the Down Main (Facing Down direction movements) and situated 400 yards on the Leeds side of this signal.

Altered Signal

The two-tier disc shunting signal (situated at the clearance point of the intersection of the Down Branch and Down Main lines) applying – set-back Down Main to Up Main or to Up Sidings, has been replaced by a ground position light shunting signal with 3-way stencil-type route indicator with applications as follows:—

Indication	Application To or Towards
"X"	To "Amoco" Siding
"U"	To Up Main
"S"	To Up Sidings

The Tip Sidings and Full Sidings have been abolished and the following points secured out of use, in the normal position, pending removal:—

- Connection between Full Sidings and Empty Sidings
- Trap points in the Tip Sidings

Signals Abolished

Disc – Up Sidings to Empty Sidings or to Full Sidings

Full and Tip Sidings outlet discs

The notice board on the Empty Sidings worded: "STOP AND AWAIT INSTRUCTIONS" (32)

HULL PARAGON

The 2-way route indicator on the first incoming signal on the Down Main ("D" Road) has been abolished and the main signal (No.232) now applies along the Down Main only. (32)

CROFTON PERMANENT WAY DEPOT

The following illuminated notice boards have been provided to control movements into and out of the Depot.

- (a) Worded "STOP TELEPHONE", to control outward movements from the Depot and situated between the level crossings and the Depot entrance.
- (b) Worded "ADVISE SIGNALMAN WHEN CLEAR INSIDE DEPOT" to control movements into the Depot and situated back to back with notice board (a).
- (c) Worded "STOP FOR ORDERS – IF NO STAFF ON DUTY PROCEED IF CROSSING CLEAR", applicable to movements from Down Sidings to Depot, and situated on the approach side of the Level Crossings.

Telephone communication with Oakenshaw signal box has been provided adjacent to the notice boards (a) and (b) above. (32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued***** * KILNHURST WEST SOUTH SWINTON TOWN JUNCTION AND WATH ROAD JUNCTION**

Swinton Town Junction signal box, together with all signals worked therefrom has been abolished. The block section is now between Kilnhurst West South and Wath Road Junction.

Kilnhurst West South

The Up Slow Inner Distant signal, has been abolished, and the Up Slow Outer Distant has been renamed Up Slow Distant.

The Down Fast Home signal (K54) displays Red, single Yellow or Green aspects.

Kilnhurst West South and Wath Road Junction**Down Fast line signalling alterations**

A new 4-aspect colour light Kilnhurst West South Down Fast Section signal plated **K55** has been provided 972 yards north of the signal box and 1,370 yards after passing the Down Fast Home.

The new signal also acts as the Wath Road Junction Down Fast Outer Distant and the distance between K55 and the new Wath Road Junction colour light Down Fast Home (see below) is 2,630 yards.

A signal post telephone connected to Kilnhurst West South signal box has been provided.

The Wath Road Junction semaphore Down Fast Outer Distant signal has been abolished.

(Wath Road Junction)

The semaphore Down Fast Inner Distant signal has been abolished and new 4-aspect colour light signal plated **WR43** has been provided 1,340 yards before reaching the new Down Fast Home.

The Yellow and Green aspects only have been brought into use at this stage and the signal acts as the Down Fast Inner Distant.

The semaphore Down Fast Home has been abolished and replaced by a 4-aspect colour light signal plated **WR42** (4th aspect for future use), situated 368 yards south of the signal box and 1,008 yards before reaching the Down Fast Section signal. A signal post telephone connected to the signal box has been provided.

Down Slow line**Signals abolished**

The Inner Distant to Down Main; to Down Goods; and to Dearne Junction.

The Outer Distant has been renamed Down Slow Distant.

(31)

*** * BURLEY JUNCTION**

The Down Main Starting signal has been renewed as a straight post signal with the arm at a reduced height of 12 ft. above rail level, and 356 yards after passing the signal box (9 yards nearer than formerly).
(Amended item) (31)

BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

Whilst repairs to bridge No.71 are in progress the Down and Up Main lines have been interlaced over the bridge (between 211 m. 69chs. and 211 m. 79chs.).

Keighley Station Junction**Temporary Signalling Alterations:—**

The Down Main colour light Distant has been converted to an additional Down Home signal and can display a RED or single YELLOW aspect only. A signal – post telephone linked to Keighley Station Junction signal box has been provided.

A Down Main semaphore arm Distant signal has been provided and brought into use 1,360 yards before reaching the above (temporary) Down Main Home signal, at a height of 12 ft. above rail level. (UFN)

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.***CATTAL STATION**

The Up platform has been permanently shortened by 29 yards at the York end. (32)

MISCELLANEOUS INSTRUCTIONS**PONTEFRACT BAGHILL STATION**

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice. (U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs. Contractors plant and other vehicles will be using this level crossing.

Drivers to sound locomotive horn when approaching the crossing.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

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

SOWERBY BRIDGE UP SIDING

The Warehouse Road is spiked out of use pending removal.

DEWSBURY RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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.)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

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.)

Burles mt



British Rail

NS

EASTERN REGION

No.32

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

SATURDAY 11 AUGUST

TO

FRIDAY 17 AUGUST 1973

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.

TEMPORARY ENGINEERING WORKS

(For details of Signalling or Permanent Way Alteration 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
DONCASTER (BLACK CARR JN.) TO SKELTON BRIDGE		
DAILY UNTIL FURTHER NOTICE		
Decoy No.2	All	07 00 to 17 00. Work in connection with signalling alterations.
Loversall Carr Jn. and Shaftholme Jn.	All	Installing concrete troughing alongside lines and metal troughing on bridges.
Doncaster North (Marshgate Jn.) and Arksey	Down and Up Main	07 00 to 19 00. Re-constructing bridge No.330 at 156¼m.p.
Arksey	Up Main	07 00 to 17 00. Demolishing old station buildings at 158m. 3chs.
Shaftholme and Brayton	Down and Up Main	07 00 to 17 00. Constructing bridge No.8A at 167m. 45chs. Mechanical plant in use.
Shaftholme Jn. and Selby South	Down and Up Main	07 30 to 16 30. Cleaning and painting lineside equipment and buildings between 160m. 15chs. and 174m. 12chs. Ladders and trestles in use.
Brayton and Barby North	All	07 30 to 17 00. Preparing for alterations to signalling.
Barby North Jn. and Chaloners Whin	Down and Up Main	07 00 to 18 00. Contractors working adjacent to tracks between 184 and 184¼ m.p. Mechanical plant in use.
York Station	Down and Up Main and Nos. 2 to 13 Platforms inclusive	07 00 to 17 00. Renewing Station End Screens at 188m. 5chs. and 0m. 6chs. Scaffolding and mechanical plant in use.
SUNDAY 12 AUGUST		
Decoy No.2	All	07 00 to 17 00. Preparatory work in connection with signalling alterations.
Doncaster South and North	All	07 00 to 17 00. Changing relays and repairing parts.
Shaftholme Jn.	Down and Up Main	06 30 to 17 00. Renewing fittings and machine on No. 1394 points.
Shaftholme and Selby Canal Jn. (Sig. 1931)	Down Main (BLOCKED) except as shown in remarks)	04 00 to 12 00. Replacing defective rails at 171m. 3chs. and 171 m. 16chs. Arrangements made to pass 1L48, 09 18, Doncaster to Scarborough 1N33, 09 30 Doncaster to Newcastle 1G14, 09 00 Worksop to Scarborough and 1G15, 09 30 Worksop to Scarborough.

SECTION B - TEMPORARY ENGINEERING WORKS

At or between	Lines affected	Remarks
YORK (SKELTON) TO HARROGATE (DRAGON) - continued		
SATURDAY to SUNDAY 11 to 12 AUGUST		
Starbeck South and Harrogate North	Down Main (Starbeck South to Dragon) / Up Main (Dragon to Harrogate North) and Up Main (Dragon to Starbeck South) / Down Main (Harrogate North to Dragon) (BLOCKED)	23 30 (Sat) to 08 00 (Sun). Abandoning switches and crossings between 18 m. 50 chs. and 18 m. 48 chs. (Leeds to Harrogate Mileage). Crane in use. Both signal boxes open.
DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)		
DAILY UNTIL FURTHER NOTICE		
Doncaster North (Marshgate Jn.) and Bentley Crossing	Down and Up Main	07 00 to 19 00. Thrustboring for sewerage main at 157m. 30chs.
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.
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.
Wakefield and Gelderd Rd. Jn.	All	07 30 to 19 00. Cleaning and painting bridges between 175 m. 62 chs. and 185 m. 3 chs. Ladders and trestles in use. Commencing Monday 13 August.
Wakefield Westgate and Leeds City (West Jn.)	All	08 00 to 20 00. Testing signalling cables.
Lofthouse Ground Frame and Gelderd Rd. Jn.	Down Main	08 00 to 18 00. Contractors recovering ash between 179m. 10chs. and 179m. 57chs. Plant in use.
Lofthouse Ground Frame and Gelderd Road Jn.	Down Main	07 30 to 18 00. Contractors reconstructing culvert mouth adjacent to railway embankment at 183m. 71chs. Plant in use.
SUNDAY 12 AUGUST		
Bentley Crossing and Adwick Jn.	All	08 00 to 16 03. Picking up telegraph poles. Trolley in use.
Lofthouse Ground Frame and Gelderd Road Jn.	Down and Up Main	07 30 to 17 00. Trimming stone ballast between 182 and 183m.p.
Gelderd Road Jn.	All	07 00 to 17 30. Repairs to bridge No.37 between 184 and 184 $\frac{3}{4}$ m.p.
STAINFORTH JN. TO SKELLOW (ADWICK JN.)		
DAILY UNTIL FURTHER NOTICE		
Applehurst Jn. and Skellow Jn.	Down Main	07 00 to 21 00. Contractors working adjacent to track between 160m. 70chs. and 161m. 35chs. Mechanised plant in use.
Applehurst Jn. and Skellow Jn.	All	08 00 to 16 00. Preparing for signalling alteration, laying cables etc.
Skellow Jn.	Down and Up Main	08 30 to 15 30. Erecting garage at 160m. 62chs.

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 Drycrough Jn.	Down and Up Main	07 30 to 17 00. Contractors removing spoil over level crossings at 1m. 5chs. (See Section 'D').
HEATON LODGE SOUTH JN. TO HEATON LODGE EAST JN.		
SUNDAY 12 AUGUST		
Heaton Lodge South Jn. and Heaton Lodge East Jn.	Down Underpass	07 30 to 17 00. Renewing point machine.
WEDNESDAY 15 AUGUST		
Heaton Lodge South Jn. and Heaton Lodge East Jn.	Down and Up Underpass (BLOCKED)	00 01 to 06 00. Tamping machines in use between 0 and 1m.p. Traffic to travel over the Down and Up Main.
DIGGLE (REGIONAL BOUNDARY AT 15m. 11chs.) TO HEALEY MILLS (HEATON LODGE JN.)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	All	08 00 to 16 00. Brickwork repairs in Standedge Tunnel between 15m. 11chs. and 18m. 14chs. Ladders in use. Drivers not to put their heads out.
Marsden and Gledholt	All	08 00 to 17 00. Contractors demolishing former Slaithwaite signal box at 21¼m.p. Plant in use.
Longwood Goods	All	08 00 to 17 00. Contractors demolishing warehouse at 23m. 35chs. Plant in use.
Springwood Jn. and Huddersfield	Down and Up Fast	08 00 to 17 00. Contractors erecting seal in Huddersfield Fast Tunnel ventilation shaft between 25¼m.p. and 25m. 52chs. Scaffolding erected. Ladders in use. Drivers not to put their heads out.
SATURDAY to SUNDAY 11 to 12 AUGUST		
Marsden and Gledholt Jn.	23 45(Sat) to 05 30(Sun) Up Main (BLOCKED) 05 30 to 09 45(Sun) Down Main (BLOCKED) except as shown in remarks)	23 45(Sat) to 09 45(Sun). Tamping machines in use between 20½ and 25m.p. 05 30 to 09 45. Arrangements made to pass 1E97, 08 00 Manchester Victoria to Hull over the Down Main.
SUNDAY 12 AUGUST		
Gledholt Jn. and Huddersfield	Down and Up Slow	07 30 to 16 30. Renewing switches and crossings between 24¾ and 25¾m.p.
THURSDAY 16 AUGUST		
Hillhouse Jn. and Huddersfield	00 01 to 03 00 Up Fast (BLOCKED) 03 00 to 06 00 Down Fast (BLOCKED)	00 01 to 06 00. Tamping and lining machines in use between 25m. 76chs. and 26m. 23chs. 00 01 to 03 00. Up traffic to travel over the Up Slow. 03 00 to 06 00. Down traffic to travel over the Down Slow.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
THORNHILL JN. TO CLECKHEATON		
DAILY UNTIL FURTHER NOTICE		
Thornhill Jn. and Heckmondwike	All	08 00 to 18 00. Contractors erecting steel work adjacent to track between 1½ and 1¾ m.p. Cranes in use.
SUNDAY 12 AUGUST		
Thornhill Jn.	Departure/Single	07 30 to 17 00. Renewing point machine.
Thornhill Jn. and Heckmondwike	Down and Up Main	06 00 to 20 00. Ballast cleaning between 0m. 10chs. and 1m. 10chs. Ballast cleaner in use.
HECKMONDWIKE CURVE		
SUNDAY 12 AUGUST		
Heckmondwike Curve	Single	07 30 to 17 00. Renewing point machine.
HEADFIELD BRANCH		
THURSDAY 16 AUGUST		
Headfield Branch	Single	00 01 to 06 00. Ballast regulating machine in use between 0m. 35chs. and 1m.p.
BARNESLEY STATION JN. TO HORBURY JN.		
DAILY UNTIL FURTHER NOTICE		
Barnsley Station Jn. and Crigglestone Jn.	All	08 00 to 16 00. Installing cables, ducts recovering pole route
Woolley Coal Sidings and Crigglestone Jn.	Down and Up Main	08 00 to 17 00. Fixing ring dams and canopies in Shafts Nos. 5, 6 and 7 in Woolley Old and New Tunnels between 47m. 30chs. and 46m. 30chs. Ladders in use.
Woolley Coal Sidings and Crigglestone Jn.	Down Main	07 30 to 17 00. Testing rails in Woolley Tunnel between 47m. 30chs. and 46m. 30chs.
Woolley Coll. Sidings and Crigglestone Jn.	Down and Up Main	07 00 to 18 00. Contractors laying drains along upside cutting slope adjacent to track between 46m. 33chs. and 46m. 19chs. Drivers to keep a sharp look-out. Commencing Monday 13 August.
SUNDAY 12 AUGUST		
Crigglestone Jn. and Darton	Up Main	07 00 to 17 00. Changing chairs in Woolley Tunnel between 46¾ and 47 m.p.
MONDAY to TUESDAY 13 to 14 AUGUST		
Barnsley Station Junction and Crigglestone Junction	Down and Up Main	23 00 (Mon) to 05 00 (Tue). Tamping and lining machines in use between 47¾ and 47 m.p. and between 52 and 51½ m.p.
WATH ROAD JN. TO LEEDS CITY (NORTH JN.)		
DAILY UNTIL FURTHER NOTICE		
Wath North (North) and Houghton Colliery Sidings	Down Main	08 00 to 18 00. Contractors excavating and carrying out flood alleviation works, adjacent to railway embankment between 171m. 46chs. and 171m. 64chs. Plant in use.

WATH ROAD JN. TO LEEDS CITY (NORTH JN.)—continued

SUNDAY 12 AUGUST—continued
 Hunslet Goods Jn. and All
 Engine Shed Jn.

00 01 to 20 00. Contractors erecting overhead pipeline at bridge No.7 at 195m. 17chs. Road cranes in use.

Leeds City North Jn. All

07 00 to 17 00. Renewing connections.

TUESDAY to WEDNESDAY 14 to 15 AUGUST

Goose Hill Jn. and Up Main
 Oakenshaw South Jn. (BLOCKED
 except as shown
 in remarks)
 Down Main
 (BETWEEN TRAINS)

23 30 (Tue) to 06 30 (Wed). Ballast regulating machines in use between 182 and 184m.p.
Arrangements made to pass 1M98, 22 50 Glasgow Central to Nottingham. Other Up traffic diverted.

HUNSLET LANE GOODS BRANCH

DAILY UNTIL FURTHER NOTICE

Hunslet Lane All
 Goods Yard (BLOCKED
 by local arrangement)

08 00 to 20 00. Contractors removing redundant materials and sidings and abandonment of redundant connections. Plant in use.

CUDWORTH (DEARNE VALLEY SOUTH JN.) TO GOLDTHORPE COLLIERY (DEARNE VALLEY SOUTH BRANCH)

DAILY UNTIL FURTHER NOTICE

Cudworth Dearne Down and Up Main
 Valley South Jn. and
 Goldthorpe Colliery

08 00 to 16 00. Steelwork repairs to bridge No.31 at 59 m.p. Scaffolding and plant in use.
Drivers to give audible warning of approach.

NORMANTON (ALTOFTS JN.) TO YORK (CHALONERS WHIN)

DAILY UNTIL FURTHER NOTICE

Altoft Jn. and All Lines
 Whitwood Jn.

08 00 to 18 00. Repairs to bridge No.61 at 23m. 1ch. Plant in use.

Altofts Jn. and All
 Whitwood Jn.

Contractors laying in sewer under railway embankment at 23m. 22chs.

Whitwood Jn. and Down Main
 Castleford Gates

07 30 to 18 00. Contractors removing redundant track between 21m. 66chs. and 22m. 2chs. Plant in use.

Altofts Jn. and All
 Burton Salmon

07 30 to 19 00. Cleaning and painting bridges between 23m. 35chs. and 17m. 35chs. Ladders and trestles in use.
Commencing Monday 13 August.

Whitwood Jn. and All
 Fryston

08 00 to 16 00. Preparatory work for signalling alterations.

Castleford Down Main
 Central Station

08 00 to 16 30. Excavating through platform for drainage at 20m. 76chs.

Castleford Station and All
 Fryston

08 00 to 16 00. Preparatory work for signalling alterations.

Burton Salmon and All
 Chaloners Whin

08 00 to 16 30. Cleaning and painting bridges and lineside work between 16m. 70chs. and 2m.p. Ladders and trestles in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
APPERLEY JN. TO ILKLEY STATION - continued		
DAILY UNTIL FURTHER NOTICE-continued		
Burley	All	08 00 to 17 00. Contractors demolishing warehouse in former sidings. Mechanical plant in use.
Ben Rhydding Station	Down and Up Main	08 00 to 16 30. Erection of New Shelter at 210¼ m.p. Mechanical plant in use.
SHIPLEY (GUISELEY JN.) TO GUISELEY (ESHOLT JN.)		
DAILY UNTIL FURTHER NOTICE		
Guiseley Jn. and Esholt Jn.	Down and Up Main	08 00 to 16 00 and 22 00 to 06 00. Repairs to Esholt Tunnel between 0m. 27chs. and 0m. 52chs. Ladders in use.
Drivers not to put their heads out.		
SUNDAY 12 AUGUST		
Guiseley Jn. and Esholt Jn.	Down and Up Main (BLOCKED)	00 01 to 10 00. Loading rails between 2m. 13chs.. and 2m. 45chs. Crane in use. Both signal boxes open.
SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)		
DAILY UNTIL FURTHER NOTICE		
ShIPLEY Passenger Station	All	08 00 to 19 00. Contractors stone cleaning, demolishing, painting and landscaping between 205m. 63chs. and 206m. 1chs. Plant in use.
SHIPLEY (BRADFORD JN.) TO BINGLEY JN.		
DAILY UNTIL FURTHER NOTICE		
ShIPLEY Passenger Station	All	08 00 to 19 00. Contractors stone cleaning, demolishing, painting and landscaping. Plant in use.
Bingley Jn.	All	08 00 to 15 30. Alterations to cables and point connections.
SUNDAY 12 AUGUST		
Bradford Forster Square	All	07 30 to 17 00. Testing controls. Signal box open.
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
Leeds City Station	All	Cleaning and painting station roofs. Scaffolding, ladders and trestles in use.
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 20¼m.p. beneath track level. Plant in use.
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 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

SHAWCROSS COLLIERY BRANCH—BATLEY GOODS YARD AND BATLEY STATION

The Shawcross Colliery branch single line, together with the associated sidings in Batley Goods Yard have been abolished.

The points in the Up Siding (adjacent to the Up Main), leading to and from Batley Goods Yard/Single Line have been secured in the normal position pending removal. All redundant notice boards together with the single line outlet ground shunt signal have been abolished.

The Up Siding has been permanently shortened to a length of approximately 130 yards, and temporary Buffer-stops erected until completion of track recovery when permanent stops will be installed.

(34/35)

POTTERS GRANGE

The slip points in the Up Branch line, leading from the Up Main have been secured in the reverse position to allow through running from Up Main to Up Branch.

The points Up Branch to former Down Goods have been secured out of use pending removal, and the shunting signals applying set back former Down Goods to Up Branch, and set back Up Branch to former Down Goods have been abolished.

The adjacent trap points in the Up Branch line have also been secured out of use in the normal position pending removal.

(34/35)

BETWEEN CUDWORTH STATION AND ROYSTON JUNCTION

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

The Down and Up Slow lines have been re-named Down and Up Goods respectively, and these lines will continue to be worked under the Absolute Block Regulations.

The "Diamond" signs have been removed from the posts of all signals appertaining to the newly named Goods lines.

Cudworth Station
The trap points in the Down Goods line (immediately south of the station) have been abolished. (33)

SHERBURN-IN-ELMET NORTH

The trailing crossover between the Down and Up Main lines, together with the associated ground disc shunting signals, have been abolished. (33)

BOOTHFERRY ROAD

The trailing connection leading from the Down Main to Down Sidings has been secured out of use in the normal position pending removal. (33)

The associated inlet and outlet ground shunting signals have been abolished.

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

SHAWCROSS COLLIERY BRANCH—BATLEY GOODS YARD AND BATLEY STATION

The Shawcross Colliery branch single line, together with the associated sidings in Batley Goods Yard have been abolished.

The points in the Up Siding (adjacent to the Up Main), leading to and from Batley Goods Yard/Single Line have been secured in the normal position pending removal. All redundant notice boards together with the single line outlet ground shunt signal have been abolished.

The Up Siding has been permanently shortened to a length of approximately 130 yards, and temporary Buffer-stops erected until completion of track recovery when permanent stops will be installed.

(34/35)

POTTERS GRANGE

The slip points in the Up Branch line, leading from the Up Main have been secured in the reverse position to allow through running from Up Main to Up Branch.

The points Up Branch to former Down Goods have been secured out of use pending removal, and the shunting signals applying set back former Down Goods to Up Branch, and set back Up Branch to former Down Goods have been abolished.

The adjacent trap points in the Up Branch line have also been secured out of use in the normal position pending removal.

(34/35)

BETWEEN CUDWORTH STATION AND ROYSTON JUNCTION

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

The Down and Up Slow lines have been re-named Down and Up Goods respectively, and these lines will continue to be worked under the Absolute Block Regulations.

The "Diamond" signs have been removed from the posts of all signals appertaining to the newly named Goods lines.

Cudworth Station

The trap points in the Down Goods line (immediately south of the station) have been abolished. (33)

SHERBURN-IN-ELMET NORTH

The trailing crossover between the Down and Up Main lines, together with the associated ground disc shunting signals, have been abolished. (33)

BOOTHFERRY ROAD

The trailing connection leading from the Down Main to Down Sidings has been secured out of use in the normal position pending removal. (33)

The associated inlet and outlet ground shunting signals have been abolished.

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

**** SKELLOW JUNCTION**

The "Amoco" Petroleum Ltd. Sidings have been brought into use. Access to these sidings are via a new trailing connection controlled by Skellow Jn. leading from the Down Main line (on the Applehurst Junction side of the signal box) between 161 and 160 $\frac{3}{4}$ m.p.

Facing trap points have been provided at the outlet from the sidings.

New Signals

No.33 – ground position light outlet signal applying – Amoco Sidings to Down Main.

An adjacent telephone for the purpose of carrying out Rule Book Section H, Clause 4.12.1 has been provided at this signal.

No.35 – ground position light signal applying set-back – Down Main to Amoco Sidings.

A marker board worded : "EQUAL TO 16 x 100 TON TANKS" has been provided on the Down Main (Facing Down direction movements) and situated 400 yards on the Leeds side of this signal.

Altered Signal

The two-tier disc shunting signal (situated at the clearance point of the intersection of the Down Branch and Down Main lines) applying – set-back Down Main to Up Main or to Up Sidings, has been replaced by a ground position light shunting signal with 3-way stencil-type route indicator with applications as follows:—

Indication	Application To or Towards
"X"	To "Amoco" Siding
"U"	To Up Main
"S"	To Up Sidings

The Tip Sidings and Full Sidings have been abolished and the following points secured out of use, in the normal position, pending removal:—

Connection between Full Sidings and Empty Sidings

Trap points in the Tip Sidings

Signals Abolished

Disc – Up Sidings to Empty Sidings or to Full Sidings

Full and Tip Sidings outlet discs

The notice board on the Empty Sidings worded: "STOP AND AWAIT INSTRUCTIONS" (32)

**** HULL PARAGON**

The 2-way route indicator on the first incoming signal on the Down Main ("D" Road) has been abolished and the main signal (No.232) now applies along the Down Main only. (32)

**** CROFTON PERMANENT WAY DEPOT**

The following illuminated notice boards have been provided to control movements into and out of the Depot.

- Worded "STOP TELEPHONE", to control outward movements from the Depot and situated between the level crossings and the Depot entrance.
- Worded "ADVISE SIGNALMAN WHEN CLEAR INSIDE DEPOT" to control movements into the Depot and situated back to back with notice board (a).
- Worded "STOP FOR ORDERS – IF NO STAFF ON DUTY PROCEED IF CROSSING CLEAR", applicable to movements from Down Sidings to Depot, and situated on the approach side of the Level Crossings.

Telephone communication with Oakenshaw signal box has been provided adjacent to the notice boards (a) and (b) above. (32)

NS-29

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued
BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

Whilst repairs to bridge No.71 are in progress the Down and Up Main lines have been interlaced over the bridge (between 211 m. 69 chs. and 211 m. 79chs.)

Keighley Station Junction

Temporary Signalling Alterations:-

The Down Main colour light Distant has been converted to an additional Down Home signal and can display a RED or single YELLOW aspect only. A signal - post telephone linked to Keighley Station Junction signal box has been provided.

A Down Main semaphore arm Distant signal has been provided and brought into use 1,360 yards before reaching the above (temporary) Down Main Home signal, at a height of 12 ft. above rail level. (UFN)

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.

CATTAL STATION

* The Up platform has been permanently shortened by 29 yards at the York end.

(32)

MISCELLANEOUS INSTRUCTIONS

PONTEFRACT BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs. Contractors plant and other vehicles will be using this level crossing.

Drivers to sound locomotive horn when approaching the crossing.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

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

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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 RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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.)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

NJ, 33/73
18-24.8.73

SECTION B - TEMPORARY ENGINEERING WORKS - continued.

At or between	Lines affected	Remarks
HESSLE ROAD TO ALEXANDRIA DOCK		
SATURDAY to SUNDAY 18 to 19 AUGUST		
Hessle Road(Springbank North Jn.) and Alexandra Dock	Down and Up Main (BLOCKED)	23 00(Sat) to 18 00(Sun). Reballasting and relaying between 3m. 79chs. and 3m. 43chs. Ballast cleaning machine and tracklayer in use. No traffic.
WEDNESDAY to FRIDAY 22 to 24 AUGUST		
Hessle Road and Hessle Road(Bridges Jn.)	Down and Up Main (BLOCKED)	23 00(Wed and Thu) to 06 00(Thu and Fri). Tamping and lining machines in use between 4¼ and 3¼m.p. No traffic.
SUNDAY 19 AUGUST		
Hessle Road	Up Main	08 00 to 12 00. Signalling alterations. (See Section 'C').

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY to MONDAY 19 to 20 AUGUST - CASTLEFORD STATION, CASTLEFORD OLD STATION, FRYSTON AND LEDSTON

Castleford Old Station signal box, together with all signals worked there from, with the exception of the Up Branch Distant from Ledston will be abolished.

The Block Section (Absolute) on the Down and Up Main lines will then be between Castleford Station and Fryston.

Direction lever working between Ledston and Castleford Old Station will be extended to Castleford Station signal box.

The junction points - Down Main to Ledston Branch, and the trailing crossover at Castleford Old Station will be brought under control of Castleford Station signal box, and the junction points will now be known as Castleford Old Junction.

Castleford Station

New and Altered Signals

Up Main

CS-37 - A new 4 aspect Colour Light, Up Main Home 1, will be provided on the left of Up Main, 1,265 yards before reaching the signal box and the existing Up Main Home signals will be renamed Up Main Homes 2.

The Up Main Distant (below Castleford Old Station former Up Home signal) will be abolished and the single yellow aspect incorporated in Fryston Up Section signal will become the Distant for this box.

CS-13 A new GPL shunting signal will be provided at the Up Main end of the trailing crossover road, formerly controlled by Castleford Old Station, and will apply Up Main to Down Main or Down Ledston Branch.

Up Ledston Branch

The Up Branch Distant (below Castleford Old Station former Up Branch Home 2) will be dispensed with and the former Up Branch Distant for Castleford Old Station will function as the Distant signal for this box.

SECTION C--SIGNALLING AND PERMANENT WAY ALTERATIONS--continued**DETAILS OF WORK REFERRED TO IN SECTION B - continued****SUNDAY to MONDAY 19 to 20 AUGUST - CASTLEFORD STATION, CASTLEFORD OLD STATION, FRYSTON AND LEDSTON - continued****Castleford Station - continued****Up Ledston Branch - continued**

CS-9 - A new 2 aspect (R.Y. only) Colour Light, Up Branch Home 1, will be provided on the left of the Up Branch, 815 yards before reaching the Up Branch to Down Main connection (1,810 yards from Castleford Station signal box).

CS-10 - A new 3 aspect Colour Light, Up Branch Home 2, will be provided on the site of Castleford Old Station former Up Branch Home 2 (995 yards before reaching Castleford Station signal box) applying Up Branch to Up Main with a right hand offset subsidiary signal reading Up Branch to Set Back line.

Down Main

CS-7 - The Down Main Section signal will be replaced by a 4 aspect Colour Light (second yellow aspect for further use), with Position '1' Junction Indicator, 360 yards further from the signal box. This signal will function as Down Main Section signal or with Junction Indicator as Down Main Home 2 to Ledston Branch.

Down Ledston Branch

CS-8 - A new 2 aspect (R.Y.) Colour Light will be provided as Down Branch Section signal on the left side of the line, 1,273 yards after passing CS-7 signal. The yellow aspect will function as Down Distant for Ledston box.

Ground Frames

A new 3-lever Ground Frame to be known as Castleford East Branch Ground Frame, released from Castleford Station Box, will be provided at the connection leading from the Set Back line to Castleford East Branch. The Ground Frame will control the points and a new ground position light signal applying set back line to Branch. When the Ground Frame levers are in the normal position the position light signal will be controlled by Castleford Station for movements from Set Back line to the Ledston Branch.

A notice board worded "End of One Train Working - Stop for Orders" will be provided to the left of Castleford East Branch, applicable to returning movements, 45 yards before reaching the Ground Frame connection.

Wheldale Colliery Ground Frame will be released by Castleford Station signal box.

Telephones, connected to Castleford Station signal box, will be provided at the new Colour Light signals and Ground Frame.

Ledston

The Down semaphore Distant signal will be abolished and the Yellow aspect in CS-8 signal will function as the Down Distant for this box.

(37)

SUNDAY 19 AUGUST - DAIRYCOATES WEST

A new trailing connection leading to TILCON Siding will be brought into use leading from the Up Main between the Up Main Home No.1 and No.2 signals.

A new main to main trailing crossover will also be provided immediately on the Albert Dock side of this new connection.

The following ground position light shunting signals will be brought into use in conjunction with the above:-

Set back - Down Main to Up Main or to Tilcon Siding (No.1 signal), situated between the Down and Up Main lines.

Set back - Up Main to Down Main (No.6 signal), situated between the Down and Up Main lines.

Tilcon Siding exit signal to Down Main (No.5 signal). A telephone connected to Dairycoates West signal box will be provided adjacent to No.5 signal.

(37)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 19 AUGUST—HESSLE ROAD AND HULL BRIDGE**

The Up Alexandra Dock 3-aspect colour light signal (Hessle Road No.55/Hull Bridge No.1 signal) will be replated as a semi-automatic signal and the Hessle Road control on this signal removed.

The signal-post telephone will continue to be connected to Hessle Road signal box. (37)

WEDNESDAY 22 AUGUST—WANSFORD ROAD

The slip connection, leading from the Up Main to the Down Sidings will be secured out of use in the normal position pending removal. The Down Siding will become redundant on the North side of the signal box, but trap points will be retained adjacent to the signal box.

The associated Down Siding disc signal at the North end of the Siding will be abolished.

The disc signals on the Up Main and Up Sidings No.1 lines, also on the Down Siding on the Driffield side of the signal box, will now apply towards the Down Main line only. (37)

DETAILS OF WORK ALREADY CARRIED OUT**SHAWCROSS COLLIERY BRANCH—BATLEY GOODS YARD AND BATLEY STATION**

The Shawcross Colliery branch single line, together with the associated sidings in Batley Goods Yard have been abolished.

The points in the Up Siding (adjacent to the Up Main), leading to and from Batley Goods Yard/Single Line have been secured in the normal position pending removal. All redundant notice boards together with the single line outlet ground shunt signal have been abolished.

The Up Siding has been permanently shortened to a length of approximately 130 yards, and temporary Buffer-stops erected until completion of track recovery when permanent stops will be installed. (34/35)

POTTERS GRANGE

The trailing points in the Down Goods, leading to the Up Branch line, have been secured in the reverse position pending replacement by plain line to allow through running to and from the Up Branch.

(Amended Item) (37)

** BETWEEN CUDWORTH STATION AND ROYSTON JUNCTION**

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

The Down and Up Slow lines have been re-named Down and Up Goods respectively, and these lines will continue to be worked under the Absolute Block Regulations.

The "Diamond" signs have been removed from the posts of all signals appertaining to the newly named Goods lines.

Cudworth Station

The trap points in the Down Goods line (immediately south of the station) have been abolished. (33)

** SHERBURN-IN-ELMET NORTH**

The trailing crossover between the Down and Up Main lines, together with the associated ground disc shunting signals, have been abolished. (33)

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

The trailing connection leading from the Down Main to Down Sidings has been secured out of use in the normal position pending removal.

The associated inlet and outlet ground shunting signals have been abolished.

(33)

BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

Whilst repairs to bridge No.71 are in progress the Down and Up Main lines have been interlaced over the bridge (between 211 m. 69chs. and 211 m. 79chs.)

Keighley Station Junction**Temporary Signalling Alterations:—**

The Down Main colour light Distant has been converted to an additional Down Home signal and can display a RED or single YELLOW aspect only. A signal – post telephone linked to Keighley Station Junction signal box has been provided.

A Down Main semaphore arm Distant signal has been provided and brought into use 1,360 yards before reaching the above (temporary) Down Main Home signal, at a height of 12 ft. above rail level. (UFN)

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.

★08 00 Monday 20 August – LAISTERDYKE YARD

The former running line between Quarry Gap and Cutlers Jn. will be clipped out of use and a sleeper crossing installed for the removal of spoil from the siding. (34/35)

★ BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

MISCELLANEOUS INSTRUCTIONS

PONTEFRACT BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs. Contractors plant and other vehicles will be using this level crossing.

Drivers to sound locomotive horn when approaching the crossing.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

SOWERBY BRIDGE UP SIDING

The Warehouse Road is spiked out of use pending removal.

DEWSBURY RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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.)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

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.)

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 AUGUST – APPLEHURST JUNCTION**

The trailing Main to Main crossover will be renewed in elongated form – the point ends in the Up Main being 68 yards further from the signal box, and the point ends in the Down Main, 9 yards nearer to the signal box. The associated disc shunting signals will be repositioned accordingly, on the cess side of their respective lines.

The Down Main Home signal (with Down Main Home to Down Branch and Shaftholme Junction Down Stainforth Branch Distant on the right-hand bracket) will be repositioned 52 yards further from the signal box. (38)

WEDNESDAY 29 AUGUST – BRAMWITH

The main to main trailing crossover will be secured out of use in the normal position pending removal.

The associated ground shunting signals will be abolished. (38)

WEDNESDAY 29 AUGUST – BRODSWORTH COLLIERY

“Train Ready to Start” plungers will be provided on the left of the Bunker Line (N) adjacent to Nos. 1 and 3 Ground Position Light Signals giving indication to the Bunker Controller. Telephones will be provided at each location for communication with the Bunker Controller. (38)

DETAILS OF WORK ALREADY CARRIED OUT**CASTLEFORD STATION, CASTLEFORD OLD STATION, FRYSTON AND LEDSTON**

Castleford Old Station signal box, together with all signals worked therefrom, with the exception of the Up Branch Distant from Ledston have been abolished.

The Block Section (Absolute) on the Down and Up Main lines are now between Castleford Station and Fryston.

Direction level working between Ledston and Castleford Old Station has been extended to Castleford Station signal box.

The junction points – Down Main to Ledston Branch, and the trailing crossover at Castleford Old Station have been brought under control of Castleford Station signal box, and the junction points are now known as Castleford Old Junction.

Castleford Station**New and Altered Signals****Up Main**

CS-37 – A new 4 aspect Colour Light, Up Main Home 1, has been provided on the left of Up Main, 1,265 yards before reaching the signal box and the existing Up Main Home signals have been renamed Up Main Homes 2.

“The new 4 aspect colour light signal CS37 also acts as the Up Main Outer Distant signal for Castleford Gates signal box.”

The Up Main Distant (below Castleford Old Station former Up Home signal) has been abolished and the single yellow aspect incorporated in Fryston Up Section signal has become the Distant for this box.

CS-13 A new GPL shunting signal has been provided at the Up Main end of the trailing crossover road, formerly controlled by Castleford Old Station, and applies Up Main to Down Main or Down Ledston Branch.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued****CASTLEFORD STATION, CASTLEFORD OLD STATION, FRYSTON AND LEDSTON — continued****Castleford Station — continued****Up Ledston Branch**

The Up Branch Distant (below Castleford Old Station former Up Branch Home 2) has been dispensed with and the former Up Branch Distant for Castleford Old Station functions as the Distant signal for this box. CS — 9 — A new 2 aspect (R.Y. only) Colour Light, Up Branch Home 1, has been provided on the left of the Up Branch, 815 yards before reaching the Up Branch to Down Main connection (1,810 yards from Castleford Station signal box).

CS — 10 — A new 3 aspect Colour Light, Up Branch Home 2, has been provided on the site of Castleford Old Station former Up Branch Home 2 (995 yards before reaching Castleford Station signal box) applying Up Branch to Up Main with a right hand offset subsidiary signal reading Up Branch to Set Back line.

Down Main

CS — 7 — The Down Main Section signal has been replaced by a 4 aspect Colour Light (second yellow aspect for further use), with Position "1" Junction Indicator, 360 yards further from the signal box. This signal functions as Down Main Section signal or with Junction Indicator as Down Main Home 2 to Ledston Branch.

Down Ledston Branch

CS — 8 — A new 2 aspect (R.Y.) Colour Light has been provided as Down Branch Section signal on the left side of the line, 1,273 yards after passing CS — 7 signal. The yellow aspect functions as Down Distant for Ledston box.

Ground Frames

A new 3-lever Ground Frame known as Castleford East Branch Ground Frame, released from Castleford Station Box, has been provided at the connection leading from the Set Back line to Castleford East Branch. The Ground Frame controls the points and a new ground position light signal applying set back line to Branch. When the Ground Frame levers are in the normal position the position light signal is controlled by Castleford Station for movements from Set Back line to the Ledston Branch.

A notice board worded "End of One Train Working — Stop for Orders" has been provided to the left of Castleford East Branch, applicable to returning movements, 45 yards before reaching the Ground Frame connection.

Wheldale Colliery Ground Frame has been released by Castleford Station signal box.

Telephones, connection to Castleford Station signal box, have been provided at the new Colour Light signals and Ground Frame.

Ledston

The Down semaphore Distant signal has been abolished and the Yellow aspect in CS — 8 signal functions as the Down Distant for this box.

(37)

★ DAIRYCOATES WEST

A new trailing connection leading to TILCON Siding has been brought into use leading from the Up Main between the Up Main Home No.1 and No. 2 signals.

A new main to main trailing crossover also provides immediately on the Albert Dock side of this new connection.

The following ground position light shunting signals have been brought into use in conjunction with the above:—

Set back — Down Main to Up Main or to Tilcon Siding (No.1 signal), situated on the cress side of the Down Main.

Set back — Up Main to Down Main (No.6 signal), situated on the cress side of the Up Main.

Tilcon Siding exit signal to Down Main (No.5 signal). A telephone connected to Dairycoates West signal box has been provided adjacent to No.5 signal.

(37)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HESSLE ROAD AND HULL BRIDGE**

The Up Alexandra Dock 3-aspect colour light signal (Hessle Road No.55/Hull Bridge No.1 signal) has been replated as a semi-automatic signal and the Hessle Road control on this signal removed.

The signal-post telephone continues to be connected to Hessle Road signal box. (37)

WANSFORD ROAD

The slip connection, leading from the Up Main to the Down Sidings has been secured out of use in the normal position pending removal. The Down Siding becomes redundant on the North side of the signal box, but trap points have been retained adjacent to the signal box.

The associated Down Siding disc signal at the North end of the Siding has been abolished.

The disc signals on the Up Main and Up Sidings No.1 lines, also on the Down Siding on the Driffield side of the signal box, now applies towards the Down Main line only. (37)

*** * SHAWCROSS COLLIERY BRANCH—BATLEY GOODS YARD AND BATLEY STATION**

The Shawcross Colliery branch single line, together with the associated sidings in Batley Goods Yard have been abolished.

The points in the Up Siding (adjacent to the Up Main), leading to and from Batley Goods Yard/Single Line have been secured in the normal position pending removal. All redundant notice boards together with the single line outlet ground shunt signal have been abolished.

The Up Siding has been permanently shortened to a length of approximately 130 yards, and temporary Buffer-stops erected until completion of track recovery when permanent stops will be installed. (34/35)

POTTERS GRANGE

The trailing points in the Down Goods, leading to the Up Branch line, have been secured in the reverse position pending replacement by plain line to allow through running to and from the Up Branch.

(Amended Item) (37)

BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION

Whilst repairs to bridge No.71 are in progress the Down and Up Main lines have been interlaced over the bridge (between 211 m. 69chs. and 211 m. 79chs.)

Keighley Station Junction**Temporary Signalling Alterations:—**

The Down Main colour light Distant has been converted to an additional Down Home signal and can display a RED or single YELLOW aspect only. A signal – post telephone linked to Keighley Station Junction signal box has been provided.

A Down Main semaphore arm Distant signal has been provided and brought into use 1,360 yards before reaching the above (temporary) Down Main Home signal, at a height of 12 ft. above rail level. (UFN)

Hull Springhead

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

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 298

BRODSWORTH COLLIERY BRANCH

BRODSWORTH COLLIERY BUNKER LOADING INSTALLATION

Trains Routed to Bunker Line "N" (All Loose-coupled trains, also Merry-go-Round Trains).

★ Add:-

9. Plungers are provided on the left of Bunker line N, adjacent to No.1 Ground position light signal for use by Guards of conventional trains and adjacent to No.3 Ground position light signal for use by Guards of M.G.R. trains. When the Guard is ready for his train to depart he must operate the appropriate plunger which will enable No.3 Ground position light signal to be cleared by the Bunker Controller and will be an indication to the Driver that the Guard has rejoined the train which may proceed on the clearing of this signal.

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DRAX POWER STATION BRANCH

★ Add:-

CRIPPLE SIDINGS

Drivers of trains requiring to attach or detach in the Cripple Sidings must stop at the appropriate marker boards, located on the Hensall side of the Ground Frame having due regard to the length of the train.

When the points have been set for the selected siding, the Guard must operate the special plunger located at the Ground frame to activate the warning bell situated at the marker boards.

The sounding of the warning bell is authority for the Driver to commence propelling towards the Cripple Sidings. The Rule Book Section J Clause 4.1 is modified accordingly.

** LAISTERDYKE YARD

The former running line between Quarry Gap and Cutlers Jn. will be clipped out of use and a sleeper crossing installed for the removal of spoil from the siding. (34/35)

BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

MISCELLANEOUS INSTRUCTIONS

PONTEFRACT BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs. Contractors plant and other vehicles will be using this level crossing.

Drivers to sound locomotive horn when approaching the crossing.

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p. C.E.G.B. vehicles are using this level crossing.

Drivers to sound the locomotive horn when approaching the above level crossing.

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 RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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.)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

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 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
Wakefield C.W. repair Shops Turntable Road	Removing Turntable and Filling Pit. Plant in use.	07 30 to 17 00 daily.	
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 00 daily.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC. - continued

Location	Nature of Work	Duration	Commencing date
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.	

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

MO.45/NS
York
17 AUGUST, 1973

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.36

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

**SATURDAY 8 SEPTEMBER
TO
FRIDAY 14 SEPTEMBER 1973
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 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

APPLEHURST JUNCTION

The trailing Main to Main crossover has been renewed in elongated form – the point ends in the Up Main being 68 yards further from the signal box, and the point ends in the Down Main, 9 yards nearer to the signal box. The associated disc shunting signals has been repositioned accordingly, on the cess side of their respective lines.

The Down Main Home signal (with Down Main Home to Down Branch and Shaftholme Junction Down Stainforth Branch Distant on the right hand bracket) has been repositioned 52 yards further from the signal box. (38)

BRAMWITH

The main to main trailing crossover has been secured out of use in the normal position pending removal.

The associated ground shunting signals have been abolished. (38)

BRODSWORTH COLLIERY

“Train Ready to Start” plungers have been provided on the left of the Bunker Line (N) adjacent to Nos. 1 and 3 Ground Position Light Signals giving indication to the Bunker Controller. Telephones have been provided at each location for communication with the Bunker Controller. (38)

CASTLEFORD STATION, CASTLEFORD OLD STATION, FRYSTON AND LEDSTON

Castleford Old Station signal box, together with all signals worked therefrom, with the exception of the Up Branch Distant from Ledston have been abolished.

The Block Section (Absolute) on the Down and Up Main lines are now between Castleford Station and Fryston.

Direction level working between Ledston and Castleford Old Station has been extended to Castleford Station signal box.

The junction points – Down Main to Ledston Branch, and the trailing crossover at Castleford Old Station have been brought under control of Castleford Station signal box, and the junction points are now known as Castleford Old Junction.

Castleford Station**New and Altered Signals****Up Main**

CS-37 – A new 4 aspect Colour Light, Up Main Home 1, has been provided on the left of Up Main, 1,265 yards before reaching the signal box and the existing Up Main Home signals have been renamed Up Main Homes 2.

“The new 4 aspect colour light signal CS37 also acts as the Up Main Outer Distant signal for Castleford Gates signal box.”

The Up Main Distant (below Castleford Old Station former Up Home signal) has been abolished and the single yellow aspect incorporated in Fryston Up Section signal has become the Distant for this box.

CS-13 A new GPL shunting signal has been provided at the Up Main end of the trailing crossover road, formerly controlled by Castleford Old Station, and applies Up Main to Down Main or Down-Ledston Branch.



NS

EASTERN REGION

No.37

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

SATURDAY 15 SEPTEMBER

TO

FRIDAY 21 SEPTEMBER 1973

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.

667397

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**MONDAY 17 SEPTEMBER – YORK STATION**

The Up Scarborough Ground Position Light Signal No.229 reading :-

Up Scarborough to No.8 Platform or Up Main will be re-positioned to the right of the Up Scarborough Line.
 (40)

SUNDAY 16 SEPTEMBER – BETWEEN BINGLEY AND KEIGHLEY STATION JN.

The repairs to bridge No.71 (between 211 miles 69 chains and 211 miles 79 chains) will be completed. The Down and Up Main lines will be restored to their normal alignment.

Keighley Station Jn.

The temporary semaphore arm down distant signal will be abolished and the Down Colour Light Signal temporarily converted to additional Down Home Signal will revert to its normal function as Down Distant Signal.
 (40)

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

The trailing Main to Main crossover has been renewed in elongated form – the point ends in the Up Main being 68 yards further from the signal box, and the point ends in the Down Main, 9 yards nearer to the signal box. The associated disc shunting signals has been repositioned accordingly, on the cess side of their respective lines.

The Down Main Home signal (with Down Main Home to Down Branch and Shaftholme Junction Down Stainforth Branch Distant on the right hand bracket) has been repositioned 52 yards further from the signal box.
 (38)

BRAMWITH

The main to main trailing crossover has been secured out of use in the normal position pending removal. The associated ground shunting signals have been abolished.
 (38)

BRODSWORTH COLLIERY

“Train Ready to Start” plungers have been provided on the left of the Bunker Line (N) adjacent to Nos.1 and 3 Ground Position Light Signals giving indication to the Bunker Controller. Telephones have been provided at each location for communication with the Bunker Controller.
 (38)

*
 ** **CASTLEFORD STATION, CASTLEFORD OLD STATION, FRYSTON AND LEDSTON**

Castleford Old Station signal box, together with all signals worked therefrom, with the exception of the Up Branch Distant from Ledston have been abolished.

The Block Section (Absolute) on the Down and Up Main lines are now between Castleford Station and Fryston.

Direction level working between Ledston and Castleford Old Station has been extended to Castleford Station signal box.

The junction points – Down Main to Ledston Branch, and the trailing crossover at Castleford Old Station have been brought under control of Castleford Station signal box, and the junction points are now known as Castleford Old Junction.

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued***** * CASTLEFORD STATION, CASTLEFORD OLD STATION, FRYSTON AND LEDSTON — continued****Castleford Station****New and Altered Signals****Up Main**

CS-37 — A new 4 aspect Colour Light, Up Main Home 1, has been provided on the left of Up Main, 1,265 yards before reaching the signal box and the existing Up Main Home signals have been renamed Up Main Homes 2.

"The new 4 aspect colour light signal CS37 also acts as the Up Main Outer Distant signal for Castleford Gates signal box."

The Up Main Distant (below Castleford Old Station former Up Home signal) has been abolished and the single yellow aspect incorporated in Fryston Up Section signal has become the Distant for this box.

CS-13 A new GPL shunting signal has been provided at the Up Main end of the trailing crossover road, formerly controlled by Castleford Old Station, and applies Up Main to Down Main or Down-Ledston Branch.

Up Ledston Branch

The Up Branch Distant (below Castleford Old Station former Up Branch Home 2) has been dispensed with and the former Up Branch Distant for Castleford Old Station functions as the Distant signal for this box.
CS - 9 — A new 2 aspect (R.Y. only) Colour Light, Up Branch Home 1, has been provided on the left of the Up Branch, 815 yards before reaching the Up Branch to Down Main connection (1,810 yards from Castleford Station signal box).

CS - 10 — A new 3 aspect Colour Light, Up Branch Home 2, has been provided on the site of Castleford Old Station former Up Branch Home 2 (995 yards before reaching Castleford Station signal box) applying Up Branch to Up Main with a right hand offset subsidiary signal reading Up Branch to Set Back line.

Down Main

CS - 7 — The Down Main Section signal has been replaced by a 4 aspect Colour Light (second yellow aspect for further use), with Position "1" Junction Indicator, 360 yards further from the signal box. This signal functions as Down Main Section signal or with Junction Indicator as Down Main Home 2 to Ledston Branch.

Down Ledston Branch

CS - 8 — A new 2 aspect (R.Y.) Colour Light has been provided as Down Branch Section signal on the left side of the line, 1,273 yards after passing CS - 7 signal. The yellow aspect functions as Down Distant for Ledston box.

Ground Frames

A new 3-lever Ground Frame known as Castleford East Branch Ground Frame, released from Castleford Station Box, has been provided at the connection leading from the Set Back line to Castleford East Branch. The Ground Frame controls the points and a new ground position light signal applying set back line to Branch. When the Ground Frame levers are in the normal position the position light signal is controlled by Castleford Station for movements from Set Back line to the Ledston Branch.

A notice board worded "End of One Train Working — Stop for Orders" has been provided to the left of Castleford East Branch, applicable to returning movements, 45 yards before reaching the Ground Frame connection.

Wheldale Colliery Ground Frame has been released by Castleford Station signal box.

Telephones, connection to Castleford Station signal box, have been provided at the new Colour Light signals and Ground Frame.

Ledston

The Down semaphore Distant signal has been abolished and the Yellow aspect in CS - 8 signal functions as the Down Distant for this box.

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

A new facing connection leading to TILCON Siding has been brought into use leading from the Up Main between the Up Main Home No.1 and No. 2 signals.

A new main to main trailing crossover also provides immediately on the Albert Dock side of this new connection.

The following ground position light shunting signals have been brought into use in conjunction with the above:—

Set back – Down Main to Up Main or to Tilcon Siding (No.13 signal), situated on the cress side of the Down Main.

Set back – Up Main to Down Main (No.6 signal), situated on the cress side of the Up Main.

Tilcon Siding exit signal to Down Main (No.5 signal). A telephone connected to Dairycoates West signal box has been provided adjacent to No.5 signal. (37)

**** HESSLE ROAD AND HULL BRIDGE**

The Up Alexandra Dock 3-aspect colour light signal (Hessle Road No.55/Hull Bridge No.1 signal) has been replated as a semi-automatic signal and the Hessle Road control on this signal removed.

The signal-post telephone continues to be connected to Hessle Road signal box. (37)

**** WANSFORD ROAD**

The slip connection, leading from the Up Main to the Down Sidings has been secured out of use in the normal position pending removal. The Down Siding becomes redundant on the North side of the signal box, but trap points have been retained adjacent to the signal box.

The associated Down Siding disc signal at the North end of the Siding has been abolished.

The disc signals on the Up Main and Up Sidings No.1 lines, also on the Down Siding on the Driffield side of the signal box, now applies towards the Down Main line only. (37)

**** POTTERS GRANGE**

The trailing points in the Down Goods, leading to the Up Branch line, have been secured in the reverse position pending replacement by plain line to allow through running to and from the Up Branch.

(Amended Item) (37)

**** BETWEEN BINGLEY AND KEIGHLEY STATION JUNCTION – (UNTIL SUNDAY 16 SEPTEMBER)**

Whilst repairs to bridge No.71 are in progress the Down and Up Main lines have been interlaced over the bridge (between 211 m. 69chs. and 211 m. 79chs.).

Keighley Station Junction**Temporary Signalling Alterations:—**

The Down Main colour light Distant has been converted to an additional Down Home signal and can display a RED or single YELLOW aspect only. A signal – post telephone linked to Keighley Station Junction signal box has been provided.

A Down Main semaphore arm Distant signal has been provided and brought into use 1,360 yards before reaching the above (temporary) Down Main Home signal, at a height of 12 ft. above rail level. (37)

HULL SPRINGHEAD

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

THIS CONCERNS YOU

Your Railway Rule Book instructs you how to deal with an operating emergency.

But could you deal with a personal injury?

At work? At home? Anywhere?

No? Then how about joining your local First Aid Class?

Contact your Staff Office or one of the Divisional Ambulance Secretaries.

**THEY WILL BE PLEASED TO
HELP YOU
TO HELP OTHERS**



NS

EASTERN REGION

No.38

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

SATURDAY 22 SEPTEMBER

TO

FRIDAY 28 SEPTEMBER 1973

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 WORK - continued

At or between	Lines affected	Remarks
SELBY (BRAYTON) TO BARLOW		
MONDAY to WEDNESDAY 24 to 26 SEPTEMBER		
Selby (Brayton) and Barlow	Single (BLOCKED except as shown in remarks)	08 30 to 16 00. Trimming bushes between 6m. and 8½m.p. Mechanical plant in use. Arrangements made to pass Local Trip Trains.

SELBY WEST TO SELBY SOUTH (CANAL JUNCTION)

SUNDAY 23 SEPTEMBER		
Selby West to Selby South (Canal Junction)	Single (BLOCKED)	00 15 to 18 00. Tamping machine in use between 0 and 1m.p.

YORK YARDS, HOLGATE JUNCTION AND YORK SKELTON

MONDAY 24 SEPTEMBER		
York Yard South and York Yard North	Down and Up Main/ Goods (BLOCKED by local arrangement)	07 30 to 16 00. Cleaning spent ballast by hand between 0m. 25chs. and 1 m.p.

YORK (WATERWORKS JN.) TO SCARBOROUGH

DAILY UNTIL FURTHER NOTICE		
York Station	All	07 00 to 17 00. Preparatory work in connection with signalling alterations.
Bootham and Strensall	Down and Up Main	07 00 to 20 00. Contractors laying cable ducts adjacent to tracks between 5m. 70chs. and 6m. 10chs.

YORK (SKELTON) TO HARROGATE (DRAGON)

DAILY UNTIL FURTHER NOTICE		
Skelton and Harrogate (Dragon)	Down and Up Main	07 00 to 17 00. Cleaning and painting lineside equipment and structures between 1m. 50chs. and 19m. 29chs. Ladders and trestles in use.
Starbeck South and Dragon	Down Main	07 00 to 17 00. Contractors removing track in the Down Sidings between 17m. 7chs. and 17m. 10chs. (Leeds/Northern Mileage). Mechanical plant in use.
THURSDAY to FRIDAY 27 to 28 SEPTEMBER		
Cattal and Knaresborough	Down and Up Main (BLOCKED)	22 30 (Thu) to 06 00 (Fri). Relaying and lifting between 13¾m.p. and 13m. 70chs. Crane in use. Cattal and Knaresborough signal boxes open. Whixley gate box open.

DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)

DAILY UNTIL FURTHER NOTICE		
Doncaster North (Marshgate Jn.) and Bentley Crossing	Down and Up Main	07 00 to 19 00. Thrustboring for sewerage main at 157m. 30chs.
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.

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 Dryclough Jn.	Down and Up Main	07 30 to 17 00. Contractors removing spoil over level crossings at 1m. 5chs. (See Section 'D').
SUNDAY 23 SEPTEMBER		
Greetland	All	07 30 to 17 00. Testing locations. Signal box open.
DIGGLE (REGIONAL BOUNDARY AT 15m. 11chs.) TO HEALEY MILLS (HEATON LODGE JN.)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	All	08 00 to 16 00. Brickwork repairs in Standedge Tunnel between 15m. 11chs. and 18m. 14chs. Ladders in use. Drivers not to put their heads out.
Longwood Goods	All	08 00 to 17 00. Contractors demolishing warehouse at 23m. 35chs. Plant in use.
Springwood Jn. and Huddersfield	Down and Up Fast	08 00 to 17 00. Contractors erecting seal in Huddersfield Fast Tunnel ventilation shaft between 25¼m.p. and 25m. 52chs. Scaffolding erected. Ladders in use. Drivers not to put their heads out.
SUNDAY 23 SEPTEMBER		
Diggle	All	07 00 to 16 45. Reservicing S & T apparatus.
Diggle and Marsden	00 01 to 02 15 Up Main (BLOCKED) 02 15 to 08 00 Down and Up Main (BLOCKED)	00 01 to 08 00. Brickwork repairs in Standedge Tunnel between 15m. 11chs. and 18m. 14chs.
Marsden and Huddersfield	Down Main/Slow (BLOCKED) Up Main (BETWEEN TRAINS)	02 15 to 14 15. Renewal of waybeams on bridge No. 55 at 19m. 77chs. Road crane and compressor in use. Single line working over the Up Slow/Main.
Huddersfield Station	Nos. 6 and 8 Platforms (BLOCKED)	07 00 to 17 00. Relaying. Crane in use. Trains replatformed as necessary.
PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)		
DAILY UNTIL FURTHER NOTICE		
Huddersfield Jn. and Clayton West Jn.	Down	07 30 to 16 30. Part removal of Penistone Station roof at 13m. 36chs. Ladders, trestles and crane in use.
THORNHILL (L.N.W. JN.) TO LEEDS CITY (HOLBECK EAST JN.)		
DAILY UNTIL FURTHER NOTICE		
Batley Goods Yard	All Sidings	08 00 to 18 00. Contractors removing redundant track. Plant in use.

NS-13

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		
Stourton Jn.	Down and Up Sidings	08 00 to 17 00. Demolition of redundant miscellaneous buildings.
Hunslet South Jn. and Leeds City North Jn.	All	08 00 to 22 00. Testing signalling cables.
Hunslet Goods Jn.	Up Goods	08 00 to 17 00. Demolition of concrete building at 194m. 45chs.
Engine Shed Jn. and Hunslet Goods Jn.	All	08 00 to 16 00. Repairs to bridge No.2 at 194m. 61chs. Mechanical plant in use.
Hunslet Goods Jn. and Engine Shed Jn.	Down and Up Main	07 30 to 17 00. Descaling underside of bridge No. 7 at 195m. 17chs. Ladders and trestles in use.
Hunslet Goods Jn. and Engine Shed Jn.	All	08 00 to 18 00. Contractors fixing support brackets to bridge No.7 at 195m. 17chs. and erecting overhead pipe line. Road crane and scaffolding in use.
Hunslet Goods Jn. and Engine Shed Jn.	All	08 00 to 18 00. Contractors removing deck of Bridge No.1 at 194m.49chs. Plant in use.
SATURDAY to SUNDAY 22 to 23 SEPTEMBER		
Hunslet Goods Jn. and Engine Shed Jn.	Down Main and Down Goods (BLOCKED except as shown in remarks)	23 00 (Sat) to 15 00.(Sun). Removing steelwork from bridge No.1 at 194m. 49chs.. Crane in use. Arrangements made to pass 1L67, 04 55 Sheffield to Leeds, 1S24, 21 30 St. Pancras to Glasgow, 1L54, 10 40 Sheffield to Leeds and 2L54, 12 45 Sheffield to Leeds over the Down Goods under Absolute Block Working Conditions and 1M98, 21 15 Glasgow to St. Pancras, 5L67, 06 00 Leeds to Sheffield 1J54, 09 15 Leeds to Sheffield. 1J54, 12 28 Leeds to Sheffield and 2J54, 14 30 Leeds to Sheffield over the Up Goods under Absolute Block Working Conditions. Other traffic diverted.
Engine Shed Jn. and Hunslet Station Jn.	Up Main and Up Goods (BLOCKED except as shown in remarks)	
SUNDAY 23 SEPTEMBER		
Houghton Colliery Sidings	All	08 00 to 16 00. Erecting signal post and stay wires and moving cables. Trolley in use. Signal box open.
Royston Jn. and Oakenshaw South Jn.	Down Goods	07 00 to 17 00. Spot sleepers between 182 and 182½ m.p.
Goosehill Jn.	Down and Up Main	07 00 to 17 00. Repairs to signal gantry at 184m. 54chs. Ladders in use.
Goosehill Jn. and Altofts Jn.	Down and Up Slow	08 00 to 16 00. Laying out concrete cable troughs. Trolley in use.
MONDAY to FRIDAY 24 to 28 SEPTEMBER		
Hunslet Goods Jn. and Engine Shed Jn.	Down and Up Goods	07 00 to 17 00 each day. Contractors demolishing buildings adjacent to railway between 195m. 04chs. and 195m. 16chs. Plant in use. Drivers to keep a sharp lookout.
TUESDAY and WEDNESDAY 25 and 26 SEPTEMBER		
Goosehill Jn. and Altofts Jn.	Down and Up Slow (BLOCKED)	08 00 to 16 00 each day. Relaying between 184m. 39chs. Tracklayer in use. All traffic to travel over the Down and Up Fast.
WEDNESDAY to FRIDAY 26 to 28 SEPTEMBER		
Royston Jn. and Oakenshaw South Jn.	Down and Up Goods	00 01 to 08 00 each day. Tamping machine working between 178½ m.p. and 180m. 59chs.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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LEEDS CITY TO SKIPTON STATION SOUTH (REGIONAL BOUNDARY AT 219m. 5chs.) - continued

SUNDAY 23 SEPTEMBER - continued

Wortley Jn. and Newlay	Down and Up Main (BLOCKED except as shown in remarks)	04 30 to 14 30. Ballast regulating machine in use between 196m. 30chs. and 199m. 43chs. Arrangements made to pass 1M43, 08 46 Leeds to Morecambe over the Down Main. Kirkstall Jn. and Newlay signal boxes open.
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Newlay and Guiseley Jn.	Down and Up Main (BLOCKED except as shown in remarks)	04 30 to 14 30. Rerailing C.W.R. welding, destressing and loading rails between 200m. 38chs. and 200m. 53chs. ballast regulating between 199m. 43chs. and 205½ m.p. and laying drains between 203m. 31chs. and 203m. 46chs. Crane and mechanical excavator in use. Arrangements made to pass 1M43, 08 46 Leeds to Morecambe over the Up Main under Single line working arrangements. Newlay, Apperley Jn., Apperley Viaduct and Guiseley Jn. signal boxes open.
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Keighley Station Jn. and Steeton	07 30 to 14 30 Down and Up Main (BLOCKED except as shown in remarks) 14 30 to 17 30 Down and Up Main (BETWEEN TRAINS)	07 30 to 17 30. Lifting superstructure of bridge No.75A at 213m. 15chs. Arrangements made to pass 1M43, 08 46 Leeds to Morecambe over the Down Main. Both signal boxes open.
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Keighley Station Jn. and Steeton	02 30 to 03 45 Up Main (BLOCKED) 03 45 to 14 30 Down and Up Main (BLOCKED except as shown in remarks) 14 30 to 18 30 Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	02 30 to 18 30. Relaying and rerailing C.W.R. and loading rails between 214¼ m.p. and 214m. 66chs. Tracklayer, tamper and plant in use. 03 45 to 14 30. Arrangements made to pass 1M43, 08 46 Leeds to Morecambe over the Down Main. 14 30 to 18 30. Single line working over the Down Main. Both signal boxes open.
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Kildwick and Cononley	Down and Up Main (BLOCKED except as shown in remarks)	04 30 to 14 30. Rerailing, welding, destressing and loading rails between 217m. 65chs. and 218m. 12chs. Crane in use. Arrangements made to pass 1M43, 08 46 Leeds to Morecambe over the Down Main. Both signal boxes open.
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LEEDS CITY (WORTLEY JN.) TO HARROGATE (DRAGON)

DAILY UNTIL FURTHER NOTICE

Wortley Jn. and Horsforth	All	08 00 to 20 00. Testing signalling cables.
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Wortley Jn. and Horsforth	Down Main	08 00 to 16 00. Repairs to Footbridge No.5 at 1m. 7chs. Plant and materials on site.
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Harrogate South and Dragon	Down and Up Main	07 00 to 17 00. Cleaning and painting lineside equipment and structures between 18m. 30chs. and 19m. 29chs. Ladders and trestles in use.
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SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SHIPLEY (BRADFORD JN.) TO BINGLEY JN.		
DAILY UNTIL FURTHER NOTICE		
ShIPLEY Passenger Station	All	08 00 to 19 00. Contractors stone cleaning, demolishing, painting and landscaping. Plant in use.
Bingley Jn.	All	08 00 to 15 30. Alterations to cables and point connections.
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
Leeds City Station	All	Cleaning and painting station roofs. Scaffolding, ladders and trestles in use.
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. 32 chs. and 20¼ m.p. beneath track level. Plant in use.
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.
Leeds City and Micklefield Station Jn.	All	07 30 to 19 00. Cleaning and painting bridges between 20 m. 50 chs. and 10 m. 50 chs. Ladders and trestles in use.
Garforth and Peckfield	Down and Up Main	08 00 to 18 00. Contractors constructing new footbridge No.15A at 12m. 56chs. Plant and cranes in use at lineside.
Gascoigne Wood	Down and Up Sidings (BLOCKED by local arrangement)	08 00 to 16 00. Removing and abandoning Sidings between 6 m. 30 chs. and 6 m.p. Crane in use.
Gascoigne Wood	Down and Up Yards	07 00 to 17 00. Contractors removing redundant track between 6½ and 6 m.p. Mechanical plant 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. 27 chs. Mechanical plant in use.
Selby West and Barlby North Jn.	All	07 30 to 17 00. Preparing for alterations to signalling.
Hemingbrough and Barlby North Jn.	Down and Up Main	07 30 to 18 00. Strengthening embankment between 29½ m.p. and 30 m. 10 chs. Mechanical plant in use.
Hemingbrough and Wressle	Down and Up Main	07 30 to 17 00. Contractors working adjacent to tracks at 27 m. 76 chs.
Hemingbrough and Wressle	Down and Up Main	00 01 to 23 59. Contractors thrust boring under tracks at 26m. 46chs.
Hemingbrough and Staddlethorpe	Down and Up Main	07 30 to 17 00. Laying cables. Mechanical plant in use.
Wressle and Howden	Down Main	08 00 to 16 00. Strengthening embankment between 24 m. 5 chs. and 24 m.p. Mechanical plant in use.

SECTION B - TEMPORARY ENGINEERING WORKS - continued. NS-25

At or between	Lines affected	Remarks
HULL (WEST PARADE) TO SEAMER WEST - continued		
DAILY UNTIL FURTHER NOTICE - continued		
Bridlington South	All	
Bridlington Garden Sidings	Up Main and Garden Sidings	08 00 to 16 00. Preparatory work for signalling alterations.
Bridlington Quay and Hunmanby	Single	08 00 to 16 00. Recovering redundant sidings at 30m. 68chs. Mechanical plant in use.
SATURDAY 22 SEPTEMBER		
Bridlington Quay and Hunmanby	Single Line	08 00 to 16 00. Track slueing machine in use between 38½ and 39m. 30chs.
SUNDAY 23 SEPTEMBER		
Bridlington Quay and Hunmanby	Single line (BLOCKED)	07 00 to 18 00. Contractors preparing for demolition of bridge No.25 at 33m. 52chs. Mechanical plant in use.
MONDAY to FRIDAY 24 to 28 SEPTEMBER		
Bridlington Quay and Hunmanby	Single line	06 30 to 17 00. Demolishing bridge No.25 at 33m. 52chs. Mechanical plant in use. No traffic. Both signal boxes and all gate boxes to be manned.
TUESDAY 25 SEPTEMBER		
Beverley Station	Up Main and Up Siding	07 00 to 18 00. Contractors preparing for demolition of bridge No.24 at 33m. 12chs. Mechanical plant in use.
TUESDAY to WEDNESDAY 25 to 26 SEPTEMBER		
Cottingham North and Beverley Station	Down Main (BLOCKED)	08 00 to 12 00. Signalling alterations. (See Section 'C').
WEDNESDAY to THURSDAY 26 to 27 SEPTEMBER		
Lockington and Beverley North	Up Main (BLOCKED)	23 15 (Tue) to 05 30 (Wed). Tamping machines in use between 4m. 8c. and 8m. 12c. No Traffic. All signal boxes and gate boxes to be manned.
THURSDAY to FRIDAY 27 to 28 SEPTEMBER		
Lockington and Beverley North	Up Main (BLOCKED)	22 15 (Wed) to 06 15 (Thu). Tamping machines in use between 12¼ and 10½m. No Traffic. Both signal boxes and gate boxes to be manned.
FRIDAY 28 SEPTEMBER		
Beverley Station and Beverley Parks	Up Main (BLOCKED)	22 15 (Thu) to 02 15 (Fri). Tamping machines in use between 10m. and 8¾m. No Traffic. Both signal boxes and gate boxes to be manned.
DAIRYCOATES WEST TO MANOR HOUSE YARD		
DAILY UNTIL FURTHER NOTICE		
Dairycoates West and Albert Dock	Down and Up Main	02 15 to 06 15. Tamping machines in use between 8m. 4chs. and 7m. No Traffic. Both signal boxes and gate boxes to be manned.
HESSLE ROAD TO ALEXANDRA DOCK		
SUNDAY 23 SEPTEMBER		
Hessle Road and Alexandra Dock	Down and Up Main (BLOCKED)	08 00 to 17 00. Contractors thrust boring under tracks at 2m. 11chs.
SUNDAY 23 SEPTEMBER		
Hessle Road and Alexandra Dock	Down and Up Main (BLOCKED)	07 00 to 17 00. Trimming bushes adjacent to track between 4¼m. and 0m. 40chs. Mechanical plant in use. No traffic.

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 SEPTEMBER – CHALK LANE LEVEL CROSSING AT 1m. 60chs. AND ST. GEORGES ROAD LEVEL CROSSING AT 1m. 30chs. (BETWEEN HESSLE ROAD AND WEST PARADE)

Chalk Lane and St. Georges Road level crossing barriers will become remotely controlled from Hessele Road signal box. (41)

MONDAY 24 SEPTEMBER – BROUGH WEST

The facing connection between the Up Main and the Up Shunting Spur will be secured out of use in the normal position pending removal.

The associated signalling will be abolished. (41)

TUESDAY 25 SEPTEMBER – BEVERLEY STATION

The points leading from the Up Main to the Up Siding, will be secured out of use pending removal, and the associated signals abolished. (41)

SUNDAY 23 SEPTEMBER – DONCASTER NORTH

The signals on Bridge No.330, 333 yards before reaching the signal box will be repositioned 6 yards further from the signal box on separate posts as follows:—

Up Independent signal No.DN-20 will be renewed overhead on a left-hand bracket with the Red aspect at a reduced height of 17ft. above rail level.

Up Main signal No.DN-18 will be renewed on a straight post on the left-hand side of the Up Main, with the Red aspect at a reduced height of 12 ft. above rail level. The subsidiary signal will be mounted at a height of 10 ft. above rail level.

The associated telephone will be repositioned accordingly. (41)

DETAILS OF WORK ALREADY CARRIED OUT

BALNE LANE LEVEL CROSSING (ECML)

The level crossing gates have been replaced by lifting barriers controlled from the gate box. (New item) (41)

YORK STATION

The Up Scarborough Ground Position Light Signal No.229 reading :—

Up Scarborough to No.8 Platform or Up Main will be re-positioned to the right of the Up Scarborough Line. (40)

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

The repairs to bridge No.71 (between 211 miles 69 chains and 211 miles 79 chains) have been completed. The Down and Up Main lines have been restored to their normal alignment.

Keighley Station Jn.

The temporary semaphore arm down distant signal has been abolished and the Down Colour Light Signal temporarily converted to additional Down Home Signal has reverted to its normal function as Down Distant Signal. (40)

**** APPLEHURST JUNCTION**

The trailing Main to Main crossover has been renewed in elongated form - the point ends in the Up Main being 68 yards further from the signal box, and the point ends in the Down Main, 9 yards nearer to the signal box. The associated disc shunting signals have been repositioned accordingly, on the cess side of their respective lines.

The Down Main Home signal (with Down Main Home to Down Branch and Shaftholme Junction Down Stainforth Branch Distant on the right hand bracket) has been repositioned 52 yards further from the signal box. (38)

*** BRAMWITH**

The main to main trailing crossover has been secured out of use in the normal position pending removal. The associated ground shunting signals have been abolished. (38)

*** BRODSWORTH COLLIERY**

"Train Ready to Start" plungers have been provided on the left of the Bunker Line (N) adjacent to Nos. 1 and 3 Ground Position Light Signals giving indication to the Bunker Controller. Telephones have been provided at each location for communication with the Bunker Controller. (38)

HULL-KING GEORGE DOCK

The Down and Up H & B Goods lines have been abolished, and the following points secured out of use in the normal position pending removal :-

- Up N.E. Goods to Up H & B Goods
- Down H & B Goods to Down N.E. Goods
- Up H & B Goods to Up Quay line
- Down Quay line to Down H & B Goods
- Down Quay line to Up Quay line.

The associated signalling to the above alterations has been abolished. (New Item) (41)

HOLDERNESS DRAIN SOUTH

The facing points in the Down Main line, leading to the Up Main, have been secured in the reverse position to allow through running from Down to Up Main.

The trailing points in the Up Main leading to the Wool Shed, have been secured in the reverse position to allow through running from the Up Main to the Wool Shed.

The Down Main between the above-mentioned facing points and King George Dock; and the Up Main line between King George Dock and the trailing points to the Wool Shed, have been abolished.

The signalling associated with Down Main running has been abolished.

The Up Main First Home signal has been abolished, and the Up Main Second Home renamed Home signal. (New Item) (41)

HULL SPRINGHEAD

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

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.

★ **SATURDAY 22 SEPTEMBER – LAISTERDYKE YARD**

The former running line between Quarry Gap and Cutlers Jn. will be clipped out of use and a sleeper crossing installed for the removal of spoil from the siding.

KNARESBOROUGH

The catch points in the Down Main at 15m. 25chs. has been clamped out of use pending removal.

BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

MISCELLANEOUS INSTRUCTIONS**PONTEFRACT BAGHILL STATION**

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p.

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

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

NS-29

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 RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 locomotive horns when approaching the crossing. (U.F.N.)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

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.)



NS

EASTERN REGION

No.39

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

SATURDAY 29 SEPTEMBER

TO

FRIDAY 5 OCTOBER 1973

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
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 Dryclough Jn.	Down and Up Main	07 30 to 17 00. Contractors removing spoil over level crossings at 1m. 5chs. (See Section 'D').
DIGGLE (REGIONAL BOUNDARY AT 15m. 11chs.) TO HEALEY MILLS (HEATON LODGE JN.)		
DAILY UNTIL FURTHER NOTICE		
Diggle and Marsden	All	08 00 to 16 00. Brickwork repairs in Standedge Tunnel between 15m. 11chs. and 18m. 14chs. Ladders in use. Drivers not to put their heads out.
Springwood Jn. and Huddersfield	Down and Up Fast	08 00 to 17 00. Contractors erecting seal in Huddersfield Fast Tunnel ventilation shaft between 25¼m.p. and 25m. 52chs. Scaffolding erected. Ladders in use. Drivers not to put their heads out.
SUNDAY 30 SEPTEMBER		
Marsden and Huddersfield	00 01 to 03 00 Up Main (BLOCKED) Down Main (BETWEEN TRAINS) 03 00 to 08 00 Down and Up Main (BLOCKED) 08 00 to 10 30 Up Slow/Main (BLOCKED) Down Main (BETWEEN TRAINS)	00 01 to 10 30. Renewal of waybeams on bridge No.56 at 20 m.p. Road crane and compressor in use. Ballast regulating machines in use between 24 and 19 m.p. 08 00 to 10 30. Single line working over the Down Main/Slow.
Bradley Jn.	All	00 01 to 08 00. Removing switches between 28m. 30chs. and 28½ m.p.
FRIDAY 5 OCTOBER		
Huddersfield and Hillhouse Jn.	Down Fast (BLOCKED between signals HU71 and 643)	09 00 to 16 00. Welding adjustment switch at 26¼ m.p. Trolley in use. Down traffic to travel over the Down Slow.
PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)		
DAILY UNTIL FURTHER NOTICE		
Huddersfield Jn. and Clayton West Jn.	Down	07 30 to 16 30. Part removal of Penistone Station roof at 13m. 36chs. Ladders, trestles and crane in use.
SATURDAY to SUNDAY 29 to 30 SEPTEMBER		
Penistone (Huddersfield Jn.) and Springwood Jn.	Single and Down and Up Main	23 30 (Sat) to 09 00 (Sun). Examination of tunnels between 12m. 47chs. and 1m. 7chs. Clayton West Jn. signal box open.
SUNDAY 30 SEPTEMBER		
Huddersfield Jn. and Clayton West Jn.	Single	07 30 to 17 00. Testing transient track circuits.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
WATH ROAD JN. TO LEEDS CITY (NORTH JN.)		
DAILY UNTIL FURTHER NOTICE		
Wath North (North) and Houghton Colliery Sidings	Down Main	08 00 to 18 00. Contractors excavating and carrying out flood alleviation works, adjacent to railway embankment between 171m. 46chs. and 171m. 64chs. Plant in use.
Cudworth North Jn. and Carlton Main Sidings	All	Contractors thrust boring under track at 176m. 33chs.
Houghton Colliery Sidings and Royston Jn.	All	08 00 to 16 00. Work in connection with signalling alterations.
Royston Jn. and Carlton Main Sidings	Up Goods	08 00 to 17 00. Contractors demolishing old water and storage tanks in the former Carlton North Sidings. Plant in use.
Royston Jn. and Oakenshaw South Jn.	All	08 30 to 16 00. Work in connection with signalling alterations.
Normanton Station	Down and Up Fast	08 00 to 17 00. Contractors erecting lighting on platforms. Plant in use.
Goose Hill Jn.	All	08 00 to 16 00. Lifting superstructure on bridge No.214 at 184m. 23chs. Scaffold and plant in use. Commencing Monday 1 October.
Goose Hill Jn. and Normanton	Down and Up Fast	08 00 to 16 30. Repairs to signal gantry at 184m. 54chs. Ladders in use.
Goose Hill Jn. and Altofts Jn.	All	08 00 to 16 00. Work in connection with alterations to signalling.
Goose Hill Jn. and Altofts Jn.	All	08 00 to 18 00. Contractors fixing pipe support to bridge No. 216 at 185m. 26chs. and erecting pipeline over tracks. Road crane and ladders in use.
Altofts Jn. and Methley North Jn.	All	Contractors laying sewer under railway embankment at 186m. 28chs. Commencing 08 00 Monday 1 October.
Hunslet South Jn. and Leeds City North Jn.	All	08 00 to 22 00. Testing signalling cables.
Hunslet Goods Jn.	Up Goods	08 00 to 17 00. Demolition of concrete building at 194m. 45chs.
Engine Shed Jn. and Hunslet Goods Jn.	All	08 00 to 16 00. Repairs to bridge No.2 at 194m. 61chs. Mechanical plant in use.
Hunslet Goods Jn. and Engine Shed Jn.	All	08 00 to 18 00. Contractors fixing support brackets to bridge No.7 at 195m. 17chs. and erecting overhead pipe line. Road crane and scaffolding in use.
Hunslet Goods Jn. and Engine Shed Jn.	All	08 00 to 18 00. Contractors demolishing bridge piers of bridge No.1 at 194m. 49chs. Plant in use.
SUNDAY 30 SEPTEMBER		
Dearne Valley Colliery Sidings	All	07 30 to 17 00. Overhauling interlocking. Signal box open.
Goose Hill Jn. and Altofts Jn.	Down and Up Slow	08 00 to 16 00. Laying out concrete cable troughs. Trolley in use.
Goose Hill Jn. and Altofts Jn.	Down and Up Slow (BLOCKED)	00 01 to 18 00. Deep reballasting between 184m. 64chs. and 185m. 39chs. Cranes and excavator in use. Traffic to travel over Down and Up Fast.

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SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
LEEDS CITY TO SKIPTON STATION SOUTH (REGIONAL BOUNDARY at 219 m. 5 chs.)		
DAILY UNTIL FURTHER NOTICE		
Leeds City Station	All	Cleaning and painting station roof. Scaffolding, ladders and trestles in use.
Leeds City Station	No.12 Platform line Down and Up Goods Up Siding 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.
Leeds City East End	No.4 Platform	Contractor repairing building. Scaffolding in use. Restricted clearance.
Leeds City and Kirkstall Jn.	All	08 00 to 20 00. Testing signalling cables.
Wortley Jn. and Kirkstall Jn.	All	07 30 to 18 00. Contractors removing redundant sidings between 197m. 65chs. and 198m. 15chs. Plant in use.
Kirkstall Jn. and Apperley	All	08 00 to 16 00. Installing cables and dismantling pole route.
Apperley Viaduct and Thackley Jn.	All	08 00 to 17 00. Contractors examining shafts 1 to 6 in Thackley Tunnel between 203m. 43chs. and 204m. 32chs.
Apperley Viaduct and Thackley Jn.	All	08 00 to 17 00. Contractors demolishing top of shaft No.3 in Thackley Tunnel between 203m. 43chs. and 204m. 32chs.
Apperley Viaduct and Thackley Jn.	All	08 00 to 16 00. Preparing for alterations to signalling.
Bingley Jn.	All	08 00 to 18 00. Contractors reconstructing and widening bridge No.49 at 206 m.p. Cranes and plant in use.
Bingley Jn.	All	08 00 to 15 30. Alterations to cables and point connections.
Bingley Station and Keighley Station Jn.	Down and Up Main	07 00 to 20 00. Contractors repairing and renewing decking on bridge No.71 at 211m. 73chs. Plant in use.
Keighley Station	All	08 00 to 18 00. Contractors repairing station buildings at 212m.p.
Keighley Station Jn. and Steeton	All	08 00 to 16 00. Lifting superstructures on bridge No.75A at 213m. 30chs. Scaffolding and plant in use.
Steeton and Kildwick	All	08 00 to 18 00. Contractors installing pipe through culvert at 215½m.p. Plant in use.
SUNDAY 30 SEPTEMBER		
Skipton Station South	All	08 00 to 16 00. Repairing mechanical interlocking. Points and signals disconnected.
Keighley Station Jn. and Steeton	02 30 to 03 45 Up Main (BLOCKED) Down Main (BETWEEN TRAINS) 03 45 to 14 30 Down and Up Main (BLOCKED except as shown in remarks) 14 30 to 17 30 Down and Up Main (BETWEEN TRAINS)	02 30 to 17 30. Lifting superstructure of bridge 75A at 213m. 15chs. Rerailing, welding, destressing and loading rails between 212m. 67chs. and 213m. 6chs. and unloading C.W.R. to line-side between 213m. 6chs. and 213m. 56chs. Crane in use. Tamping and destressing C.W.R. between 214m. 76chs. and 214m. 20chs. Arrangements made to pass 1M43, 08 46 Leeds to Morecambe over the Down Main. Both signal boxes open.

SECTION B - TEMPORARY ENGINEERING WORKS - continued NS-23

At or between	Lines affected	Remarks
LEEDS CITY TO HULL (PARAGON)-continued		
SUNDAY 30 SEPTEMBER - continued		
Brough East and West	All	08 00 to 16 00. Testing cables and controls. Brough West signal box open.
Hessle Road and West Parade	Down and Up Main	06 00 to 18 00. Converting Chalk Lane and St. Georges Road Level Crossings to closed circuit television at 1m. 49chs. and 1m. 24chs. Road Crane in use.
West Parade and Hessle Road	Down and Up Main	08 00 to 17 00. Installing closed circuit television equipment, at St. Georges Road and Chalk Lane level crossing. (See Section 'C').
MONDAY to FRIDAY 1 to 5 OCTOBER		
Thorpe Gates and Selby	Down Main	07 00 to 17 00 each day. Contractor working adjacent to track between ¾ m.p. and 0m. 51chs. Mechanical plant in use.
MONDAY 1 OCTOBER		
March Lane Goods Yard	All	08 00 to 14 00. Alteration to signalling. (See Section 'C').
Howden and Staddlethorpe	Down and Up Main	10 00 to 13 00. Contractors erecting overhead cables at 17m. 39chs.
WEDNESDAY 3 OCTOBER		
Crabley Creek	All	08 00 to 16 00. Testing cables and contols.
THURSDAY 4 OCTOBER		
Hessle Road and Hessle Road (Anlaby Road Jn.)	Down Main (BLOCKED)	00 45 to 07 15. Tamping and lining machines in use between 1m. 45chs. and 1m.p. Down traffic diverted via High Level Line and Walton Street Loop. Walton Street signal box open.
THURSDAY to FRIDAY 4 to 5 OCTOBER		
Hessle Road (Anlaby Road Jn.) and Hessle Road	Up Main (BLOCKED)	21 45 (Thu) to 05 45 (Fri). Tamping and lining machines in use between 1m.p. and 1m. 45chs. Up traffic diverted via Walton Street Loop and High Level Line. Walton Street signal box open
STAINFORTH (THORNE JN.) TO STADDLETHORPE		
DAILY UNTIL FURTHER NOTICE		
Thorne Moor and Dutch River	Down and Up Main	00 01 to 23 59. Contractors thrust boring under tracks at 9m. 23chs.
Goole Bridge	Down and Up Main	08 00 to 16 00. Repairing Goole Swing Bridge No.5 at 5m. 8chs. Scaffolding in use.
HULL (WEST PARADE) TO SEAMER WEST		
DAILY UNTIL FURTHER NOTICE		
Walton Street and Cottingham North	Down and Up Main	07 00 to 17 00. Contractors thrust boring under tracks at 3m. 8chs.
Beverley North	Down and Up Main	08 00 to 16 30. Preparatory work for locking alterations and installation of lifting barriers.
Lockington and Hutton Cranswick	Down Main	07 00 to 17 00. Contractors laying drain adjacent to track between 15½ m.p. and 16m. 18chs. Mechanical plant in use.
Carnaby and Bridlington South	All lines	07 00 to 18 00. Contractors thrust boring under track at 30m. 53chs. Commencing Monday 1 October.

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 SEPTEMBER – CHALK LANE LEVEL CROSSING AT 1m. 60chs. AND ST. GEORGES ROAD LEVEL CROSSING AT 1m. 30chs. (BETWEEN HESSLE ROAD AND WEST PARADE)**

Closed circuit television equipment will be installed to enable the Signalman to supervise the working of the crossings. (42)

MONDAY 1 OCTOBER – LEEDS, MARSH LANE GOODS YARD

The double sided notice board, together with the associated telephone at the entrance to the Goods Yard will be abolished and replaced by new notice boards as shown below:—

- (1) To the right-hand side of the siding line (when entering sidings), situated 20 yards before reaching the first hand-worked points, and worded; "STOP, EXAMINE POINTS".
- (2) To the right-hand side of the siding line (when entering sidings), situated 340 yards before reaching notice board (1) and worded; "PROPELLED TRAINS COMPULSORY LOCOMOTIVE STOP". (42)

DETAILS OF WORK ALREADY CARRIED OUT**CHALK LANE LEVEL CROSSING AT 1 m. 60 chs. AND ST. GEORGES ROAD LEVEL CROSSING AT 1 m. 30 chs. (BETWEEN HESSLE ROAD AND WEST PARADE)**

Chalk Lane and St. Georges Road level crossing barriers have become remotely controlled from Hessele Road signal box. (41)

BROUGH WEST

The facing connection between the Up Main and the Up Shunting Spur has been secured out of use in the normal position pending removal.

The associated signalling has been abolished. (41)

BEVERLEY STATION

The points leading from the Up Main to the Up Siding have been secured out of use pending removal and the associated signals abolished. (41)

DONCASTER NORTH

The signals on Bridge No.330, 333 yards before reaching the signal box have been repositioned 6 yards further from the signal box on separate posts as follows:—

Up Independent signal No.DN-20 has been renewed overhead on a left-hand bracket with the Red aspect at a reduced height of 17 ft. above rail level.

Up Main signal No.DN-18 has been renewed on a straight post on the left-hand side of the Up Main, with the Red aspect at a reduced height of 12 ft. above rail level. The subsidiary signal has been mounted at a height of 10 ft. above rail level.

The associated telephone has been repositioned accordingly. (41)

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

BALNE LEVEL CROSSING AT 165 m. 74 chs. (ECML)

The level crossing gates have been replaced by lifting barriers controlled from the gate box.

(41)

YORK STATION

The Up Scarborough Ground Position Light Signal No.229 reading :-

Up Scarborough to No.8 Platform or Up Main will be re-positioned to the right of the Up Scarborough Line.

(40)

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

The repairs to bridge No.71 (between 211 miles 69 chains and 211 miles 79 chains) have been completed. The Down and Up Main lines have been restored to their normal alignment.

Keighley Station Jn.

The temporary semaphore arm down distant signal has been abolished and the Down Colour Light Signal temporarily converted to additional Down Home Signal has reverted to its normal function as Down Distant Signal.

(40)

HULL-KING GEORGE DOCK

The Down and Up H & B Goods lines have been abolished, and the following points secured out of use in the normal position pending removal :-

- Up N.E. Goods to Up H & B Goods
- Down H & B Goods to Down N.E. Goods
- Up H & B Goods to Up Quay line
- Down Quay line to Down H & B Goods
- Down Quay line to Up Quay line.

The associated signalling to the above alterations has been abolished.

(41)

HOLDERNESS DRAIN SOUTH

The facing points in the Down Main line, leading to the Up Main, have been secured in the reverse position to allow through running from Down to Up Main.

The trailing points in the Up Main leading to the Wool Shed, have been secured in the reverse position to allow through running from the Up Main to the Wool Shed.

The Down Main between the above-mentioned facing points and King George Dock; and the Up Main line between King George Dock and the trailing points to the Wool Shed, have been abolished.

The signalling associated with Down Main running has been abolished.

The Up Main First Home signal has been abolished, and the Up Main Second Home renamed Home signal.

(41)

HULL SPRINGHEAD

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

(41)

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.

★ **SELBY AND YORK, YORK AND MALTON, CHURCH FENTON AND YORK.**

On Sunday 30 September and Monday 1 October a helicopter will be carrying out aerial photography over the above Section of line.

★ **HORBURY JN.**

Nos. 2, 4 and 6 sidings have been secured out of use owing to condition of track due to subsidence.
(U.F.N.)

LAISTERDYKE YARD

The former running line between Quarry Gap and Cutlers Jn. has been clipped out of use and a sleeper crossing installed for the removal of spoil from the siding.

KNARESBOROUGH

The catch points in the Down Main at 15m. 25chs. has been clamped out of use pending removal.

BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

MISCELLANEOUS INSTRUCTIONS

PONTEFRACT BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.
(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

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

NS-29

WAKEFIELD EXCHANGE SIDINGS
Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH
A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p.
Drivers to keep a sharp lookout and sound locomotive horn when approaching the crossing.

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 RAILWAY STREET
No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION
No. 3 Siding has been secured out of use pending removal.

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 locomotive horns when approaching the crossing. (U.F.N.)

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 SIDING
The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS
Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.

N.S. 20

PRIVATE AND NOT FOR PUBLICATION

B.R.31262/1



NS

EASTERN REGION

No.40

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

SATURDAY 6 OCTOBER

TO

FRIDAY 12 OCTOBER 1973

INCLUSIVE

623404

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.

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 OCTOBER – SELBY

Signal No. 1866, applying – Down Canal Goods to Up Selby will be reduced in height so that the red aspect is 3ft. above rail level. (43)

SUNDAY 7 OCTOBER – HOUGHTON COLLIERY SIDINGS

The Up Main Distant signal will be renewed on a straight post 467 yards further from the signal box and 1,480 yards before reaching the Up Main Home signal.

The signal arm will be at a reduced height of 26 ft. above rail level. (43)

BROUGH WEST – MONDAY 8 OCTOBER

The facing connection between the Up Main and the Up Shunting Spur has been secured out of use in the normal position pending removal.

The associated signalling has been abolished. (43)

SUNDAY 7 OCTOBER – BETWEEN HARROGATE NORTH AND STARBECK SOUTH

Harrogate Dragon and Starbeck North signal boxes will be abolished. The Block Section will then be between Harrogate North and Starbeck South.

The direction of travel from York (Skelton Jn.) to Harrogate North will become Down throughout. The direction of travel from Harrogate North to York (Skelton Jn.) will become Up throughout.

Harrogate North

All Up Main line signals under control of Harrogate North will be renamed Down Main signals.

The Down Main section signal towards York direction will become the Up Main section signal.

Harrogate Dragon

All signals will be abolished. All points (except for the following) will be secured out of use pending removal:-

The points at the junction of the Up Goods and the Up/Down Goods single line will be converted to hand-worked points.

The trap points in the Up/Down Goods single line at the entrance to Shell Mex (near the 1 m.p.) will be brought under control of a new adjacent single-lever ground frame released by Annett's Key obtained from Harrogate North signal box. A notice board (facing Up Direction movements) and worded "TRAP POINTS 150 YARDS AHEAD" will be installed on the Harrogate side of the trap points.

Starbeck North and Starbeck South

The Starbeck North Up Main Starting signal will be renamed Starbeck South Up Main Home No.1 and the Starbeck South Up Main Inner Distant below will be abolished. The Starbeck South colour light Up Home will become the Up Home No.2.

The Starbeck North Up Main Outer Distant (beneath the former Dragon Up Home) will become the Starbeck South Up Main Distant 1,865 yards before reaching the Up Main Home No.1, and with the signal arm at a reduced height of 25 ft. above rail level.

All other Starbeck North signals will be abolished. (43)

Starbeck South signal box will be renamed Starbeck.

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

LEEDS, MARSH LANE GOODS YARD

The double sided notice board together with the associated telephone at the entrance to the Goods Yard has been abolished and replaced by new notice boards as shown below:—

- (1) To the right-hand side of the siding line (when entering sidings), situated 20 yards before reaching the first hand-worked points, and worded; "STOP, EXAMINE POINTS".
- (2) To the right-hand side of the siding line (when entering sidings), situated 340 yards before reaching notice board (1) and worded; "PROPELLED TRAINS COMPULSORY LOCOMOTIVE STOP". (42)

CHALK LANE LEVEL CROSSING AT 1 m. 60 chs. AND ST. GEORGES ROAD LEVEL CROSSING AT 1 m. 30 chs. (BETWEEN HESSLE ROAD AND WEST PARADE)

Chalk Lane and St. Georges Road level crossing barriers have become remotely controlled from Hessle Road signal box. (41)

Closed circuit television equipment has been installed to enable the Signaller to supervise the working of the crossings. (42)

BEVERLEY STATION

The points leading from the Up Main to the Up Siding have been secured out of use pending removal and the associated signals abolished. (41)

DONCASTER NORTH

The signals on Bridge No.330, 333 yards before reaching the signal box have been repositioned 6 yards further from the signal box on separate posts as follows:—

Up Independent signal No.DN-20 has been renewed overhead on a left-hand bracket with the Red aspect at a reduced height of 17 ft. above rail level.

Up Main signal No.DN-18 has been renewed on a straight post on the left-hand side of the Up Main, with the Red aspect at a reduced height of 12 ft. above rail level. The subsidiary signal has been mounted at a height of 10 ft. above rail level.

The associated telephone has been repositioned accordingly. (41)

DONCASTER NORTH

Up Main Signal No.DN18 and Up Independent Signal DN20 formerly on Bridge 330, situated 333 yards North of the signalbox, have been repositioned 6 yards further from the signalbox.

Both signals are mounted on a left-hand bracket as follows:—

DN18 is at a reduced height of 12 ft. above rail level with the associated subsidiary signal mounted at 10 ft. above rail level and to the left of the Up Main.

DN20 is mounted at a height of 17 ft. above rail level.

The associated telephone has been repositioned accordingly. (Amended Item) (43)

BALNE LEVEL CROSSING AT 165 m. 74 chs. (ECML)

The level crossing gates have been replaced by lifting barriers controlled from the gate box. (41)

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

YORK STATION

The Up Scarborough Ground Position Light Signal No.229 reading :-
Up Scarborough to No.8 Platform or Up Main will be re-positioned to the right of the Up Scarborough Line. (40)

BETWEEN BINGLEY AND KEIGHLEY STATION JN.

The repairs to bridge No.71 (between 211 miles 69 chains and 211 miles 79 chains) have been completed.
The Down and Up Main lines have been restored to their normal alignment.

Keighley Station Jn.

The temporary semaphore arm down distant signal has been abolished and the Down Colour Light Signal temporarily converted to additional Down Home Signal has reverted to its normal function as Down Distant Signal. (40)

HULL-KING GEORGE DOCK

The Down and Up H & B Goods lines have been abolished, and the following points secured out of use in the normal position pending removal :-

- Up N.E. Goods to Up H & B Goods
- Down H & B Goods to Down N.E. Goods
- Up H & B Goods to Up Quay line
- Down Quay line to Down H & B Goods
- Down Quay line to Up Quay line.

The associated signalling to the above alterations has been abolished. (41)

HOLDERNESS DRAIN SOUTH

The facing points in the Down Main line, leading to the Up Main, have been secured in the reverse position to allow through running from Down to Up Main.

The trailing points in the Up Main leading to the Wool Shed, have been secured in the reverse position to allow through running from the Up Main to the Wool Shed.

The Down Main between the above-mentioned facing points and King George Dock; and the Up Main line between King George Dock and the trailing points to the Wool Shed, have been abolished.

The signalling associated with Down Main running has been abolished.

The Up Main First Home signal has been abolished, and the Up Main Second Home renamed Home signal. (41)

HULL SPRINGHEAD

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

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.

SELBY AND YORK, YORK AND MALTON, CHURCH FENTON AND YORK.

On Sunday 30 September and Monday 1 October a helicopter will be carrying out aerial photography over the above Section of line.

HORBURY JN.

Nos. 2, 4 and 6 sidings have been secured out of use owing to condition of track due to subsidence.
(U.F.N.)

LAISTERDYKE YARD

The former running line between Quarry Gap and Cutlers Jn. has been clipped out of use and a sleeper crossing installed for the removal of spoil from the siding.

KNARESBOURGH

The catch points in the Down Main at 15m. 25chs. has been clamped out of use pending removal.

BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

MISCELLANEOUS INSTRUCTIONS

★ 4S72, 14 55 PARKESTON QUAY-EDINBURGH-GLASGOW

4E87, 14 56 GLASGOW-EDINBURGH-PARKESTON QUAY

The above air-braked services are timed to a maximum speed of 60 m.p.h. and this speed must not be exceeded. They may convey Continental Ferry Wagons that comply with the following conditions:-

1. The vehicles concerned must be marked 'S' or 'SS' but must not be Italian Ferry Vans within the following number series:-

21	83	214	8	500	-	604
21	83	214	8	750	-	885
21	83	214	8	900	-	973
21	83	804	5	000	-	076
21	83	804	5	100	-	550
21	83	804	5	600	-	675
21	83	804	5	698	-	699
21	83	804	6	200	-	496
21	83	804	6	500	-	503
21	83	804	6	900	-	913

Vehicles in the above number series although marked 'S' are expressly prohibited from conveyance on these services.

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SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**MISCELLANEOUS INSTRUCTIONS – continued****PONTEFRACT BAGHILL STATION**

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p.

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

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 RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 locomotive horns when approaching the crossing. (U.F.N.)

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 SIDING
 The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS
 Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)
 Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

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 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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 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.	Excavating for new drainage Mechanical plant in use. Materials laying about	08 00 to 17 00 daily.	
D Road at east end of major shed.		07 30 to 16 30 daily.	
Hammerton Street Diesel Shed Inspection Pit	Repairs to Brickwork and concrete bearers.		

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned.
 F.J. BURGE
 Chief Operating Manager

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SELBY

Signal No.1866, applying - Down Canal Goods to Up Selby has been reduced in height so that the red aspect is 13ft. above rail level. (43)

HOUGHTON COLLIERY SIDINGS

The Up Main Distant signal has been renewed on a straight post 467 yards further from the signal box and 1,480 yards before reaching the Up Main Home signal.

The signal arm is at a reduced height of 26ft. above rail level. (43)

BROUGH WEST -

The facing connection between the Up Main and the Up Shunting Spur has been secured out of use in the normal position pending removal.

The associated signalling has been abolished. (43)

BETWEEN HARROGATE NORTH AND STARBECK SOUTH

Harrogate Dragon and Starbeck North signal boxes have been abolished. The Block Section is now between Harrogate North and Starbeck South.

The direction of travel from York (Skelton Jn.) to Harrogate North has become Down throughout. The direction of travel from Harrogate North to York (Skelton Jn.) has become Up throughout.

Harrogate North

All Up Main line signals under control of Harrogate North have been renamed Down Main signals.

The Down Main section signal towards York direction has become the Up Main section signal.

Harrogate Dragon

All signals have been abolished. All points (except for the following) have been secured out of use pending removal:-

The points at the junction of the Up Goods and the Up/Down Goods single line have been converted to hand-worked points.

The trap points in the Up/Down Goods single line at the entrance to Shell Mex (near the 1m.p.) have been brought under control of a new adjacent single-lever ground frame released by Annett's Key obtained from Harrogate North signal box. A notice board (facing Up direction movements) and worded "TRAP POINTS 150 YARDS AHEAD" has been installed on the Harrogate side of the trap points.

Starbeck North and Starbeck South

The Starbeck North Up Main Starting signal has been renamed Starbeck South Up Main Home No.1 and the Starbeck South Up Main Inner Distant below has been abolished. The Starbeck South colour light Up Home has become the Up Home No.2

The Starbeck North Up Main Outer Distant (beneath the former Dragon Up Home) has become the Starbeck South Up Main Distant 1,865 yards before reaching the Up Main Home No.1, and with the signal arm at a reduced height of 25 ft. above rail level.

All other Starbeck North signals have been abolished.

Starbeck South signal box has been renamed Starbeck. (43)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****LEEDS, MARSH LANE GOODS YARD**

The double sided notice board together with the associated telephone at the entrance to the Goods Yard has been abolished and replaced by new notice boards as shown below: –

- (1) To the right-hand side of the siding line (when entering sidings), situated 20 yards before reaching the first hand-worked points, and worded; "STOP, EXAMINE POINTS".
- (2) To the right-hand side of the siding line (when entering sidings), situated 340 yards before reaching notice board (1) and worded; "PROPELLED TRAINS COMPULSORY LOCOMOTIVE STOP".
(42)

CHALK LANE LEVEL CROSSING AT 1 m. 60 chs. AND ST. GEORGES ROAD LEVEL CROSSING AT 1 m. 30 chs. (BETWEEN HESSLE ROAD AND WEST PARADE)

Chalk Lane and St. Georges Road level crossing barriers have become remotely controlled from Hessle Road signal box.

Closed circuit television equipment has been installed to enable the Signaller to supervise the working of the crossings.
(42)

**** BEVERLEY STATION**

The points leading from the Up Main to the Up Siding have been secured out of use pending removal and the associated signals abolished.
(41)

DONCASTER NORTH

Up Main Signal No. DN18 and Up Independent Signal DN20 formerly on Bridge 330, situated 333 yards North of the signalbox, have been repositioned 6 yards further from the signalbox.

Both signals are mounted on a left-hand bracket as follows: –

DN18 is at a reduced height of 12 ft. above rail level with the associated subsidiary signal mounted at 10 ft. above rail level and to the left of the Up Main.

DN20 is mounted at a height of 17 ft. above rail level.

The associated telephone has been repositioned accordingly. (Amended Item) (43)

**** BALNE LEVEL CROSSING AT 165 m. 74 chs. (ECML)**

The level crossing gates have been replaced by lifting barriers controlled from the gate box.
(41)

**** HULL-KING GEORGE DOCK**

The Down and Up H & B Goods lines have been abolished, and the following points secured out of use in the normal position pending removal: –

Up N.E. Goods to Up H & B Goods

Down H & B Goods to Down N.E. Goods

Up H & B Goods to Up Quay line

Down Quay line to Down H & B Goods

Down Quay line to Up Quay line.

The associated signalling to the above alterations has been abolished. (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** HOLDERNESS DRAIN SOUTH -**

The facing points in the Down Main line, leading to the Up Main, have been secured in the reverse position to allow through running from Down to Up Main.

The trailing points in the Up Main leading to the Wool Shed, have been secured in the reverse position to allow through running from the Up Main to the Wool Shed.

The Down Main between the above-mentioned facing points and King George Dock; and the Up Main line between King George Dock and the trailing points to the Wool Shed, have been abolished.

The signalling associated with Down Main running has been abolished.

The Up Main First Home signal has been abolished, and the Up Main Second Home renamed Home signal.

(41)

HULL SPRINGHEAD

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

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.

HORBURY JN.

Nos. 2, 4 and 6 sidings have been secured out of use owing to condition of track due to subsidence.
(U.F.N.)

LAISTERDYKE YARD

The former running line between Quarry Gap and Cutlers Jn. has been clipped out of use and a sleeper crossing installed for the removal of spoil from the siding.

** KNARESBOROUGH

The catch points in the Down Main at 15m. 25chs. has been clamped out of use pending removal. (42)

BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

★ ALTERATION TO SUPPLEMENTARY OPERATING INSTRUCTION DATED 2 JUNE 1973

Page 104

MAXIMUM PERMITTED SPEEDS OF LOCOMOTIVES RUNNING LIGHT OR WITH ONE OR TWO COACHING STOCK VEHICLES ONLY

Clause (b)

Amend "902660" to read "902260" (42D)

MISCELLANEOUS INSTRUCTIONS

4S72, 14 55 PARKESTON QUAY-EDINBURGH-GLASGOW

4E87, 14 56 GLASGOW-EDINBURGH-PARKESTON QUAY

The above air-braked services are timed to a maximum speed of 60 m.p.h. and this speed must not be exceeded. They may convey Continental Ferry Wagons that comply with the following conditions:-

1. The vehicles concerned must be marked 'S' or 'SS' but must not be Italian Ferry Vans within the following number series:-

21	83	214	8	500	-	604
21	83	214	8	750	-	885
21	83	214	8	900	-	973
21	83	804	5	000	-	076
21	83	804	5	100	-	550
21	83	804	5	600	-	675
21	83	804	5	698	-	699
21	83	804	6	200	-	496
21	83	804	6	500	-	503
21	83	804	6	900	-	913

Vehicles in the above number series although marked 'S' are expressly prohibited from conveyance on these services.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

PARKESTON QUAY - EDINBURGH - GLASGOW - continued

2. Vehicles must bear labels with the load category indicated as 'M', 'L' or 'E'.

Before the trains commence their journey or leave any intermediate point at which Continental Ferry Wagons are attached, the guard must be in possession of a signed certificate or certificates from the CM & EE's staff confirming that all the Ferry Wagons on the train have been examined and are marked 'S' or 'SS' and have double-link suspension. In addition, the guard or train-preparer must confirm that the vehicles bear 'M', 'L' or 'E' load category labels. (Continental Ferry Wagons bearing 'H' category labels are expressly prohibited from conveyance on these trains). Upon being relieved, the guard must hand on the CM & EE certificates to his relief and, on arrival at destination, must transfer such certificates to a member of the Yard staff. The Area Manager, Glasgow High Street, and the Shipping & Port Manager, Parkeston Quay, must retain such certificates for inspection when required.

To cater for Continental Ferry Wagons which, to conform with marshalling instructions, may be required to be formed in any part of the train the above trains must at all times run under single air-brake pipe operation. This will apply whether or not Continental Ferry Wagons are actually conveyed, and paras. 2.5 and 2.6 of the Regulations for Working the Automatic Air-Brake on Locomotive-Operated Trains are accordingly amended so far as these services are concerned.

The above instructions relate to the working of these two services only and, in all other cases, existing instructions on the maximum speed of Continental Ferry Wagons and the regulations for working the automatic air-brake on locomotive-operated trains must continue to be observed.

SPECIMEN CERTIFICATE

LOCATION

Date

TRAIN

I certify that I have examined the Continental Ferry Wagons on*/to be attached to * the above train and at these vehicles are marked 'S' or 'SS' and have double-link suspension.

(Signed)

Grade

* Delete as necessary

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

PONTEFRACT BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p.

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

SOWERBY BRIDGE UP SIDING

The Warehouse Road is spiked out of use pending removal.

DEWSBURY RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 locomotive horns when approaching the crossing. (U.F.N.)

LOW MOOR FORK CARRIAGE SIDINGS

The Up Fork Loop and Fork Carriage Sidings 1 to 14 have been spiked out of use pending removal.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****BRADFORD BROOMFIELD CARRIAGE SIDING**

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

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 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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 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.	

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

MO.45/NS
York
5 OCTOBER, 1973

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:-"

THIS CONCERNS YOU

Your Railway Rule Book instructs you how to deal with an operating emergency.

But could you deal with a personal injury?

At work? At home? Anywhere?

No? Then how about joining your local First Aid Class?

Contact your Staff Office or one of the Divisional Ambulance Secretaries.

**THEY WILL BE PLEASED TO
HELP YOU
TO HELP OTHERS**

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 TO MONDAY 21 TO 22 OCTOBER – EASTWOOD (L.M.R.) AND HEBDEN BRIDGE ✓

In conjunction with L.M.R. resignalling, Eastwood signal box will be abolished, and Hebden Bridge will become the fringe box to Preston. The Track Circuit Block Working Regulations will apply on all lines.

Hebden Bridge

New Signals:—

HB—4 Down L & Y 4-aspect Home signal (4th aspect for future use) situated 218 yards before reaching the signal box. A position "1" Junction Indicator applying from Down L & Y to Down Slow will be provided.

HB—31 Up L & Y 4-aspect Starting, situated 588 yards after passing the signal box.

Altered Signal:—

The Down L & Y Distant will be replaced HB—479 and converted to an automatic signal.

Semaphore Signals Abolished:—

Down L & Y Home
Down L & Y Platform Starting signals
Up I.B. Home

The Down Sidings and associated signalling will be abolished. The trailing connection – Down L & Y to Down Sidings will be secured out of use in the normal position.

New catch points will be provided in the Up L & Y situated 902 yards before reaching PN305 signal.

The Automatic Warning System will be brought into use at all signals in the Down direction up to and including HB4 and in the Up direction, at all signals from the Hebden Bridge Up Fast and Up Slow Home signals.

Further details are shown in Stage C of L.M.R. Special Notice No. 1330G and all concerned should be in possession of a copy. (45)

DETAILS OF WORK ALREADY CARRIED OUT

SELBY

Signal No. 1866, applying – Down Canal Goods to Up Selby has been reduced in height so that the red aspect is 13ft. above rail level. (43)

HOUGHTON COLLIERY SIDINGS

The Up Main Distant signal has been renewed on a straight post 467 yards further from the signal box and 1,480 yards before reaching the Up Main Home signal.

The signal arm is at a reduced height of 26ft. above rail level. (43)

BROUGH WEST

The facing connection between the Up Main and the Up Shunting Spur has been secured out of use in the normal position pending removal.

The associated signalling has been abolished. (43)

BETWEEN HARROGATE NORTH AND STARBECK SOUTH

Harrogate Dragon and Starbeck North signal boxes have been abolished. The Block Section is now between Harrogate North and Starbeck South.

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

The direction of travel from York (Skelton Jn.) to Harrogate North has become Down throughout. The direction of travel from Harrogate North to York (Skelton Jn.) has become Up throughout.

Harrogate North

All Up Main line signals under control of Harrogate North have been renamed Down Main signals.

The Down Main section signal towards York direction has become the Up Main section signal.

Harrogate Dragon

All signals have been abolished. All points (except for the following) have been secured out of use pending removal:-

The points at the junction of the Up Goods and the Up/Down Goods single line have been converted to hand-worked points.

The trap points in the Up/Down Goods single line at the entrance to Shell Mex (near the 1m.p.) have been brought under control of a new adjacent single-lever ground frame released by Annett's Key obtained from Harrogate North signal box. A notice board (facing Up direction movements) and worded "TRAP POINTS 150 YARDS AHEAD" has been installed on the Harrogate side of the trap points.

Starbeck North and Starbeck South

Starbeck South signal box has been re-named Starbeck.

The Starbeck (former Starbeck South) Up Main Distant have been abolished. The Starbeck North Up Main Outer Distant (beneath the former Dragon Up Home) has become the Starbeck Up Main Distant. The Starbeck ground disc applying set back – Down Main to Down Platform has also been abolished.

All other Starbeck North signals have been abolished.

(Amended Item) (44)

*** * LEEDS, MARSH LANE GOODS YARD**

The double sided notice board together with the associated telephone at the entrance to the Goods Yard has been abolished and replaced by new notice boards as shown below:-

- (1) To the right-hand side of the siding line (when entering sidings), situated 20 yards before reaching the first hand-worked points, and worded; "STOP, EXAMINE POINTS".
- (2) To the right-hand side of the siding line (when entering sidings), situated 340 yards before reaching notice board (1) and worded; "PROPELLED TRAINS COMPULSORY LOCOMOTIVE STOP".

(42)

*** * CHALK LANE LEVEL CROSSING AT 1 m. 60 chs. AND ST. GEORGES ROAD LEVEL CROSSING AT 1 m. 25 chs. (BETWEEN HESSLE ROAD AND WEST PARADE)**

Chalk Lane and St. Georges Road level crossing barriers have become remotely controlled from Hessle Road signal box.

Closed circuit television equipment has been installed to enable the Signaller to supervise the working of the crossings.

(42)

DONCASTER NORTH

Up Main Signal No. DN18 and Up Independent Signal DN20 formerly on Bridge 330, situated 333 yards North of the signalbox, have been repositioned 6 yards further from the signalbox.

Both signals are mounted on a left-hand bracket as follows:-

DN18 is at a reduced height of 12 ft. above rail level with the associated subsidiary signal mounted at 10 ft. above rail level and to the left of the Up Main.

DN20 is mounted at a height of 17 ft. above rail level.

The associated telephone has been repositioned accordingly.

(Amended Item) (43)

HULL SPRINGHEAD

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

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.

★ LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK WORKING ON EAST COAST MAIN LINE SERVICES

Difficulties have been experienced due to dragging brakes on air-braked passenger trains working on the East Coast main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast main line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) will not be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket – dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading off the gauge in the guards brake for the main reservoir pipe will be zero.

DISABLED TRAINS REQUIRING ASSISTANCE IN THE REAR

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/16 may be carried out.

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

★ Page 75

WATH ROAD JUNCTION TO LEEDS CITY NORTH

Houghton Colliery

Sidings

Delete:—

— 70 173½ m.p. to 172¼ m.p.

(45)

HORBURY JN.

Nos. 2, 4 and 6 sidings have been secured out of use owing to condition of track due to subsidence.

(U.F.N.)

LAISTERDYKE YARD ✓

The former running line between Quarry Gap and Cutlers Jn. has been clipped out of use and a sleeper crossing installed for the removal of spoil from the siding.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

MISCELLANEOUS INSTRUCTIONS

PONTEFRACT BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p.

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

SOWERBY BRIDGE UP SIDING

The Warehouse Road is spiked out of use pending removal.

DEWSBURY RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 locomotive horns when approaching the crossing. (U.F.N.)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

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 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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 00 daily.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES - continued

Location	Nature of Work	Duration	Commencing date
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.	

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

MO.45/NS
York
12 OCTOBER, 1973

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 - continued

At or between	Lines affected	Remarks
SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)		
DAILY UNTIL FURTHER NOTICE		
ShIPLEY Leeds Jn.	All	08 15 to 15 30. Installing track circuits alterations to point connections.
SUNDAY 21 OCTOBER		
Manningham Station Jn. and Bradford Forster Square	All	07 00 to 17 00. Examination of footbridge No.9A at 208m. 30 chs. Ladders in use. Both signal boxes open.
Bradford Jn. and Bradford Forster Square	Down and Up Main	07 00 to 17 00. Contractors loading spoil between 206 and 208½ m.p. Both signal boxes open.
THURSDAY to FRIDAY 25 to 26 OCTOBER		
Manningham Station Jn. and Bradford Forster Square	22 30 (Thu) to 03 00 (Fri) East Arrival and West Departure Lines 03 00 to 06 15 (Fri) East Arrival	22 30 (Thu) to 06 15 (Fri). Tamping machines in use between 207 m. 63 chs. and 208½ m.p.
SHIPLEY (BRADFORD JN.) TO BINGLEY JN.		
DAILY UNTIL FURTHER NOTICE		
Bingley Jn.	All	08 00 to 15 30. Alterations to cables and point connections.
LEEDS CITY TO HULL (PARAGON)		
DAILY UNTIL FURTHER NOTICE		
Leeds City Station	All	Cleaning and painting station roofs. Scaffolding, ladders and trestles in use.
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 20 m. 32 chs. and 20¼ m.p. beneath track level. Plant in use.
Leeds City Station	No.12 Platform Road and Down Goods	07 00 to 17 00. Removing disused concrete signal bases.
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.
Leeds City and Micklefield Station Jn.	All	07 30 to 19 00. Cleaning and painting bridges between 20 m. 50 chs. and 10 m. 50 chs. Ladders and trestles in use.
Garforth and Peckfield	Down and Up Main	08 00 to 18 00. Contractors constructing new footbridge No.15A at 12m. 56chs. Plant and cranes in use at lineside.
Gascoigne Wood	Down and Up Sidings (BLOCKED by local arrangement)	08 00 to 16 00. Removing and abandoning Sidings between 6 m. 30 chs. and 6 m.p. Crane in use.
Gascoigne Wood	Down and Up Yards	07 00 to 17 00. Contractors removing redundant track between 6½ and 6 m.p. Mechanical plant in use.
Gascoigne Wood and Selby South	All	07 30 to 17 00. Preparing for alterations to signalling.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 27 OCTOBER – HULL – KING GEORGE DOCK AND SALTEND**

The Down Main between King George Dock (Train Inspector's Office) and Saltend (East End of Hedon Road Sidings) will be uplifted from its present position and re-laid to the North side of Hedon Road Sidings. (46)

SUNDAY 28 OCTOBER – ROYSTON JUNCTION

The Up Midland Main Distant signal will be renewed as a straight post signal 390 yards further from the signal box with the arm at a reduced height of 18ft. above rail level.

The distance between the Up Distant signal and the Up Home signal will then be 1,310 yards. (46)

SUNDAY 28 OCTOBER – YORK STATION (North end)

The 3-aspect No. Y.228 signal, reading from No 8 platform line to Down Scarborough (and its associated position light subsidiary) will be re-positioned approximately 51 yards further from the signal box. (46)

DETAILS OF WORK ALREADY CARRIED OUT**SELBY**

An illuminated notice board worded: "TELEPHONE WHEN READY TO DEPART" has been erected adjacent to the Up Siding ground position light signal No. S583. (New Item) (46)

BENTLEY CROSSING

The Main to Main Crossover and the Up Refuge Siding have been removed. Associated signals have been abolished. (New Item) (46)

EASTWOOD (L.M.R.) AND HEBDEN BRIDGE

In conjunction with L.M.R. resignalling, Eastwood signal box has been abolished, and Hebden Bridge became the fringe box to Preston. The Track Circuit Block Working Regulations apply on all lines.

Hebden Bridge**New Signals:-**

HB – 4 Down L & Y 4-aspect Home signal (4th aspect for future use) situated 218 yards before reaching the signal box. A position "1" Junction Indicator applying from Down L & Y to Down Slow will be provided.

HB – 31 Up L & Y 4-aspect Starting, situated 588 yards after passing the signal box.

Altered Signal:-

The Down L & Y Distant will be replated HB – 479 and converted to an automatic signal.

Semaphore Signals Abolished:-

Down L & Y Home

Down L & Y Platform Starting signals

Up I.B. Home

The Down Sidings and associated signalling have been abolished. The trailing connection – Down L & Y to Down Sidings has been secured out of use in the normal position.

New catch points have been provided in the Up L & Y situated 902 yards before reaching PN305 signal.

The **Automatic Warning System** has been brought into use at all signals in the Down direction up to and including HB4 and in the Up direction, at all signals from the Hebden Bridge Up Fast and Up Slow Home signals.

Further details are shown in Stage C of L.M.R. Special Notice No. 1330G and all concerned should be in possession of a copy. (45)

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

Signal No.1866, applying – Down Canal Goods to Up Selby has been reduced in height so that the red aspect is 13ft. above rail level. (43)

**** HOUGHTON COLLIERY SIDINGS**

The Up Main Distant signal has been renewed on a straight post 467 yards further from the signal box and 1,480 yards before reaching the Up Main Home signal.

The signal arm is at a reduced height of 26ft. above rail level. (43)

**** BROUGH WEST**

The facing connection between the Up Main and the Up Shunting Spur has been secured out of use in the normal position pending removal.

The associated signalling has been abolished. (43)

BETWEEN HARROGATE NORTH AND STARBECK SOUTH

Harrogate Dragon and Starbeck North signal boxes have been abolished. The Block Section is now between Harrogate North and Starbeck South.

The direction of travel from York (Skelton Jn.) to Harrogate North has become Down throughout. The direction of travel from Harrogate North to York (Skelton Jn.) has become Up throughout.

Harrogate North

All Up Main line signals under control of Harrogate North have been renamed Down Main signals.

The Down Main section signal towards York direction has become the Up Main section signal.

Harrogate Dragon

All signals have been abolished. All points (except for the following) have been secured out of use pending removal:-

The points at the junction of the Up Goods and the Up/Down Goods single line have been converted to hand-worked points.

The trap points in the Up/Down Goods single line at the entrance to Shell Mex (near the 1m.p.) have been brought under control of a new adjacent single-lever ground frame released by Annett's Key obtained from Harrogate North signal box. A notice board (facing Up direction movements) and worded "TRAP POINTS 150 YARDS AHEAD" has been installed on the Harrogate side of the trap points.

Starbeck North and Starbeck South

Starbeck South signal box has been re-named Starbeck.

The Starbeck (former Starbeck South) Up Main Distant have been abolished. The Starbeck North Up Main Outer Distant (beneath the former Dragon Up Home) has become the Starbeck Up Main Distant. The Starbeck ground disc applying set back – Down Main to Down Platform has also been abolished.

All other Starbeck North signals have been abolished. (Amended Item) (44)

**** DONCASTER NORTH**

Up Main Signal No.DN18 and Up Independent Signal DN20 formerly on Bridge 330, situated 333 yards North of the signalbox, have been repositioned 6 yards further from the signalbox.

Both signals are mounted on a left-hand bracket as follows:-

DN18 is at a reduced height of 12 ft. above rail level with the associated subsidiary signal mounted at 10 ft. above rail level and to the left of the Up Main.

DN20 is mounted at a height of 17 ft. above rail level.

The associated telephone has been repositioned accordingly. (Amended Item) (43)

HULL SPRINGHEAD

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

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.

LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK WORKING ON EAST COAST MAIN LINE SERVICES

Difficulties have been experienced due to dragging brakes on air-braked passenger trains working on the East Coast main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast main line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) will not be coupled between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket – dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading off the gauge in the guards brake for the main reservoir pipe will be zero.

DISABLED TRAINS REQUIRING ASSISTANCE IN THE REAR

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/16 may be carried out.

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

Page 75

WATH ROAD JUNCTION TO LEEDS CITY NORTH

Houghton Colliery
Sidings

Delete: — 70 173½ m.p. to 172¼ m.p.

(45)

HORBURY JN.

Nos. 2, 4 and 6 sidings have been secured out of use owing to condition of track due to subsidence.

(U.F.N.)

LAISTERDYKE YARD

The former running line between Quarry Gap and Cutlers Jn. has been clipped out of use and a sleeper crossing installed for the removal of spoil from the siding.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued
BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

MISCELLANEOUS INSTRUCTIONS

PONTEFRACT BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice. (U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

DRAX POWER STATION BRANCH

A temporary level crossing has been brought into use over the Down and Up Branch lines in the vicinity of Camblesforth Road overbridge at 4¼ m.p.

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

SOWERBY BRIDGE UP SIDING

The Warehouse Road is spiked out of use pending removal.

DEWSBURY RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 locomotive horns when approaching the crossing. (U.F.N.)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

YORK M.P.D. SIDINGS

Drivers to keep a sharp lookout and proceed with extreme caution when entering or leaving York MPD 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

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 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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 00 daily.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES - continued

Location	Nature of Work	Duration	Commencing date
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.	
Jammerton 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
19 OCTOBER, 1973

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 – continued

At or between	Lines affected	Remarks
HULL DOCKS		
DAILY UNTIL FURTHER NOTICE		
King George Dock	Down and Up Main	08 00 to 16 00. Excavating foundations on bridge 103 at 0m. 44chs. Mechanical plant in use.
ALEXANDRA DOCK TO KING GEORGE DOCK		
TUESDAY 6 NOVEMBER		
Holderness Drain South	All	06 00 to 16 00. Signalling alterations. (See Section 'C').
KING GEORGE DOCK TO SALTEND		
DAILY UNTIL FURTHER NOTICE		
King George Dock and Saltend	Down Main (BLOCKED)	Continuously. Track alterations. (See Section 'C'). Single line working over Up Main between King George Dock Train Inspector's Office and Eastern Exit points of Hedon Road Sidings. All movements over the Single line must be accompanied by B.T.D.B. Pilotman in addition to the B.T.D.B. Trainman.

SECTION C**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 4 NOVEMBER – YORK STATION (NORTH END)**

The connections between the Down and Up Scarborough Goods, Nos.14, 15 and 16 Platform lines, and the Down Scarborough Branch (Waterworks Crossing) will be secured permanently out of use pending removal.

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

No.559 points, trailing in the Down Scarborough Branch from Waterworks Crossing.

No.510 points, leading from Waterworks Crossing to Up Scarborough Goods and the associated slip to Down Scarborough Goods (No.507 points).

No.518 points, leading from Nos.14, 15 and 16 Platforms to Up Station line "X" will be secured in the reverse position for through running to Up Station Line "X" pending replacement by plain line.

Signalling Alterations:-

All associated signal route indications formerly applying to movements via Waterworks Crossing will be abolished.

Ground Position-Light Shunting Signals Abolished:-

No.155 – Down Scarborough to Nos.14, 15 or 16 Platform lines.

No.156 – Waterworks Crossing to Branches Yard or to Up Scarborough Goods or to Nos.14, 15 or 16 Platforms.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B— continued****SUNDAY 4 NOVEMBER—STAIRFOOT JUNCTION**

The Up Home signal from Cudworth direction will be renewed on the left-hand side of the Up line with the arm at a reduced height of 20ft. above rail level. (47)

TUESDAY 6 NOVEMBER—HOLDERNESS DRAIN SOUTH

The points leading from the Down and Up Main to the Wool Shed will be secured out of use pending removal, and the line leading to United Molasses abolished. All associated signalling will also be abolished.

The points leading to and from Quays will be secured to allow through running to and from the Quays. (47)

DETAILS OF WORK ALREADY CARRIED OUT**HULL – KING GEORGE DOCK AND SALTEND**

The Down Main between King George Dock (Train Inspector's Office) and Saltend (East End of Hedon Road Sidings) has been uplifted from its Former position and re-layed to the North side of Hedon Road Sidings. (46)

ROYSTON JUNCTION

The Up Midland Main Distant signal has been renewed as a straight post signal 390 yards further from the signal box with the arm at a reduced height of 18ft. above rail level.

The distance between the Up Distant signal and the Up Home signal is now 1,310 yards. (46)

YORK STATION (North end)

The 3-aspect No.Y.228 signal, reading from No.8 platform line to Down Scarborough (and its associated position light subsidiary) has been re-positioned approximately 51 yards further from the signal box. (46)

SELBY

An illuminated notice board worded: "TELEPHONE WHEN READY TO DEPART" has been erected adjacent to the Up Siding ground position light signal No. S583. (46)

BENTLEY CROSSING

The Main to Main Crossover and the Up Refuge Siding have been removed. Associated signals have been abolished. (46)

EASTWOOD (L.M.R.) AND HEBDEN BRIDGE

In conjunction with L.M.R. resignalling, Eastwood signal box has been abolished, and Hebden Bridge became the fringe box to Preston. The Track Circuit Block Working Regulations apply on all lines.

**Hebden Bridge
New Signals:—**

HB-4 Down L & Y 4-aspect Home signal (4th aspect for future use) situated 218 yards before reaching the signal box. A position "1" Junction Indicator applying from Down L & Y to Down Slow will be provided.

HB-31 Up L & Y 4-aspect Starting, situated 588 yards after passing the signal box.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****EASTWOOD (L.M.R.) AND HEBDEN BRIDGE – continued****Hebden Bridge – continued****Altered Signal:–**

The Down L & Y Distant will be replated HB-479 and converted to an automatic signal.

Semaphore Signals Abolished:–

Down L & Y Home

Down L & Y Platform Starting signals

Up I.B. Home

The Down Sidings and associated signalling have been abolished. The trailing connection – Down L & Y to Down Sidings has been secured out of use in the normal position.

New catch points have been provided in the Up L & Y situated 902 yards before reaching PN305 signal.

The Automatic Warning System has been brought into use at all signals in the Down direction up to and including HB4 and in the Up direction, at all signals from the Hebden Bridge Up Fast and Up Slow Home signals.

Further details are shown in Stage C of L.M.R. Special Notice No. 1330G and all concerned should be in possession of a copy. (45)

**** BETWEEN HARROGATE NORTH AND STARBECK SOUTH**

Harrogate Dragon and Starbeck North signal boxes have been abolished. The Block Section is now between Harrogate North and Starbeck South.

The direction of travel from York (Skelton Jn.) to Harrogate North has become Down throughout. The direction of travel from Harrogate North to York (Skelton Jn.) has become Up throughout.

Harrogate North

All Up Main line signals under control of Harrogate North have been renamed Down Main signals.

The Down Main section signal towards York direction has become the Up Main section signal.

Harrogate Dragon

All signals have been abolished. All points (except for the following) have been secured out of use pending removal:–

The points at the junction of the Up Goods and the Up/Down Goods single line have been converted to hand-worked points.

The trap points in the Up/Down Goods single line at the entrance to Shell Mex (near the 1m.p.) have been brought under control of a new adjacent single-lever ground frame released by Annett's Key obtained from Harrogate North signal box. A notice board (facing Up direction movements) and worded "TRAP POINTS 150 YARDS AHEAD" has been installed on the Harrogate side of the trap points.

Starbeck North and Starbeck South

Starbeck South signal box has been re-named Starbeck.

The Starbeck (former Starbeck South) Up Main Distant have been abolished. The Starbeck North Up Main Outer Distant (beneath the former Dragon Up Home) has become the Starbeck Up Main Distant. The Starbeck ground disc applying set back – Down Main to Down Platform has also been abolished.

All other Starbeck North signals have been abolished. (44)

HULL SPRINGHEAD

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

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.

LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK WORKING ON EAST COAST MAIN LINE SERVICES

Difficulties have been experienced due to dragging brakes on air-braked passenger trains working on the East Coast main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast main line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) will not be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket - dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading off the gauge in the guards brake for the main reservoir pipe will be zero.

DISABLED TRAINS REQUIRING ASSISTANCE IN THE REAR

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/16 may be carried out. (45)

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

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WATH ROAD JUNCTION TO LEEDS CITY NORTH

Houghton Colliery

Sidings

Delete:-

- 70 173½ m.p. to 172¼ m.p.

(45)

★ **INSTRUCTIONS RELATING TO THE GENERAL APPENDIX WORKING OF MULTIPLE UNIT - MECHANICAL DIESEL TRAINS**

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
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1. Trains formed entirely or in part of Light Weight Units

Add :-

Harrogate--Leeds (both directions)

2cars

300 B.H.P.

1 vehicle 17 tons gross

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS – continued

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
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Page 235

2 Trains formed entirely of other than Light Weight Units**Amend :-**

Leeds City –	2 cars	300 B.H.P.	1 vehicle 20 tons gross
Harrogate via	3 cars	720 B.H.P.	1 or 2 vehicles 40 tons gross
Arthington	4 cars	600 B.H.P.	1 or 2 vehicles 40 tons gross
(both directions)	6 cars	1440 B.H.P.	1 to 4 vehicles 68 tons gross
	7 cars	1440 B.H.P.	1 to 4 vehicles 68 tons gross

★HICKLETON MAIN COLLIERY SIDINGS

During the period 22 30 Saturday 4 November to 16 00 Sunday 11 November the main to main crossover situated at 15m.6chs. will be temporarily secured out of use.

★WAKEFIELD KIRKGATE NO.1 NORMANTON SIDING

The siding has been shortened by 50 yards pending renewal of track.

★DEWSBURY RAILWAY STREET GOODS DEPOT

Nos.5 and 9 Sidings have been secured out of use pending renewal of track.

No.8 Siding from siding entrance and through 'D' Shed has been secured out of use pending renewal of track. Access to the portion of No.8 Siding through 'C' Shed is via No.7 Siding and crossover.

HORBURY JN.

Nos. 2, 4 and 6 sidings have been secured out of use owing to condition of track due to subsidence.
(U.F.N.)

LAISTERDYKE YARD

The former running line between Quarry Gap and Cutlers Jn. has been clipped out of use and a sleeper crossing installed for the removal of spoil from the siding.

BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
MISCELLANEOUS INSTRUCTIONS

PONTEFRACT BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

SOWERBY BRIDGE UP SIDING

The Warehouse Road is spiked out of use pending removal.

DEWSBURY RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 locomotive horns when approaching the crossing. (U.F.N.)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

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 MPD 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

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 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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 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 lying 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.	

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

MO.45/NS

York

26 OCTOBER, 1973

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-26
10-15-73**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 NOVEMBER – BRIDGE JUNCTION**

The hand-operated points shunt line/Down Goods No.2 will be abolished. A buffer stop will be erected in the shunt line immediately on the Bridge Jn. side of the signal applying shunt line to Down Goods No.2. The hand-operated points Down Goods 3/Down Goods 2 will be renewed 70 yds. further south and clamped out of use until further notice. A temporary Buffer stop facing movements from Balby Jn. will be erected in Down Goods 3 at the clearance point of the points Down Goods 3/Down Goods 2.

The following signals will be abolished:-

Shunt Line to Down Goods 2

Down Goods 3 to Down Goods 2

(48)

SUNDAY 11 NOVEMBER – WATH NORTH STATION

The Up Goods Home signal will be renewed 3 yards nearer to the signal box with the arm at a reduced height of 17 ft. above rail level.

(48)

SUNDAY 11 NOVEMBER – BETWEEN OAKENSHAW AND ROYSTON JUNCTION

The semaphore arm Distant to the Oakenshaw Up Midland Main Intermediate Block Home signal (ON21) will be abolished.

The signal next in rear (3-aspect semi-auto UM 180) will have its yellow aspect brought into use and the signal will incorporate the Distant to the Up I.B. Home.

The distance between UM 180 and the I.B. Home signal is 1,730.

(48)

DETAILS OF WORK ALREADY CARRIED OUT**YORK STATION (NORTH END)**

The connections between the Down and Up Scarborough Goods, Nos.14,15 and 16 Platform lines, and the Down Scarborough Branch (Waterworks Crossing) have been secured permanently out of use pending removal.

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

No.559 points, trailing in the Down Scarborough Branch from Waterworks Crossing.

No.510 points, leading from Waterworks Crossing to Up Scarborough Goods and the associated slip to Down Scarborough Goods (No.507 points).

No.518 points, leading from Nos.14,15 and 16 Platforms to Up Station line "X" have been secured in the reverse position for through running to Up Station Line "X" pending replacement by plain line.

Signalling Alterations:-

All associated signal route indications formerly applying to movements via Waterworks Crossing have been abolished.

Ground Position-Light Shunting Signals Abolished:-

No.155 – Down Scarborough to Nos.14, 15 or 16 Platform lines.

No.156 – Waterworks Crossing to Branches Yard or to Up Scarborough Goods or to Nos.14, 15 or 16 Platforms.

(47)

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

The Up Home signal from Cudworth direction has been renewed on the left-hand side of the Up line with the arm at a reduced height of 20ft. above rail level. (47)

HOLDERNESS DRAIN SOUTH

The points leading from the Down and Up Main to the Wool Shed have been secured out of use pending removal, and the line leading to United Molasses abolished. All associated signalling has also been abolished.

The points leading to and from Quays have been secured to allow through running to and from the Quays. (47)

HULL – KING GEORGE DOCK AND SALTEND

The Down Main between King George Dock (Train Inspector's Office) and Saltend (East End of Hedon Road Sidings) has been uplifted from its Former position and re-layed to the North side of Hedon Road Sidings. (46)

ROYSTON JUNCTION

The Up Midland Main Distant signal has been renewed as a straight post signal 390 yards further from the signal box with the arm at a reduced height of 18ft. above rail level.

The distance between the Up Distant signal and the Up Home signal is now 1,310 yards. (46)

YORK STATION (North end)

The 3-aspect No.Y.228 signal, reading from No.8 platform line to Down Scarborough (and its associated position light subsidiary) has been re-positioned approximately 51 yards further from the signal box. (46)

SELBY

An illuminated notice board worded: "TELEPHONE WHEN READY TO DEPART" has been erected adjacent to the Up Siding ground position light signal No. S583. (46)

BENTLEY CROSSING

The Main to Main Crossover and the Up Refuge Siding have been removed. Associated signals have been abolished. (46)

*** * EASTWOOD (L.M.R.) AND HEBDEN BRIDGE**

In conjunction with L.M.R. resignalling, Eastwood signal box has been abolished, and Hebden Bridge became the fringe box to Preston. The Track Circuit Block Working Regulations apply on all lines.

Hebden Bridge**New Signals:—**

HB-4 Down L & Y 4-aspect Home signal (4th aspect for future use) situated 218 yards before reaching the signal box. A position "1" Junction Indicator applying from Down L & Y to Down Slow will be provided.

HB-31 Up L & Y 4-aspect Starting, situated 588 yards after passing the signal box.

Altered Signal:—

The Down L & Y Distant will be replated HB-479 and converted to an automatic signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued***** * EASTWOOD (L.M.R.) AND HEBDEN BRIDGE – continued****Hebden Bridge – continued****Semaphore Signals Abolished:—**

- Down L & Y Home
- Down L & Y Platform Starting signals
- Up I.B. Home

The Down Sidings and associated signalling have been abolished. The trailing connection – Down L & Y to Down Sidings has been secured out of use in the normal position.

New catch points have been provided in the Up L & Y situated 902 yards before reaching PN305 signal.

The **Automatic Warning System** has been brought into use at all signals in the Down direction up to and including HB4 and in the Up direction, at all signals from the Hebden Bridge Up Fast and Up Slow Home signals.

Further details are shown in Stage C of L.M.R. Special Notice No. 1330G and all concerned should be in possession of a copy. (45)

HULL SPRINGHEAD

The headshunt serving the sidings of Calvert Lane Coal Concentration Depot has been shortened to a length of 290 yards beyond the connection into the Depot.

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

A Supplementary Operating Instructions booklet for the Northern Area is to be issued to commence operation on 17 November, 1973.

All concerned must ensure that they are in possession of a copy by that date. (46)

*** * LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK WORKING ON EAST COAST MAIN LINE SERVICES**

Difficulties have been experienced due to dragging brakes on air-braked passenger trains working on the East Coast main line. In an endeavour to identify the causes it has been decided that, until further notice, all passenger trains working over the East Coast main line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) will not be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket – dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading off the gauge in the guards brake for the main reservoir pipe will be zero.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**DISABLED TRAINS REQUIRING ASSISTANCE IN THE REAR**

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/16 may be carried out. (45)

**** 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	Standard Wagnons L.&V.	D	U	Position	Gradient (Rising unless otherwise shown) 1 in

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WATH ROAD JUNCTION TO LEEDS CITY NORTH

Houghton Colliery Sidings

Delete:-

- 70 173½ m.p. to 172¼ m.p.

(45)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
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1. Trains formed entirely or in part of Light Weight Units

Add :-

Harrogate-Leeds (both directions)	2 cars	300 B.H.P.	1 vehicle 17 tons gross
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2 Trains formed entirely of other than Light Weight Units

Amend :-

Leeds City -	2 cars	300 B.H.P.	1 vehicle 20 tons gross
Harrogate via Arthington (both directions)	3 cars	720 B.H.P.	1 or 2 vehicles 40 tons gross
	4 cars	600 B.H.P.	1 or 2 vehicles 40 tons gross
	6 cars	1440 B.H.P.	1 to 4 vehicles 68 tons gross
	7 cars	1440 B.H.P.	1 to 4 vehicles 68 tons gross

★ BRADFORD VALLEY GOODS

Nos. 1, 3, 4 and 5 sidings NCL New Station have been secured out of use.

(U.F.N.)

★ GASCOIGNE WOOD SIDINGS

On Sunday 11 November a new siding, 400 yards in length, will be provided between the existing Nos.2 and 3 Sidings with a hand-worked connection at the Gascoigne Wood signal box end. (48)

HICKLETON MAIN COLLIERY SIDINGS

During the period 22 30 Saturday 4 November to 16 00 Sunday 11 November the main to main crossover situated at 15m.6chs. will be temporarily secured out of use.

WAKEFIELD KIRKGATE NO.1 NORMANTON SIDING

The siding has been shortened by 50 yards pending renewal of track.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**DEWSBURY RAILWAY STREET GOODS DEPOT**

Nos.5 and 9 Sidings have been secured out of use pending renewal of track.

No.8 Siding from siding entrance and through 'D' Shed has been secured out of use pending renewal of track. Access to the portion of No.8 Siding through 'C' Shed is via No.7 Siding and crossover.

HORBURY JN.

Nos. 2, 4 and 6 sidings have been secured out of use owing to condition of track due to subsidence.
(U.F.N.)

LAISTERDYKE YARD

The former running line between Quarry Gap and Cutlers Jn. has been clipped out of use and a sleeper crossing installed for the removal of spoil from the siding.

BRIDLINGTON SOUTH

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

MISCELLANEOUS INSTRUCTIONS**SPENO RAIL GRINDING TRAIN R.555**

To and from site of work.

1. The train must be hauled by a B.R. air braked locomotive whenever possible.
2. If an air braked locomotive is not available a vacuum braked locomotive must be used. Handbrakes are available at both ends of the Speno train and a B.R. brakevan is not required. The coupling of the Speno train must be used to attach the locomotive and this must be fully tightened in accordance with the General Appendix instruction.
3. The B.R. Locomotive must not buffer up to the train until the permission of the Person-in-charge of the train has been obtained.
4. A B.R. Driver must ride on the locomotive of the Speno train.
5. A Guard must ride in the rear vehicle of the train.
6. Maximum speed 45 m.p.h.
7. If for any reason the B.R. locomotive has to be detached the train must not be relied upon to operate track circuits and Instruction A.11 on page 63 of the General Appendix must be complied with.

When working within a Possession

1. Grinding must be carried out only within an Engineer's Absolute Possession taken in accordance with Section T.111 of the Rule Book.
2. The train will be driven by the firm's Driver who is not passed out in protection procedure.
3. A Conductor Driver and Guard must accompany the train at all times and will be responsible for protection in the event of mishap.
4. The train must be driven from the leading end in all circumstances.
5. The spark guards must be lowered at all times when grinding is taking place.

Machine Equipment

1. Twelve detonators, 2 red flags and 2 sets of track circuit operating clips must be carried on both the locomotives and the control wagon.
2. A red banner flag and suitable lamp must be carried to protect the train when stabled.
3. 2 headlights, illuminated at all times, must be carried on the leading end of the train.
4. An oil tail lamp, illuminated as necessary, must be carried on the rear of the train.

Derailment or Mishap

1. In the event of derailment or mishap the appropriate instructions on page 118 of the General Appendix must be strictly complied with.

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

PONTEFRAC T BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

HALIFAX CHURCH STREET COAL YARD

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

WAKEFIELD EXCHANGE SIDINGS

Sidings Nos. 9 to 17 have been secured out of use pending removal.

SOWERBY BRIDGE UP SIDING

The Warehouse Road is spiked out of use pending removal.

DEWSBURY RAILWAY STREET

No. 1 Tip Dock has been temporarily shortened by 85 yards and a temporary buffer stop erected.

HORBURY JUNCTION

No. 3 Siding has been secured out of use pending removal.

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 locomotive horns when approaching the crossing. (U.F.N.)

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 SIDING

The connections to Broomfield Siding have been spiked out of use pending removal.

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

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

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 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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 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 lying about	08 00 to 17 00 daily.	
Hammerton 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

F.J. BURGE
Chief Operating Manager

2 NOVEMBER, 1973.

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 46
17-23.11.73

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 17 NOVEMBER—HULL—SALTEND AND KING GEORGE DOCK

The Up Main between Saltend (East End of Hedon Road Sidings) and King George Dock (Train Inspectors Office) will be uplifted from its present position and relayed, adjacent to the New Down Main, to the North Side of Hedon Road sidings. (49)

SUNDAY 18 NOVEMBER—BEVERLEY NORTH *

The level crossing gates will be replaced by lifting barriers controlled from the signal box. (49)

SUNDAY 18 NOVEMBER—BRIDGE JUNCTION

The two-arm miniature shunting signal applying (Upper arm) – set back – Up Goods Independent No.2 to Down Goods Independent or to Down Main, and (Lower arm) – set back to Sidings will be replaced by a two-tier ground disc.

The miniature arm signal applying – set back along Up Goods Independent No.1 will be replaced by a ground disc. (49)

WEDNESDAY 21 NOVEMBER – MOORHOUSE SIDINGS SOUTH END GROUND FRAME

The sidings end of the ground frame worked connection will be converted to plain line for through running (No. 2 shunt spur has already been abolished).

The Southern end of the connection will continue to be ground frame worked. (49)

DETAILS OF WORK ALREADY CARRIED OUT

BRIDGE JUNCTION

The hand-operated points shunt line/Down Goods No. 2 have been abolished. A buffer stop has been erected in the shunt line immediately on the Bridge Jn. side of the signal applying shunt line to Down Goods No. 2. The hand-operated points Down Goods 3/Down Goods 2 have been renewed 70 yds. further south and clamped cut of use until further notice. A temporary Buffer stop facing movements from Balby Jn. has been erected in Down Goods 3 at the clearance point of the points Down Goods 3/Down Goods 2.

The following signals have been abolished:—

Shunt Line to Down Goods 2

Down Goods 3 to Down Goods 2

(48)

WATH NORTH STATION

The Up Goods Home signal has been renewed 3 yards nearer to the signal box with the arm at a reduced height of 17ft. above rail level. (48)

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

The semaphore arm Distant to the Oakenshaw Up Midland Main Intermediate Block Home signal (ON21) has been abolished.

The signal next in rear (3-aspect semi-auto UM 180) has its yellow aspect brought into use and the signal incorporates the Distant to the Up I.B. Home.

The distance between UM 180 and the I.B. Home signal is 1,730. (48)

YORK STATION (NORTH END)

The connections between the Down and Up Scarborough Goods, Nos.14,15 and 16 Platform lines, and the Down Scarborough Branch (Waterworks Crossing) have been secured permanently out of use pending removal.

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

No.559 points, trailing in the Down Scarborough Branch from Waterworks Crossing.

No.510 points, leading from Waterworks Crossing to Up Scarborough Goods and the associated slip to Down Scarborough Goods (No.507 points).

No.518 points, leading from Nos.14,15 and 16 Platforms to Up Station line "X" have been secured in the reverse position for through running to Up Station Line "X" pending replacement by plain line.

Signalling Alterations:-

All associated signal route indications formerly applying to movements via Waterworks Crossing have been abolished.

Ground Position-Light Shunting Signals Abolished:-

No.155 – Down Scarborough to Nos.14, 15 or 16 Platform lines.

No.156 – Waterworks Crossing to Branches Yard or to Up Scarborough Goods or to Nos.14, 15 or 16 Platforms. (47)

STAIRFOOT JUNCTION

The Up Home signal from Cudworth direction has been renewed on the left-hand side of the Up line with the arm at a reduced height of 20ft. above rail level. (47)

HOLDERNESS DRAIN SOUTH

The points leading from the Down and Up Main to the Wool Shed have been secured out of use pending removal, and the line leading to United Molasses abolished. All associated signalling has also been abolished.

The points leading to and from Quays have been secured to allow through running to and from the Quays. (47)

*** * HULL – KING GEORGE DOCK AND SALTEND**

The Down Main between King George Dock (Train Inspector's Office) and Saltend (East End of Hedon Road Sidings) has been uplifted from its Former position and re-layed to the North side of Hedon Road Sidings. (46)

*** * ROYSTON JUNCTION**

The Up Midland Main Distant signal has been renewed as a straight post signal 390 yards further from the signal box with the arm at a reduced height of 18ft. above rail level.

The distance between the Up Distant signal and the Up Home signal is now 1,310 yards. (46)

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

The 3-aspect No.Y.228 signal, reading from No.8 platform line to Down Scarborough (and its associated position light subsidiary) has been re-positioned approximately 51 yards further from the signal box.

(46)

**** SELBY**

An illuminated notice board worded: "TELEPHONE WHEN READY TO DEPART" has been erected adjacent to the Up Siding ground position light signal No. S583.

(46)

**** BENTLEY CROSSING**

The Main to Main Crossover and the Up Refuge Siding have been removed. Associated signals have been abolished.

(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.

* * SUPPLEMENTARY OPERATING INSTRUCTIONS

A Supplementary Operating Instructions booklet for the Northern Area is to be issued to commence operation on 17 November, 1973.

All concerned must ensure that they are in possession of a copy by that date. (46)

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX
WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
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Page 233

1. Trains formed entirely or in part of Light Weight Units

Add :-

Harrogate-Leeds (both directions)	2 cars	300 B.H.P.	1 vehicle 17 tons gross
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Page 235

2 Trains formed entirely of other than Light Weight Units

Amend :-

Leeds City -	2 cars	300 B.H.P.	1 vehicle 20 tons gross
Harrogate via	3 cars	720 B.H.P.	1 or 2 vehicles 40 tons gross
Arthington	4 cars	600 B.H.P.	1 or 2 vehicles 40 tons gross
(both directions)	6 cars	1440 B.H.P.	1 to 4 vehicles 68 tons gross
	7 cars	1440 B.H.P.	1 to 4 vehicles 68 tons gross

★ BETWEEN WHITLEY BRIDGE STATION AND SUDFORTH LANE

The Up Siding has been Temporarily shortened by 250 yards at the Whitley Bridge end and temporary buffer blocks erected. (U.F.N.)

BRADFORD VALLEY GOODS

Nos. 1, 3, 4 and 5 sidings NCL New Station have been secured out of use. (U.F.N.)

GASCOIGNE WOOD SIDINGS

On Sunday 11 November a new siding, 400 yards in length, will be provided between the existing Nos. 2 and 3 Sidings with a hand-worked connection at the Gascoigne Wood signal box end. (48)

HICKLETON MAIN COLLIERY SIDINGS

During the period 22 30 Saturday 4 November to 16 00 Sunday 11 November the main to main crossover situated at 15m.6chs. will be temporarily secured out of use.

WAKEFIELD KIRKGATE NO.1 NORMANTON SIDING

The siding has been shortened by 50 yards pending renewal of track.

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 26 NOVEMBER—HULL—SALTEND AND KING GEORGE DOCK**

The Up Main between Saltend (East End of Hedon Road Sidings) and King George Dock (Train Inspectors Office) will be uplifted from its present position and relayed, adjacent to the New Down Main, to the North Side of Hedon Road sidings. (49)

RAVENSTHORPE C.E.G.B. SIDINGS

The front run-round siding at the Dewsbury end of the C.E.G.B. Sidings has been abandoned and the associated hand points have been secured for the Back Siding, pending replacement by plain line.

The Back Siding will be temporarily shortened by approximately 95 yards until completion of the remodelling when it will be restored to its normal length. (50)

DETAILS OF WORK ALREADY CARRIED OUT**BEVERLEY NORTH ✓**

The level crossing gates etc. (This work has not been carried out).

BRIDGE JUNCTION

The two-arm miniature shunting signal applying (Upper arm) – set back – Up Goods Independent No.2 to Down Goods Independent or to Down Main, and (Lower arm) – set back to Sidings has been replaced by a two-tier ground disc.

The miniature arm signal applying – set back along Up Goods Independent No.1 has been replaced by a ground disc. (49)

MOORHOUSE SIDINGS SOUTH END GROUND FRAME

The sidings end of the ground frame worked connection has been converted to plain line for through running (No.2 shunt spur has been abolished).

The Southern end of the connection continues to be ground frame worked. (49)

BRIDGE JUNCTION

The hand-operated points shunt line/Down Goods No.2 have been abolished. A buffer stop has been erected in the shunt line immediately on the Bridge Jn. side of the signal applying shunt line to Down Goods No.2. The hand-operated points Down Goods 3/Down Goods 2 have been renewed 70 yds. further south and clamped cut of use until further notice. A temporary Buffer stop facing movements from Balby Jn. has been erected in Down Goods 3 at the clearance point of the points Down Goods 3/Down Goods 2.

The following signals have been abolished:—

Shunt Line to Down Goods 2

Down Goods 3 to Down Goods 2

(48)

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

The Up Goods Home signal has been renewed 3 yards nearer to the signal box with the arm at a reduced height of 17ft. above rail level. (48)

BETWEEN OAKENSHAW AND ROYSTON JUNCTION

The semaphore arm Distant to the Oakenshaw Up Midland Main Intermediate Block Home signal (ON21) has been abolished.

The signal next in rear (3-aspect semi-auto UM 180) has its yellow aspect brought into use and the signal incorporates the Distant to the Up I.B. Home.

The distance between UM 180 and the I.B. Home signal is 1,730. (48)

*** * YORK STATION (NORTH END)**

The connections between the Down and Up Scarborough Goods, Nos.14,15 and 16 Platform lines, and the Down Scarborough Branch (Waterworks Crossing) have been secured permanently out of use pending removal.

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

No.559 points, trailing in the Down Scarborough Branch from Waterworks Crossing.

No.510 points, leading from Waterworks Crossing to Up Scarborough Goods and the associated slip to Down Scarborough Goods (No.507 points).

No.518 points, leading from Nos.14,15 and 16 Platforms to Up Station line "X" have been secured in the reverse position for through running to Up Station Line "X" pending replacement by plain line.

Signalling Alterations:-

All associated signal route indications formerly applying to movements via Waterworks Crossing have been abolished.

Ground Position-Light Shunting Signals Abolished:-

No.155 – Down Scarborough to Nos.14, 15 or 16 Platform lines.

No.156 – Waterworks Crossing to Branches Yard or to Up Scarborough Goods or to Nos.14, 15 or 16 Platforms. (47)

*** * STAIRFOOT JUNCTION**

The Up Home signal from Cutworth direction has been renewed on the left-hand side of the Up line with the arm at a reduced height of 20ft. above rail level. (47)

*** * HOLDERNESS DRAIN SOUTH**

The points leading from the Down and Up Main to the Wool Shed have been secured out of use pending removal, and the line leading to United Molasses abolished. All associated signalling has also been abolished.

The points leading to and from Quays have been secured to allow through running to and from the Quays. (47)

BETWEEN WHITLEY BRIDGE STATION AND SUDFORTH LANE

The Up Siding has been Temporarily shortened by 250 yards at the Whitley Bridge end and temporary buffer blocks erected until further notice. (49)

BRADFORD VALLEY GOODS

Nos.1, 3, 4 and 5 sidings NCL New Station have been secured out of use. (48)

GASCOIGNE WOOD SIDINGS

A new siding, 400 yards in length has been provided between the existing Nos.2 and 3 Sidings with a hand-worked connection at the Gascoigne Wood signal box end. (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.INSTRUCTIONS RELATING TO THE GENERAL APPENDIX
WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
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Page 233

1. Trains formed entirely or in part of Light Weight Units

Add :-

Harrogate-Leeds (both directions)	2 cars	300 B.H.P.	1 vehicle 17 tons gross
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Page 235

2 Trains formed entirely of other than Light Weight Units

Amend :-

Leeds City –	2 cars	300 B.H.P.	1 vehicle 20 tons gross
Harrogate via	3 cars	720 B.H.P.	1 or 2 vehicles 40 tons gross
Arthington	4 cars	600 B.H.P.	1 or 2 vehicles 40 tons gross
(both directions)	6 cars	1440 B.H.P.	1 to 4 vehicles 68 tons gross
	7 cars	1440 B.H.P.	1 to 4 vehicles 68 tons gross

MISCELLANEOUS INSTRUCTIONS

★ N.C.L. SHED BRADFORD TRAFALGAR YARD

Following reconstruction of the N.C.L. Shed there is limited clearance on both lines within the shed. Notice boards worded "Locomotives must not pass this sign" applicable to each line have been erected at the end of the concrete apron, 28 feet from the shed entrance.

A loud sounding bell situated on the outside shed wall has been provided and will be operated from a hanging bell push situated within the shed.

The Standard bell code as shown in the Rule Book, Section J, paragraph 3.2.2 will apply. (50)

★ PONTEFRAC T BAGHILL STATION

The Down platform will be temporarily shortened by approximately 70 yards at the Ferrybridge end for resurfacing and rebuilding platform. Drivers of Down stopping trains must be prepared to stop short of the marker provided.

Commencing 08 00 Monday 26 November.

*
*** WAKEFIELD KIRKGATE NO.1 NORMANTON SIDING

The siding has been shortened by 50 yards pending renewal of track.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****DEWSBURY RAILWAY STREET GOODS DEPOT**

Nos. 4 and 5 Sidings have been secured out of use pending removal of track.

No.8 Siding from siding entrance and through 'D' Shed has been secured out of use pending renewal of track. Access to the portion of No.8 Siding through 'C' Shed is via No.7 Siding and crossover.

No.1 Tip Dock has been temporarily shortened by 85 yards and temporary buffer stop erected.

No.9 Siding has been secured out of use pending renewal of track.

Commencing Monday 26 November No.2 Dock Rd will be temporarily shortened by 65 yards due to condition of track. **Amended item (50)**

HORBURY JN.

Nos. 2,4 and 6 sidings have been secured out of use owing to condition of track due to subsidence.

No.3 Siding has been secured out of use pending removal. **Amended item (48)**

**** LAISTERDYKE YARD**

The former running line between Quarry Gap and Cutlers Jn. has been clipped out of use and a sleeper crossing installed for the removal of spoil from the siding.

**** BRIDLINGTON SOUTH**

No.1 Bessingby Siding has been secured out of use beyond the connection with No.2 Bessingby Siding at the South End of Garden Sidings.

No.2 Bessingby Siding has been shortened to form a shunt neck 45 yards long beyond the connection with No.1 Bessingby Siding.

PONTEFRACT BAGHILL STATION

The Down Platform has been temporarily shortened by approximately 70 yards at the Moorthorpe end for resurfacing and rebuilding of platforms.

Drivers must draw forward as far as possible.

Until 08 00 Monday 26 November.

**** HALIFAX CHURCH STREET COAL YARD**

The coal drop roads have been secured out of use until further notice.

(U.F.N.)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

**** WAKEFIELD EXCHANGE SIDINGS**

Sidings Nos. 9 to 17 have been secured out of use pending removal.

**** SOWERBY BRIDGE UP SIDING**

The Warehouse Road is spiked out of use pending removal.

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 locomotive horns when approaching the crossing. (U.F.N.)

**** LOW MOOR FORK CARRIAGE SIDINGS**

The Up Fork Loop and Fork Carriage Sidings 1 to 14 have been spiked out of use pending removal.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

**** BRADFORD BROOMFIELD CARRIAGE SIDING**

The connections to Broomfield Siding have been spiked out of use pending removal.

**** 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

**** 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.

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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 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.	

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

MO.45/NS
York
16 NOVEMBER, 1973

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 2 DECEMBER – CARR BOX – BALBY JUNCTION AND BRIDGE JUNCTION

Carr Box & Bridge Junction

Sand Bank signal box, together with all points worked therefrom except the points Up Goods No.1/Down Transfer line will be abolished. The Block section on the Up Goods No.1, Up Goods No.2 and Down Transfer lines will then be between Carr Box and Bridge Junction signal boxes.

Balby Junction and Bridge Junction

The temporary buffer-stop in the Down Goods No.3 will be removed and the hand-worked points (at Bridge Junction) Down Goods No.3/Down Goods No.2 brought into use.

Bridge Junction

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

Up Goods No.1/Incline Line

Up Main/Incline Line

The points – Up Goods No.1/Down Transfer line, (previously operated from Sand Bank) will be brought under control of Bridge Junction.

Signals Abolished:-

Up Sidings to Incline line (bottom of 3 miniature arms)

Up Goods Independent to Incline line (offset miniature yellow on No.30 signal).

Up Passenger Independent to Incline line (offset miniature yellow on No.37 signal).

Up Main to Incline line (offset miniature yellow on No.45 signal).

Up Goods to Incline line (miniature arm on the left-hand doll).

Altered Signals:-

The Up Goods No.2 Starting signal will be renewed 117 yards further from the signal box.

The former Sand Bank Down Transfer line Home signal will be converted to a full arm signal, but the arm will be maintained in the "ON" position. An elevated disc shunting signal will be mounted on the post of this signal applying – Down Transfer line to Up Goods No.1, and an adjacent telephone connected to Bridge Junction signal box provided.

The signal bridge carrying the Down Main Home, Down Goods No.1 Home and Down Goods No.2 Home signals will be abolished. Balby Junction Down Main Home will in future be controlled also by Bridge Junction as Down Main Home and the signal will be plated BA2/BJ67. The "diamond" sign will be removed, and a signal-post telephone provided connected to Balby Junction but switched to Bridge Junction when Balby Junction closes.

The remaining signals formerly on the signal bridge will be replaced 251 yards south of the signal box at ground level (Route Indications unchanged) as follows:-

Down Goods No.1 Home, together with ground position light shunting signal (in place of the former disc), and Route Indicator, situated between the Down Goods No.1 and Down Goods No.2. An adjacent telephone connected to the signal box will be provided.

Down Goods No.2 Home (R/Y) together with Route Indicator, situated between the Down Goods No.2 and Down Goods No.3.

A new Down Goods No.3 Home colour light (R/Y) together with 4-way route indicator will also be brought into use at ground level 251 yards South of the signal box on the left hand side of the Down Goods No.3. The route indications from this signal will be identical to those applying from the Down Goods No.2 Home. (51/52)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT

HULL – SALTEND AND KING GEORGE DOCK

The Up Main between Saltend (East End of Hedon Road Sidings) and King George Dock (Train Inspectors Office) has been uplifted from its present position and relayed, adjacent to the New Down Main, to the North Side of Hedon Road sidings. (49)

RAVENSTHORPE C.E.G.B. SIDINGS

The front run-round siding at the Dewsbury end of the C.E.G.B. Sidings has been abandoned and the associated hand points have been secured for the Back Siding, pending replacement by plain line.

The Back Siding will be temporarily shortened by approximately 95 yards until completion of the remodelling when it will be restored to its normal length. (50)

BEVERLEY NORTH

The level crossing gates etc. (This work has not been carried out).

BRIDGE JUNCTION

The two-arm miniature shunting signal applying (Upper arm) – set back – Up Goods Independent No.2 to Down Goods Independent or to Down Main, and (Lower arm) – set back to Sidings has been replaced by a two-tier ground disc.

The miniature arm signal applying – set back along Up Goods Independent No.1 has been replaced by a ground disc. (49)

MOORHOUSE SIDINGS SOUTH END GROUND FRAME

The sidings end of the ground frame worked connection has been converted to plain line for through running (No.2 shunt spur has been abolished).

The Southern end of the connection continues to be ground frame worked. (49)

*** * BRIDGE JUNCTION**

The hand-operated points shunt line/Down Goods No. 2 have been abolished. A buffer stop has been erected in the shunt line immediately on the Bridge Jn. side of the signal applying shunt line to Down Goods No.2. The hand-operated points Down Goods 3/Down Goods 2 have been renewed 70 yds. further south and clamped cut of use until further notice. A temporary Buffer stop facing movements from Balby Jn. has been erected in Down Goods 3 at the clearance point of the points Down Goods 3/Down Goods 2.

The following signals have been abolished:–

Shunt Line to Down Goods 2

Down Goods 3 to Down Goods 2

(48)

*** * WATH NORTH STATION**

The Up Goods Home signal has been renewed 3 yards nearer to the signal box with the arm at a reduced height of 17ft. above rail level. (48)

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

The semaphore arm Distant to the Oakenshaw Up Midland Main Intermediate Block Home signal (ON21) has been abolished.

The signal next in rear (3-aspect semi-auto UM 180) has its yellow aspect brought into use and the signal incorporates the Distant to the Up I.B. Home.

The distance between UM 180 and the I.B. Home signal is 1,730. (48)

BETWEEN WHITLEY BRIDGE STATION AND SUDFORTH LANE

The Up Siding has been Temporarily shortened by 250 yards at the Whitley Bridge end and temporary buffer blocks erected until further notice. (49)

*** * BRADFORD VALLEY GOODS**

Nos.1, 3, 4 and 5 sidings NCL New Station have been secured out of use. (48)

*** * GASCOIGNE WOOD SIDINGS**

A new siding, 400 yards in length has been provided between the existing Nos.2 and 3 Sidings with a hand-worked connection at the Gascoigne Wood signal box end. (48)

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

N.C.L. SHED BRADFORD TRAFALGAR YARD

Following reconstruction of the N.C.L. Shed there is limited clearance on both lines within the shed. Notice boards worded "Locomotives must not pass this sign" applicable to each line have been erected at the end of the concrete apron, 28 feet from the shed entrance.

A loud sounding bell situated on the outside shed wall has been provided and will be operated from a hanging bell push situated within the shed.

The Standard bell code as shown in the Rule Book, Section J, paragraph 3.2.2 will apply. (50)

PONTEFRACT BAGHILL STATION

The Down platform will be temporarily shortened by approximately 70 yards at the Ferrybridge end for resurfacing and rebuilding platform. **Drivers of Down stopping trains must be prepared to stop short of the marker provided.**

DEWSBURY RAILWAY STREET GOODS DEPOT

Nos. 4 and 5 Sidings have been secured out of use pending removal of track.

No.8 Siding from siding entrance and through 'D' Shed has been secured out of use pending renewal of track. Access to the portion of No.8 Siding through 'C' Shed is via No.7 Siding and crossover.

No.1 Tip Dock has been temporarily shortened by 85 yards and temporary buffer stop erected.

No.9 Siding has been secured out of use pending renewal of track.

Commencing Monday 26 November No.2 Dock Rd will be temporarily shortened by 65 yards due to condition of track. (50)

* * HORBURY JN.

Nos. 2,4 and 6 sidings have been secured out of use owing to condition of track due to subsidence.

No.3 Siding has been secured out of use pending removal. (48)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

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 locomotive horns when approaching the 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying about.	08 00 to 17 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 lying 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.	

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

MO.45/NS
York
23 NOVEMBER, 1973

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:49
2-14-12-75

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 DECEMBER – DECOY NO.1 (AND BALBY JUNCTION)

The following alterations will be made to the Home signal gantry (positioned between the Down Main and Down Goods lines).

The following signal arms will be reduced in height as shown:-

No.1 Reception Routing signal	24 ft. above rail level
Down Goods Routing signal	24 ft. " " "
Down Main to Down Goods	24 ft. " " "
Down Main Home	26 ft. " " "
Balby Junction Down Main Inner Distant	20 ft. " " "

The Balby Junction Outer Distant from Down Goods, and the Balby Junction Down Main to Down Goods Distant will be abolished. Balby Junction Inner Distant from Down Goods will become the Down Goods Distant. (1)

SUNDAY 9 DECEMBER – BETWEEN CUDWORTH NORTH JUNCTION AND ROYSTON JUNCTION

Carlton Main Sidings signal box, together with all signals worked therefrom will be abolished. All points will be secured out of use in the normal position pending removal. The Block section on the Down and Up Goods lines will then be between Cudworth North Junction and Royston Junction.

Cudworth North Junction

The Up Goods Inner and Outer Distant signals will be dispensed with, and a new Up Goods Distant will be provided at a height of 21 ft. above rail level, and at a distance of 1,015 yards before reaching Cudworth North Junction Up Home signal. (1)

SUNDAY 9 DECEMBER – THACKLEY JUNCTION (AND APPERLEY VIADUCT)

The Thackley Junction Down Main, colour light Outer Distant (located in the tunnel) will be abolished and replaced by a semaphore arm Outer Distant on the post of the Apperley Viaduct Starting signal at a height of 12 ft. above rail level.

The distance between the new Outer Distant arm and the Thackley Junction Down Main Home signal will be 2,215 yards. (1)

SUNDAY 9 DECEMBER – BEVERLEY NORTH

The level crossing gates will be replaced by lifting barriers controlled from the signal box.

The Down Main home signal will be renewed at the same height on a straight post 3 yards nearer to the signal box. (1)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

CARR BOX - BALBY JUNCTION AND BRIDGE JUNCTION**Carr Box & Bridge Junction**

Sand Bank signal box, together with all points worked therefrom except the points Up Goods No.1 Down Transfer line has been abolished. The Block section on the Up Goods No.1, Up Goods No.2 and Down Transfer lines is now between Carr Box and Bridge Junction signal boxes.

Balby Junction and Bridge Junction

The temporary buffer-stop in the Down Goods No.3 has been removed and the hand-worked points (at Bridge Junction) Down Goods No.3/Down Goods No.2 brought into use

Bridge Junction

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

Up Goods No.1/Incline Line

Up Main/Incline Line

The points - Up Goods No.1/Down Transfer line, (previously operated from Sand Bank) have been brought under control of Bridge Junction.

Signals Abolished:-

Up Sidings to Incline line (bottom of 3 miniature arms)

Up Goods Independent to Incline line (offset miniature yellow on No.30 signal).

Up Passenger Independent to Incline line (offset miniature yellow on No.37 signal).

Up Main to Incline line (offset miniature yellow on No.45 signal).

Up Goods to Incline line (miniature arm on the left-hand doll).

Altered Signals:-

The Up Goods No.2 Starting signal has been renewed 117 yards further from the signal box.

The former Sand Bank Down Transfer line Home signal has been converted to a full arm signal, but the arm has been maintained in the "ON" position. An elevated disc shunting signal has been mounted on the post of this signal applying - Down Transfer line to Up Goods No.1, and an adjacent telephone connected to Bridge Junction signal box provided.

The signal bridge carrying the Down Main Home, Down Goods No.1 Home and Down Goods No.2 Home signals has been abolished. Balby Junction Down Main Home is controlled also by Bridge Junction as Down Main Home and the signal has been plated BA2/BJ67. The "diamond" sign has been removed, and a signal-post telephone provided connected to Balby Junction but switched to Bridge Junction when Balby Junction closes.

The remaining signals formerly on the signal bridge have been replaced 251 yards south of the signal box at ground level (Route Indications unchanged) as follows:-

Down Goods No.1 Home, together with ground position light shunting signal (in place of the former disc), and Route Indicator, situated between the Down Goods No.1 and Down Goods No.2. An adjacent telephone connected to the signal box has been provided.

Down Goods No.2 Home (R/Y) together with Route Indicator, situated between the Down Goods No.2 and Down Goods No.3.

A new Down Goods No.3 Home colour light (R/Y) together with 4-way route indicator has also been brought into use at ground level 251 yards South of the signal box on the left hand side of the Down Goods No.3. The route indications from this signal are identical to those applying from the Down Goods No.2 Home.

(51/52)

HULL - SALTEND AND KING GEORGE DOCK

The Up Main between Saltend (East End of Hedon Road Sidings) and King George Dock (Train Inspectors Office) has been uplifted from its present position and relayed, adjacent to the New Down Main, to the North Side of Hedon Road sidings.

(49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****RAVENSTHORPE C.E.G.B. SIDINGS**

The front run-round siding at the Dewsbury end of the C.E.G.B. Sidings has been abandoned and the associated hand points have been secured for the Back Siding, pending replacement by plain line.

The Back Siding will be temporarily shortened by approximately 95 yards until completion of the remodelling, when it will be restored to its normal length. (50)

BEVERLEY NORTH

The level crossing gates etc. (This work has not been carried out).

**** BRIDGE JUNCTION**

The two-arm miniature shunting signal applying (Upper arm) – set back – Up Goods Independent No.2 to Down Goods Independent or to Down Main, and (Lower arm) – set back to Sidings has been replaced by a two-tier ground disc.

The miniature arm signal applying – set back along Up Goods Independent No.1 has been replaced by a ground disc. (49)

**** MOORHOUSE SIDINGS SOUTH END GROUND FRAME**

The sidings end of the ground frame worked connection has been converted to plain line for through running (No.2 shunt spur has been abolished).

The Southern end of the connection continues to be ground frame worked. (49)

**** BETWEEN WHITLEY BRIDGE STATION AND SUDFORTH LANE**

The Up Siding has been Temporarily shortened by 250 yards at the Whitley Bridge end and temporary buffer blocks erected until further notice. (49)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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TEMPORARY WORKING INSTRUCTIONS SKELLOW A.M.O.C.O. OIL DEPOT

★ Skellow Junction

A.M.O.C.O. Oil Sidings

Siding Allocation

No.1 Siding (Black oil) 370 yards long, adjacent to Down Main.

No.2 Siding (White oil) 360 yards long.

No.3 Siding (Depot Reach wagon B.904586, Type "Lowmac" and Cripples) (60 yards long).

Facilities

- (a) A marker board is provided adjacent to the Down Main. The distance between the marker board and No.35 G.P.L. signal is equal to 2 locomotives 16 x 100 ton tanks and 1 30ft. barrier wagon.
- (b) A telephone is provided communicating with the signal box adjacent to No.33 G.P.L. signal.
- (c) Telephone communication is provided between the signal box and the A.M.O.C.O. Gate House.
- (d) A Notice Board is provided between No.1 and 2 Sidings prohibiting the movement of B.R. locomotives beyond this point.
- (e) A cupboard is provided within the A.M.O.C.O. Depot Gateway for the storing of train tail lamps, overboots and an "intrinsically safe" Bardic hand lamp.

1. Procedure. Trains for Discharge

- (a) Trains will arrive via the Down Main line and will stop at S 41 signal to allow the Guard to alight. When S.41 signal is cleared to a proceed aspect the Driver will draw the train forward and stop at the marker board, and await the Guards's signal to set back.
- (b) The Signaller must maintain No.36 points in the normal position until advised by the Guard that permission has been obtained from the person in charge of the Depot for the train to enter the Oil Siding.
- (c) The Guard upon arrival at S.41 will proceed to the Depot Gates and meet the person in charge and obtain the necessary authority for the train to enter the sidings.
- (d) When permission has been given, the Guard must ensure the points are correctly set for the allocated siding.
- (e) The Guard will then advise the Signaller that permission has been given for the train to enter the Oil Sidings, he will also comply with the provisions of the Rule Book section 'H' 4.12.1.
- (f) It will be necessary for the Guard to remove the tail lamp before the propelling movement is allowed to commence. The Guard must assist the Driver in the propelling movement by giving the appropriate hand signals when G.P.L. No.35 is cleared for the movement. The propelling movement must not exceed 5 m.p.h.
- (g) The Guard must signal the Driver to stop the movement when the train is clear of the connection to the Cripple Siding.
- (h) The trains must be secured before the locomotive is uncoupled to proceed into the Cripple Siding to attach the Depot reach wagon in order to complete the positioning of the train for unloading. When the train is correctly placed for unloading the locomotive and reach wagon must be detached and drawn clear of the Depot Gates to await completion of the unloading when locomotive detention applies.
When locomotive release applies the Depot Reach wagon must be detached in the Cripple Siding.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**TEMPORARY WORKING INSTRUCTIONS SKELLOW A.M.O.C.O. OIL DEPOT – continued****2. Procedure. Removal of Discharged Train via Up Branch Line**

- (i) **Loco remains on Depot.** Guard will ask permission from the person in charge of the Depot and then carry out the following movements:—
- (a) Set back with loco and reach wagon onto train.
 - (b) Attach to train, release hand brakes and draw forward with train until leading tank wagon is at a point opposite the loco stop board.
 - (c) Secure train by hand brakes, detach Depot reach wagon and place in No. 3 Siding.
 - (d) Re-attach loco to train, carry out Brake Continuity Test.
 - (e) Instruct driver to draw train forward to No.33 G.P.L. signal, advise signaller train ready to depart.
 - (f) When No. 33 G.P.L. signal is cleared to proceed aspect, instruct driver to draw forward and stop at the signal box.
 - (g) Guard will now replace the tail lamp on rear vehicle and rejoin loco.
- (ii) **Loco arriving via Down Branch, Up/Down Main Lines**
- (h) Loco may proceed onto the Depot as far as the Depot Gates. Guard will ask permission from person in charge of the Depot and then carry out the following movements:— Attach Depot reach wagon from No. 3 Siding, and carry out procedure as set out in (a) to (g) above.
3. Smoking, use of matches or any naked flame, is not allowed in any part of these sidings.
 4. When entering the discharge area, staff must not have in their possession unprotected lights, B.R. Bardic hand lamps, matches or any other appliance likely to cause ignition, and must not wear steel tipped foot wear.
 5. For the use of guards wearing such foot wear, rubber overshoes are provided, and when it is necessary for a hand lamp to be used, "intrinsically safe" Bardic hand lamps are provided. This equipment is located in a cupboard inside the Depot Gateway.
 6. Speed of all movements within the Depot not to exceed 5 m.p.h.
 7. Guards must ensure that the provisions of the Rule Book, Section J, Para. 3.13, are fully adhered to.
 8. Signallers must ensure that prior advice is given to the person in charge of the Depot of the approach of loaded oil trains and locos for the Oil Sidings.
 9. Trains conveying black oil, (flammable) must always convey a 30ft. reach wagon marshalled next to the loco. The train must also be marshalled in the same way on departing from the Depot Oil Sidings.
 10. The Depot reach wagon No.B904586 must always remain on the Depot.
 11. The Instructions in the event of fire or accidents are as shown in the Working Manual for Rail Staff, pink pages F1/1, F1/2, F1/3, F4/1, F4/2, F4/3, F4/4, F4/5, F4/6.

MISCELLANEOUS INSTRUCTIONS**N.C.L. SHED BRADFORD TRAFALGAR YARD**

Following reconstruction of the N.C.L. Shed there is limited clearance on both lines within the shed.

Notice boards worded "Locomotives must not pass this sign" applicable to each line have been erected at the end of the concrete apron, 28 feet from the shed entrance.

A loud sounding bell situated on the outside shed wall has been provided and will be operated from a hanging bell push situated within the shed.

The Standard bell code as shown in the Rule Book, Section J, paragraph 3.2.2 will apply. (50)

PONTEFRAC T BAGHILL STATION

The Down platform will be temporarily shortened by approximately 70 yards at the Ferrybridge end for resurfacing and rebuilding platform. Drivers of Down stopping trains must be prepared to stop short of the marker provided.

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

DEWSBURY RAILWAY STREET GOODS DEPOT

Nos. 4 and 5 Sidings have been secured out of use pending removal of track.

No.8 Siding from siding entrance and through 'D' Shed has been secured out of use pending renewal of track. Access to the portion of No.8 Siding through 'C' Shed is via No.7 Siding and crossover.

No.1 Tip Dock has been temporarily shortened by 85 yards and temporary buffer stop erected.

No.9 Siding has been secured out of use pending renewal of track.

Commencing Monday 26 November No.2 Dock Rd will be temporarily shortened by 65 yards due to condition of track. (50)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

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 locomotive horns when approaching the 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

★ LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK

WORKING ON EAST COAST MAIN LINE SERVICES

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice all passenger trains working over the East Coast Main line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

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
Neville Hill Diesel Depot (Carriage Washing Line)	Constructing new washing plant Material and plant lying 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.	

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

MO.45/NS

York

30 NOVEMBER, 1973

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 DECEMBER – CUDWORTH NORTH JUNCTION**

The following Ground Disc signals will be installed and brought into use :-

Shunting Down Goods to Up Goods – situated between the Down Goods and Up Goods 71 yards from the signal box and fitted with a  sign.

Set back from shunting line to sidings – situated between Up Goods and shunting line 86 yards from the signal box. (2)

WEDNESDAY 19 DECEMBER – GOOSE HILL JUNCTION AND ALTOFTS JUNCTION

Normanton signal box will be permanently closed.

The semaphore arm stop signals worked therefrom will be maintained in the "OFF" position.

The colour light signals will continue to function as at present, with the exception of :-

Normanton No.8 signal, Up Fast Home 1, which will only display yellow or green aspects and will function as Outer Distant for Goose Hill Junction, and the signal-post telephone will be removed.

The ground frame levers and points, providing access from the Up Fast to the Tarmac Sidings, will be padlocked in the normal position.

The keys will be kept at Altofts Junction signal box and movements to and from the Siding must only be carried out under the supervision of a District Inspector.

The ground frame telephone will be connected to Altofts Junction signal box.

The Block Section for the Down and Up Fast lines will be between Goose Hill Junction and Altofts Junction. (2)

WEDNESDAY 19 DECEMBER – GOOLE (CANAL SIDINGS GROUND FRAME) AND GOOLE MINERAL JN.

The Canal Sidings will be taken out of use, and the following points and connections secured out of use in the normal position pending removal :-

Canal Sidings Ground Frame

Trailing connection – Sidings to Up Main (formerly worked by Canal Sidings Ground Frame).

Engine Shed Jn.

Facing connection – Up Branch to Canal Sidings, and the adjacent trailing crossover between the Down and Up Branch lines.

All associated signalling, together with the Canal Sidings ground frame, will be abolished.

Goole Mineral Jn.

The facing connection – Up Goods to Canal Sidings will be secured out of use in the normal position pending removal, and the associated signalling abolished. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION 'B' – continued****SATURDAY TO SUNDAY 15 TO 16 DECEMBER – HAMMERTON – CATTAL AND KNARESBOROUGH****Between Cattal and Knaresborough**

The Down Main line between the trailing crossover at Cattal and a new facing connection at Knaresborough at 16m. 22chs. will become a two-way single line worked under the Electric Token Block working regulations. The adjacent Up Main will be abolished.

The Up Main end of the trailing crossover at Cattal will be secured in the reverse position for through running from Up Single line to Up Main pending replacement by plain line.

Signalling Alterations (Down)**Hammerton and Cattal**

A new Hammerton Down Main Starting (H3) 3-aspect colour light signal will be provided 720 yards after passing the signal box and a signal-post telephone connected to the signal box provided. This signal will incorporate the Down Main Distant to the new colour light. Cattal Down Main Home (see below) and the distance between these signals will be 1,446 yards.

The Cattal semaphore Down Main Distant will be abolished.

Cattal

The Down Main Home signal will be replaced by a 3-aspect colour light situated 456 yards east of the signal box and a signal-post telephone connected to the signal box will be provided.

The Down Main Starting signal will be renewed on a bracket post (arm 22ft. above rail level) immediately opposite the signal box and a 'diamond' sign provided. This signal will become the Down Main Starting to Down Single line. The Distant arm for Whixley Gates level crossing will be renewed below, (arm 18ft. above rail level) and the distance between this repositioned Distant signal and the level crossing will be 1,492 yards.

Run-back catch points will be provided in the Down Main line at the following locations:—

At 8m. 66chs. (600 yards before reaching the Hammerton new colour light Starting signal).

At 9m. 48chs. (700 yards before reaching the Cattal new colour light Home signal).

At 17m. 72chs. (700 yards before reaching Starbeck Home signal).

(2)

Knaresborough

The Down Main Distant will be renewed as a 2-aspect colour light situated 1,225 yards further from the signal box, and will apply to the single line.

A new colour light Down Single line 1st Home to Down Main (No.10) will be provided 917 yards before reaching the signal box (896 yards before reaching the existing Down Main Home which now becomes the Down Main 2nd Home). A signal-post telephone connected to the signal box will be provided.

A diamond sign will be provided on the Down Main 2nd Home.

The distance between the new colour light Distant and No.10 signal will be 1,170 yards.

Up Direction**Knaresborough**

The Up Main Starting signal will become the Up Main Starting to Up Single line via the new connection (situated 191 yards after passing this signal).

Cattal

The Up Distant will be renewed temporarily on the right-hand side of the single line and situated 297 yards further from the signal box, and will then be 1,397 yards before reaching the Home signal.

The Up Main Home will be temporarily renewed on the right-hand side of the single line and will become the Up Single line Home to Up Main.

(2)

DETAILS OF WORK ALREADY CARRIED OUT**HEALEY MILLS**

No. 475 points – Down Main (Crigglestone Branch) to Up Loop have been secured out of use in the normal position pending removal.

(New item) (2)

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

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

Certain points remain and have been converted to hand operation.

(New item) (2)

DECOY NO. 1 (AND BALBY JUNCTION)

The following alterations have been made to the Home signal gantry (positioned between the Down Main and Down Goods Lines).

The following signal arms will be reduced in height as shown:–

No.1 Reception Routing signal	24 ft. above rail level
Down Goods Routing signal	24 ft. " " "
Down Main to Down Goods	24 ft. " " "
Down Main Home	26 ft. " " "
Balby Junction Down Main Inner Distant	20 ft. " " "

The Balby Junction Outer Distant from Down Goods, and the Balby Junction Down Main to Down Goods Distant have been abolished. Balby Junction Inner Distant from Down Goods has become the Down Goods Distant. (1)

THACKLEY JUNCTION (AND APPERLEY VIADUCT)

The Thackley Junction Down Main, colour light Outer Distant (located in the tunnel) has been abolished and replaced by a semaphore arm Outer Distant on the post of the Apperley Viaduct Starting signal at a height of 12 ft. above rail level.

The distance between the new Outer Distant arm and the Thackley Junction Down Main Home signal is now 2,215 yards. (1)

BETWEEN CUDWORTH NORTH JUNCTION AND ROYSTON JUNCTION

Carlton Main Sidings signal box, together with all signals worked therefrom has been abolished. All points have been secured out of use in the normal position pending removal. The Block section on the Down and Up Goods lines is now between Cudworth North Junction and Royston Junction.

Cudworth North Junction

The Up Goods Inner and Outer Distant signals have been dispensed with, and a new Up Goods Distant has been provided at a height of 21 ft. above rail level, and at a distance of 1,015 yards before reaching Cudworth North Junction Up Home signal. (1)

BEVERLEY NORTH

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

The Down Main Home signal has been renewed at the same height on a straight post 3 yards nearer to the signal box. (1)

CARR BOX – BALBY JUNCTION AND BRIDGE JUNCTION**Carr Box & Bridge Junction**

Sand Bank signal box, together with all points worked therefrom except the points Up Goods No.1/Down Transfer line has been abolished. The Block section on the Up Goods No.1, Up Goods No.2 and Down Transfer lines is now between Carr Box and Bridge Junction signal boxes.

Balby Junction and Bridge Junction

The temporary buffer-stop in the Down Goods No.3 has been removed and the hand-worked points (at Bridge Junction) Down Goods No.3/Down Goods No.2 brought into use.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT—continued****CARR BOX – BALBY JUNCTION AND BRIDGE JUNCTION – continued****Bridge Junction**

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

Up Goods No.1/Incline Line

Up Main/Incline Line

The points – Up Goods No.1/Down Transfer line, (previously operated from Sand Bank) have been brought under control of Bridge Junction.

Signals Abolished:—

Up Sidings to Incline line (bottom of 3 miniature arms)

Up Goods Independent to Incline line (offset miniature yellow on No.30 signal).

Up Passenger Independent to Incline line (offset miniature yellow on No.37 signal).

Up Main to Incline line (offset miniature yellow on No.45 signal).

Up Goods to Incline line (miniature arm on the left-hand doll).

Altered Signals:—

The Up Goods No.2 Starting signal has been renewed 117 yards further from the signal box.

The former Sand Bank Down Transfer line Home signal has been converted to a full arm signal, but the arm has been maintained in the "ON" position. An elevated disc shunting signal has been mounted on the post of this signal applying – Down Transfer line to Up Goods No.1, and an adjacent telephone connected to Bridge Junction signal box provided.

The signal bridge carrying the Down Main Home, Down Goods No.1 Home and Down Goods No.2 Home signals has been abolished. Balby Junction Down Main Home is controlled also by Bridge Junction as Down Main Home and the signal has been plated BA2/BJ67. The "diamond" sign has been removed, and a signal-post telephone provided connected to Balby Junction but switched to Bridge Junction when Balby Junction closes.

The remaining signals formerly on the signal bridge have been replaced 251 yards south of the signal box at ground level (Route Indications unchanged) as follows:—

Down Goods No.1 Home, together with ground position light shunting signal (in place of the former disc), and Route Indicator, situated between the Down Goods No.1 and Down Goods No.2. An adjacent telephone connected to the signal box has been provided.

Down Goods No.2 Home (R/Y) together with Route Indicator, situated between the Down Goods No.2 and Down Goods No.3.

A new Down Goods No.3 Home colour light (R/Y) together with 4-way route indicator has also been brought into use at ground level 251 yards South of the signal box on the left hand side of the Down Goods No.3. The route indications from this signal are identical to those applying from the Down Goods No.2 Home. (51/52)

*** * HULL – SALTEND AND KING GEORGE DOCK**

The Up Main between Saltend (East End of Hedon Road Sidings) and King George Dock (Train Inspectors Office) has been uplifted from its present position and relayed, adjacent to the New Down Main, to the North Side of Hedon Road sidings. (50)

*** * RAVENSTHORPE C.E.G.B. SIDINGS**

The front run-round siding at the Dewsbury end of the C.E.G.B. Sidings has been abandoned and the associated hand points have been secured for the Back Siding, pending replacement by plain line.

The Back Siding will be temporarily shortened by approximately 95 yards until completion of the remodeling when it will be restored to its normal length. (50)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

TEMPORARY WORKING INSTRUCTIONS SKELLOW A.M.O.C.O. OIL DEPOT

Skellow Junction

A.M.O.C.O. Oil Sidings

Siding Allocation

No.1 Siding (Black oil) 370 yards long, adjacent to Down Main:

No.2 Siding (White oil) 360 yards long.

No.3 Siding (Depot Reach wagon B.904586, Type "Lowmac" and Cripples) (60 yards long).

Facilities

- (a) A marker board is provided adjacent to the Down Main. The distance between the marker board and No.35 G.P.L. signal is equal to 2 locomotives 16 x 100 ton tanks and 1 30ft. barrier wagon.
- (b) A telephone is provided communicating with the signal box adjacent to No.33 G.P.L. signal.
- (c) Telephone communication is provided between the signal box and the A.M.O.C.O. Gate House.
- (d) A Notice Board is provided between No.1 and 2 Sidings prohibiting the movement of B.R. locomotives beyond this point.
- (e) A cupboard is provided within the A.M.O.C.O. Depot Gateway for the storing of train tail lamps, overboots and an "intrinsically safe" Bardic hand lamp.

1. Procedure. Trains for Discharge

- (a) Trains will arrive via the Down Main line and will stop at S.41 signal to allow the Guard to alight. When S.41 signal is cleared to a proceed aspect, the Driver will draw the train forward and stop at the marker board, and await the Guards's signal to set back.
- (b) The Signaller must maintain No.36 points in the normal position until advised by the Guard that permission has been obtained from the person in charge of the Depot for the train to enter the Oil Siding.
- (c) The Guard upon arrival at S.41 will proceed to the Depot Gates and meet the person in charge and obtain the necessary authority for the train to enter the sidings.
- (d) When permission has been given, the Guard must ensure the points are correctly set for the allocated siding.
- (e) The Guard will then advise the Signaller that permission has been given for the train to enter the Oil Sidings, he will also comply with the provisions of the Rule Book section 'H' 4.12.1.
- (f) It will be necessary for the Guard to remove the tail lamp before the propelling movement is allowed to commence. The Guard must assist the Driver in the propelling movement by giving the appropriate hand signals when G.P.L. No.35 is cleared for the movement. The propelling movement must not exceed 5 m.p.h.
- (g) The Guard must signal the Driver to stop the movement when the train is clear of the connection to the Cripple Siding.
- (h) The trains must be secured before the locomotive is uncoupled to proceed into the Cripple Siding to attach the Depot reach wagon in order to complete the positioning of the train for unloading. When the train is correctly placed for unloading the locomotive and reach wagon must be detached and drawn clear of the Depot Gates to await completion of the unloading when locomotive detention applies.

When locomotive release applies the Depot Reach wagon must be detached in the Cripple Siding.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**TEMPORARY WORKING INSTRUCTIONS SKELLOW A.M.O.C.O. OIL DEPOT – continued****2. Procedure, Removal of Discharged Train via Up Branch Line**

- (i) **Loco remains on Depot.** Guard will ask permission from the person in charge of the Depot and then carry out the following movements:—
- (a) Set back with loco and reach wagon onto train.
 - (b) Attach to train, release hand brakes and draw forward with train until leading tank wagon is at a point opposite the loco stop board.
 - (c) Secure train by hand brakes, detach Depot reach wagon and place in No. 3 Siding.
 - (d) Re-attach loco to train, carry out Brake Continuity Test.
 - (e) Instruct driver to draw train forward to No.33 G.P.L. signal, advise signalman train ready to depart.
 - (f) When No. 33 G.P.L. signal is cleared to proceed aspect, instruct driver to draw forward and stop at the signal box.
 - (g) Guard will now replace the tail lamp on rear vehicle and rejoin loco.
- (ii) **Loco arriving via Down Branch, Up/Down Main Lines**
- (h) Loco may proceed onto the Depot as far as the Depot Gates. Guard will ask permission from person in charge of the Depot and then carry out the following movements:— Attach Depot reach wagon from No. 3 Siding, and carry out procedure as set out in (a) to (g) above.
3. Smoking, use of matches or any naked flame, is not allowed in any part of these sidings.
 4. When entering the discharge area, staff must not have in their possession unprotected lights, B.R. Bardic hand lamps, matches or any other appliance likely to cause ignition, and must not wear steel tipped foot wear.
 5. For the use of guards wearing such foot wear, rubber overshoes are provided, and when it is necessary for a hand lamp to be used, "intrinsically safe" Bardic hand lamps are provided. This equipment is located in a cupboard inside the Depot Gateway.
 6. Speed of all movements within the Depot not to exceed 5 m.p.h.
 7. Guards must ensure that the provisions of the Rule Book, Section J, Para. 3.13, are fully adhered to.
 8. Signalmen must ensure that prior advice is given to the person in charge of the Depot of the approach of loaded oil trains and locos for the Oil Sidings.
 9. Trains conveying black oil, (flammable) must always convey a 30ft. reach wagon marshalled next to the loco. The train must also be marshalled in the same way on departing from the Depot Oil Sidings.
 10. The Depot reach wagon No.B904586 must always remain on the Depot.
 11. The Instructions in the event of fire or accidents are as shown in the Working Manual for Rail Staff, pink pages F1/1, F1/2, F1/3, F4/1, F4/2, F4/3, F4/4, F4/5, F4/6. (51/52)

MISCELLANEOUS INSTRUCTIONS**** N.C.L. SHED BRADFORD TRAFALGAR YARD**

Following reconstruction of the N.C.L. Shed there is limited clearance on both lines within the shed. Notice boards worded "Locomotives must not pass this sign" applicable to each line have been erected at the end of the concrete apron, 28 feet from the shed entrance.

A loud sounding bell situated on the outside shed wall has been provided and will be operated from a hanging bell push situated within the shed.

The Standard bell code as shown in the Rule Book, Section J, paragraph 3.2.2 will apply. (50)

PONTEFRAC T BAGHILL STATION

The Down platform will be temporarily shortened by approximately 70 yards at the Ferrybridge end for resurfacing and rebuilding platform. **Drivers of Down stopping trains must be prepared to stop short of the marker provided.**

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****** DEWSBURY RAILWAY STREET GOODS DEPOT**

Nos. 4 and 5 Sidings have been secured out of use pending removal of track.

No.8 Siding from siding entrance and through 'D' Shed has been secured out of use pending renewal of track. Access to the portion of No.8 Siding through 'C' Shed is via No.7 Siding and crossover.

No.1 Tip Dock has been temporarily shortened by 85 yards and temporary buffer stop erected.

No.9 Siding has been secured out of use pending renewal of track.

Commencing Monday 26 November No.2 Dock Rd will be temporarily shortened by 65 yards due to condition of track. (50)

FRYSTON TO BURTON SALMON

A temporary level crossing has been brought into use at 17m. 57chs.

A crossing keeper is in attendance.

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

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 locomotive horns when approaching the 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK**WORKING ON EAST COAST MAIN LINE SERVICES.**

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice all passenger trains working over the East Coast Main line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

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
Neville Hill	Constructing new washing plant	08 00 to 17 00 daily.	
Diesel Depot (Carriage Washing Line)	Material and plant lying about.		
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

7 DECEMBER, 1973

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:-"

F.J. BURGE

Chief Operating Manager

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 DECEMBER – WHIXLEY GATE BOX – BETWEEN CATTAL AND KNARESBOROUGH**

The Up Distant signal will be repositioned 1,485 yards before reaching the gate box (347 yards further), at a reduced height of 15ft. above rail level. (3)

SUNDAY 23 DECEMBER – HEALEY MILLS

No. 475 points – facing, Up Main (Crigglestone Branch) to Up Loop, will be secured out of use in the normal position pending removal. The extension of the Up Loop between these points and 471A points (Up Fast to Up Loop facing connection) together with the associated ground position light shunting signals Nos. 237 and 242 will be abolished.


Up Loop ground position light signal No. 236, will also be abolished and replaced by an illuminated "LIMIT OF SHUNT" situated 30 yards before reaching 471A points.

Altered routing of signals:–

The off-set position light subsidiary signal on Up Branch signal No. 247, and the indication "L" on the Down Branch ground position light signal No. 244 will now apply towards the Up Loop via the Up Fast and 471 points. (3)

DETAILS OF WORK ALREADY CARRIED OUT**CUDWORTH NORTH JUNCTION**

The following Ground Disc signals have been installed and brought into use:–

Shunting Down Goods to Up Goods – situated between the Down Goods and Up Goods 71 yards from the signal box and fitted with a  sign.

Set back from shunting line to sidings – situated between Up Goods and shunting line 86 yards from the signal box. (2)

GOOSE HILL JUNCTION AND ALTOFTS JUNCTION

Normanton signal box has been permanently closed.

The semaphore arm stop signals worked therefrom have been maintained in the "OFF" position.

The colour light signals continue to function as at present, with the exception of:–

Normanton No.8 signal, Up Fast Home 1, which only displays yellow or green aspects and functions as Outer Distant for Goose Hill Junction, and the signal-post telephone has been removed.

The ground frame levers and points, providing access from the Up Fast to the Tarmac Sidings, have been padlocked in the normal position.

The keys have been kept at Altofts Junction signal box and movements to and from the Siding must only be carried out under the supervision of a District Inspector.

The ground frame telephone has been connected to Altofts Junction signal box.

The Block Section for the Down and Up Fast lines is between Goose Hill Junction and Altofts Junction. (2)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK ALREADY CARRIED OUT — continued****GOOLE (CANAL SIDINGS GROUND FRAME) AND GOOLE MINERAL JN.**

The Canal Sidings have been taken out of use, and the following points and connections secured out of use in the normal position pending removal:—

Canal Sidings Ground Frame

Trailing connection — Sidings to Up Main (formerly worked by Canal Sidings Ground Frame).

Engine Shed Jn.

Facing connection — Up Branch to Canal Sidings, and the adjacent trailing crossover between the Down and Up Branch lines.

All associated signalling, together with the Canal Sidings ground frame has been abolished.

Goole Mineral Jn.

The facing connection — Up Goods to Canal Sidings has been secured out of use in the normal position pending removal, and the associated signalling abolished. (2)

HAMMERTON — CATTAL AND KNARESBOROUGH**Between Cattal and Knaresborough**

The Down Main line between the trailing crossover at Cattal and a new facing connection at Knaresborough at 16m. 22chs have become a two-way single line worked under the Electric Token Block working regulations. The adjacent Up Main has been abolished.

The Up Main end of the trailing crossover at Cattal has been secured in the reverse position for through running from Up Single line to Up Main pending replacement by plain line.

Signalling Alterations (Down)**Hammerton and Cattal**

A new Hammerton Down Main Starting (H3) E-aspect colour light signal has been provided 720 yards after passing the signal box and a signal-post telephone connected to the signal box provided. This signal incorporates the Down Main Distant to the new colour light. Cattal Down Main Home (see below) and the distance between these signals is 1,446 yards.

The Cattal semaphore Down Main Distant has been abolished.

Cattal

The Down Main Home signal has been replaced by a 3-aspect colour light situated 456 yards east of the signal box and a signal-post telephone connected to the signal box has been provided.

The Down Main Starting signal has been renewed on a bracket post (arm 22ft above rail level) immediately opposite the signal box and a 'diamond' sign provided. This signal has become the Down main Starting to Down Single line. The Distant arm for Whixley Gates level crossing has been renewed below, (arm 18ft. above rail level) and the distance between this repositioned Distant signal and the level crossing is 1,492 yards.

Run-back catch points will be provided in the Down Main line at the following locations:—

At 8m. 66chs. (600 yards before reaching the Hammerton new colour light Starting signal).

At 9m. 48chs. (700 yards before reaching the Cattal new colour light Home signal).

At 17m. 72chs. (700 yards before reaching Starbeck Home signal). (2)

Knaresborough

The Down Main Distant has been renewed as a 2.aspect colour light situated 1,225 yards further from the signal box, and applies to the single line.

A new colour light Down Single line 1st Home to Down Main (No.10) has been provided 917 yards before reaching the signal box (896 yards before reaching the existing Down Main Home which now becomes the Down Main 2nd Home). A signal-post telephone connected to the signal box has been provided.

A diamond sign has been provided on the Down Main 2nd Home.

The distance between the new colour light Distant and No.10 is 1,170 yards.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued***** * HAMMERTON-CATTAL AND KNARESBOROUGH-continued****Up Direction****Knaresborough**

The Up Main Starting signal has become the Up Main Starting to Up Single line via the new connection (situated 191 yards after passing this signal).

Cattal

The Up Distant has been renewed temporarily on the right-hand side of the single line and situated 297 yards further from the signal box, and is 1,397 yards before reaching the Home signal.

The Up Main Home has been temporarily renewed on the right-hand side of the single line and has become the Up Single line Home to Up Main.

HOLDERNESS DRAIN SOUTH

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

Certain points remain and have been converted to hand operation.

(New item) (2)

DECOY NO. 1 (AND BALBY JUNCTION)

The following alterations have been made to the Home signal gantry (positioned between the Down Main and Down Goods Lines).

The following signal arms will be reduced in height as shown:-

No.1 Reception Routing signal	24 ft. above rail level
Down Goods Routing signal	24 ft. " " "
Down Main to Down Goods	24 ft. " " "
Down Main Home	26 ft. " " "
Balby Junction Down Main Inner Distant	20 ft. " " "

The Balby Junction Outer Distant from Down Goods, and the Balby Junction Down Main to Down Goods Distant have been abolished. Balby Junction Inner Distant from Down Goods has become the Down Goods Distant. (1)

THACKLEY JUNCTION (AND APPERLEY VIADUCT)

The Thackley Junction Down Main, colour light Outer Distant (located in the tunnel) has been abolished and replaced by a semaphore arm Outer Distant on the post of the Apperley Viaduct Starting signal at a height of 12 ft. above rail level.

The distance between the new Outer Distant arm and the Thackley Junction Down Main Home signal is now 2,215 yards. (1)

BETWEEN CUDWORTH NORTH JUNCTION AND ROYSTON JUNCTION

Carlton Main Sidings signal box, together with all signals worked therefrom has been abolished. All points have been secured out of use in the normal position pending removal. The Block section on the Down and Up Goods lines is now between Cudworth North Junction and Royston Junction.

Cudworth North Junction

The Up Goods Inner and Outer Distant signals have been dispensed with, and a new Up Goods Distant has been provided at a height of 21 ft. above rail level, and at a distance of 1,015 yards before reaching Cudworth North Junction Up Home signal. (1)

BEVERLEY NORTH

The level crossing gates have been replaced by lifting barriers controlled from the signal box.

The Down Main Home signal has been renewed at the same height on a straight post 3 yards nearer to the signal box. (1)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

* * CARR BOX – BALBY JUNCTION AND BRIDGE JUNCTION

Carr Box & Bridge Junction

Sand Bank signal box, together with all points worked therefrom except the points Up Goods No.1/Down Transfer line has been abolished. The Block section on the Up Goods No.1, Up Goods No.2 and Down Transfer lines is now between Carr Box and Bridge Junction signal boxes.

Balby Junction and Bridge Junction

The temporary buffer-stop in the Down Goods No.3 has been removed and the hand-worked points (at Bridge Junction) Down Goods No.3/Down Goods No.2 brought into use.

Bridge Junction

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

Up Goods No.1/Incline Line

Up Main/Incline Line

The points – Up Goods No.1/Down Transfer line, (previously operated from Sand Bank) have been brought under control of Bridge Junction.

Signals Abolished:—

Up Sidings to Incline line (bottom of 3 miniature arms)

Up Goods Independent to Incline line (offset miniature yellow on No.30 signal).

Up Passenger Independent to Incline line (offset miniature yellow on No.37 signal).

Up Main to Incline line (offset miniature yellow on No.45 signal).

Up Goods to Incline line (miniature arm on the left-hand doll).

Altered Signals:—

The Up Goods No.2 Starting signal has been renewed 117 yards further from the signal box.

The former Sand Bank Down Transfer line Home signal has been converted to a full arm signal, but the arm has been maintained in the "ON" position. An elevated disc shunting signal has been mounted on the post of this signal applying – Down Transfer line to Up Goods No.1, and an adjacent telephone connected to Bridge Junction signal box provided.

The signal bridge carrying the Down Main Home, Down Goods No.1 Home and Down Goods No.2 Home signals has been abolished. Balby Junction Down Main Home is controlled also by Bridge Junction as Down Main Home and the signal has been plated BA2/BJ67. The "diamond" sign has been removed, and a signal-post telephone provided connected to Balby Junction but switched to Bridge Junction when Balby Junction closes.

The remaining signals formerly on the signal bridge have been replaced 251 yards south of the signal box at ground level (Route Indications unchanged) as follows:—

Down Goods No.1 Home, together with ground position light shunting signal (in place of the former disc), and Route Indicator, situated between the Down Goods No.1 and Down Goods No.2. An adjacent telephone connected to the signal box has been provided.

Down Goods No.2 Home (R/Y) together with Route Indicator, situated between the Down Goods No.2 and Down Goods No.3.

A new Down Goods No.3 Home colour light (R/Y) together with 4-way route indicator has also been brought into use at ground level 251 yards South of the signal box on the left hand side of the Down Goods No.3. The route indications from this signal are identical to those applying from the Down Goods No.2 Home.

(51/52)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

** TEMPORARY WORKING INSTRUCTIONS SKELLOW A.M.O.C.O. OIL DEPOT

Skellow Junction

A.M.O.C.O. Oil Sidings

Siding Allocation

No.1 Siding (Black oil) 370 yards long, adjacent to Down Main.

No.2 Siding (White oil) 360 yards long.

No.3 Siding (Depot Reach wagon B.904586, Type "Lowmac" and Cripples) (60 yards long).

Facilities

- (a) A marker board is provided adjacent to the Down Main. The distance between the marker board and No.35 G.P.L. signal is equal to 2 locomotives 16 x 100 ton tanks and 1 30ft. barrier wagon.
- (b) A telephone is provided communicating with the signal box adjacent to No.33 G.P.L. signal.
- (c) Telephone communication is provided between the signal box and the A.M.O.C.O. Gate House.
- (d) A Notice Board is provided between No.1 and 2 Sidings prohibiting the movement of B.R. locomotives beyond this point.
- (e) A cupboard is provided within the A.M.O.C.O. Depot Gateway for the storing of train tail lamps, overboots and an "intrinsically safe" Bardic hand lamp.

1. Procedure. Trains for Discharge

- (a) Trains will arrive via the Down Main line and will stop at S.41 signal to allow the Guard to alight. When S.41 signal is cleared to a proceed aspect, the Driver will draw the train forward and stop at the marker board, and await the Guards's signal to set back.
- (b) The Signalman must maintain No.36 points in the normal position until advised by the Guard that permission has been obtained from the person in charge of the Depot for the train to enter the Oil Siding.
- (c) The Guard upon arrival at S.41 will proceed to the Depot Gates and meet the person in charge and obtain the necessary authority for the train to enter the sidings.
- (d) When permission has been given, the Guard must ensure the points are correctly set for the allocated siding.
- (e) The Guard will then advise the Signalman that permission has been given for the train to enter the Oil Sidings, he will also comply with the provisions of the Rule Book section 'H' 4.12.1.
- (f) It will be necessary for the Guard to remove the tail lamp before the propelling movement is allowed to commence. The Guard must assist the Driver in the propelling movement by giving the appropriate hand signals when G.P.L. No.35 is cleared for the movement. The propelling movement must not exceed 5 m.p.h.
- (g) The Guard must signal the Driver to stop the movement when the train is clear of the connection to the Cripple Siding.
- (h) The trains must be secured before the locomotive is uncoupled to proceed into the Cripple Siding to attach the Depot reach wagon in order to complete the positioning of the train for unloading. When the train is correctly placed for unloading the locomotive and reach wagon must be detached and drawn clear of the Depot Gates to await completion of the unloading when locomotive detention applies.

When locomotive release applies the Depot Reach wagon must be detached in the Cripple Siding.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**TEMPORARY WORKING INSTRUCTIONS SKELLOW A.M.O.C.O. OIL DEPOT – continued****2. Procedure. Removal of Discharged Train via Up Branch Line**

(i) **Loco remains on Depot.** Guard will ask permission from the person in charge of the Depot and then carry out the following movements:—

- (a) Set back with loco and reach wagon onto train.
- (b) Attach to train, release hand brakes and draw forward with train until leading tank wagon is at a point opposite the loco stop board.
- (c) Secure train by hand brakes, detach Depot reach wagon and place in No. 3 Siding.
- (d) Re-attach loco to train, carry out Brake Continuity Test.
- (e) Instruct driver to draw train forward to No.33 G.P.L. signal, advise signaller train ready to depart.
- (f) When No. 33 G.P.L. signal is cleared to proceed aspect, instruct driver to draw forward and stop at the signal box.
- (g) Guard will now replace the tail lamp on rear vehicle and rejoin loco.

(ii) Loco arriving via Down Branch, Up/Down Main Lines

(h) Loco may proceed onto the Depot as far as the Depot Gates. Guard will ask permission from person in charge of the Depot and then carry out the following movements:— Attach Depot reach wagon from No. 3 Siding, and carry out procedure as set out in (a) to (g) above.

3. Smoking, use of matches or any naked flame, is not allowed in any part of these sidings.
4. When entering the discharge area, staff must not have in their possession unprotected lights, B.R. Bardic hand lamps, matches or any other appliance likely to cause ignition, and must not wear steel tipped foot wear.
5. For the use of guards wearing such foot wear, rubber overshoes are provided, and when it is necessary for a hand lamp to be used, "intrinsically safe" Bardic hand lamps are provided. This equipment is located in a cupboard inside the Depot Gateway.
6. Speed of all movements within the Depot not to exceed 5 m.p.h.
7. Guards must ensure that the provisions of the Rule Book, Section J, Para. 3.13, are fully adhered to.
8. Signalmen must ensure that prior advice is given to the person in charge of the Depot of the approach of loaded oil trains and locos for the Oil Sidings.
9. Trains conveying black oil, (inflammable) must always convey a 30ft. reach wagon marshalled next to the loco. The train must also be marshalled in the same way on departing from the Depot Oil Sidings.
10. The Depot reach wagon No.B904586 must always remain on the Depot.
11. The Instructions in the event of fire or accidents are as shown in the Working Manual for Rail Staff, pink pages F1/1, F1/2, F1/3, F4/1, F4/2, F4/3, F4/4, F4/5, F4/6. (51/52)

MISCELLANEOUS INSTRUCTIONS**★ HORSFORTH AND RIGTON**

In connection with mechanical pointing work in Bramhope Tunnel between 5m. 65chs. and 7m. 76chs. ribs have been connected.

Trainmen must not put their heads out of windows.

(UFN)

PONTEFRACT BAGHILL STATION

The Down platform will be temporarily shortened by approximately 70 yards at the Ferrybridge end for resurfacing and rebuilding platform. **Drivers of Down stopping trains must be prepared to stop short of the marker provided.**

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 locomotive horns when approaching the 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.)

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

LOCOMOTIVE HAULED AIR BRAKED PASSENGER COACHING STOCK**WORKING ON EAST COAST MAIN LINE SERVICES**

Difficulties have been experienced due to dragging brakes on Air Brake Passenger Trains working on the East Coast Main line. In an endeavour to identify the causes it has been decided that, until further notice all passenger trains working over the East Coast Main line route will be operated on a single pipe air brake system.

To operate the single pipe system the main reservoir pipe (yellow coupling head) **WILL NOT** be coupled as between the locomotive and the first vehicle. The main reservoir pipe on the locomotive and the first vehicle must remain on the respective bracket-dummies and the cocks in the closed position.

The above instructions in no way alter the regulations for working the automatic air brake on locomotive operated trains as contained in the General Appendix.

As, however, the main reservoir pipes are not connected it follows that the reading on the gauge in the Guard's brake for the main reservoir pipe will be zero.

DISABLED TRAINS REQUIRING ASSISTANCE IN THE REAR

In the event of a train requiring assistance in the rear it will be necessary to revert to the two pipe system in order that assistance procedure as laid down in the General Appendix and drivers manual BR.33056/16 may be carried out.

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
Neville Hill	Constructing new washing plant	08 00 to 17 00 daily.	
Diesel Depot (Carriage Washing Line)	Material and plant lying about.		
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
14 DECEMBER, 1973

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:-"

BRITISH RAIL
EASTERN REGION

To: _____

From: Divisional Manager,
LEEDS

Ref. LM5/2/73 Ext. 2432

Date: 27 December, 1973.

RECEIPT OF THIS ADVISE MUST BE ACKNOWLEDGED
IMMEDIATELY BY WIRE TO DIVMAN LM.5 LEEDS
CITY USING THE CODE "ADLAN 51/52" (SUPPLY.)"

ENGINEERING OPERATIONS PERMANENT WAY SIGNALLING
NOTICE No. 51/52 TWO WEEKS ENDING 4 JANUARY 1974.

Further to my circular dated 20 December 1973, particulars are given below of further alterations etc. to the above mentioned notices for the period 29 December 1973 to anuary 1974.

N.S. NOTICE No. 51/52
ADDITIONS SECTION 'B'

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD (EXCHANGE)

Wortley West Junction and Stanningley Ground Frame.	23 30 (Sat) to 06 15 (Sun). Down and Up Main (BLOCKED) except as shown in remarks) 06 15 to 09 30 Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	23 30 (Sat) to 09 30 (Sun). Rerailing, welding, destressing and loading rails between Om.57chs. and lm.29chs. CWR train, crane and trollies in use. <u>23 30 (Sat) to 06 15 (Sun). Arrangements made to pass 5L69 04 45 Bradford to Leeds over Up Main. All other traffic diverted. 06 15 to 09 30 Single Line Working over Up Main. Stanningley Ground Frame manned.</u>
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WATH ROAD JUNCTION TO BURTON SALMON
WEDNESDAY AND THURSDAY 2 and 3 JANUARY

Pontefract South and Ferrybridge	Down Main	09 30 to 15 30 each day, Welding in glued joints at Pontefract Baghill Station at 4m. 27chs.
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AMENDMENT SECTION 'B'

PAGE NS-12
BARNSELEY STATION JN. TO HORBURY JN.
MONDAY TO FRIDAY 31 DECEMBER TO 4 JANUARY

Barnsley Station Jn. and Darton	Down and Up Main	23 30 (Mon. to Thurs) to 05 15 (Tues. to Fri) tarsparying etc.
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Amend dates to read :- WEDNESDAY TO FRIDAY 2 to 4 JANUARY
and times in remarks to:- 23 30 (Wed. and Thurs.) to 05 15 (Thurs. and Fri.)

CANCELLATION SECTION 'B'

PAGE NS-11
DIGGLE TO HEALEY MILLS (HEATON LODGE JN.)
WEDNESDAY 2 JANUARY

Hillhouse Jn. and Huddersfield	Up Fast (BLOCKED) etc.	00 01 to 03 00 Tamping etc.
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PAGE NS-14
WATH ROAD JN. TO LEEDS CITY (NORTH JN.)
TUESDAY 1 JANUARY

Oakenshaw South Jn. and Royston Jn.	Up Goods	00 01 to 06 00 Tamping etc.
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(Continued.)

