

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 6 JANUARY - YORK STATION**

The trailing crossover (No.521 points), between the Down and Up Main lines, situated 62 yards north of the signal box, together with all associated signal routes, formerly applying to movements via these points reverse will be abolished. (4)

**SUNDAY 6 JANUARY - SNAITH**

The Up Main Starting signal will be abolished. A new semaphore Up Main 1st Home signal will be brought into use 120 yards before reaching the signal box with the arm at a height of 20ft. above rail level.

The distance between this signal and the existing Up Distant will be 1103 yards.

The Up Main Home signal will be renamed Up Main 2nd Home.

**Snaith West (Station) Level Crossing**

The level crossing gates will be replaced by lifting barriers controlled from Snaith signal box. (4)

**SUNDAY 6 JANUARY - SHIPLEY (BRADFORD JN.)**

The Down Main Home signal will be renewed on a straight post with the arm at a reduced height of 9ft. above rail level. (4)

**MONDAY 7 JANUARY UNTIL SATURDAY 2 FEBRUARY - BETWEEN LOW MOOR AND CLECKHEATON Y.T.D. SIDINGS (MESSRS. CLUGSTON'S)**

The Down line between Low Moor and Cleckheaton will be temporarily brought back into use as a Single line worked in accordance with the "one train working" arrangements.

A Train Staff will be provided, and when not in use will be kept by the signalman at Low Moor.

A temporary stop block will be erected at the termination of the Single line at Cleckheaton, on the site of the existing scotch block, near the exit from the Up Loop. Trainmen arriving from Cleckheaton must telephone the signalman at Low Moor on arrival at the Branch Home signal. (5)

**DETAILS OF WORK ALREADY CARRIED OUT****HEALEY MILLS**

No.475 points - facing, Up Main (Crigglestone Branch) to Up Loop, have been 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 have been abolished.


Up Loop ground position light signal No.236, has been 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 now applies towards the Up Loop via the Up Fast and 471 points. (3)

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

**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)

**BEVERLEY NORTH**

(The lifting barriers have not been installed).

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

**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.

**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).

**Whixley Gate Box**

The Up Distant signal has been repositioned 1,485 yards before reaching the Gate Box (347 yards further) and at a reduced height of 15ft. above rail level.

**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.

**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.

(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)

**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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**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.

**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****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 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  
21 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:-"*

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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**DETAILS OF WORK REFERRED TO IN SECTION B**

NIL

**DETAILS OF WORK ALREADY CARRIED OUT****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 on a straight post with the arm at a reduced height of 20 ft. above rail level. (New Item) (5)

**YORK STATION**

The trailing crossover (No.521 points), between the Down and Up Main lines, situated 62 yards north of the signal box, together with all associated signal routes, formerly applying to movements via these points reverse has been abolished. (4)

**SNAITH**

The Up Main Starting signal has been abolished. A new semaphore Up Main 1st Home signal has been brought into use 120 yards before reaching the signal box with the arm at a height of 20ft. above rail level.

The distance between this signal and the existing Up Distant is 1103 yards.

The Up Main Home signal has been renamed Up Main 2nd Home.

**Snaith West (Station) Level Crossing**

The level crossing gates have been replaced by lifting barriers controlled from Snaith signal box. (4)

**SHIPLEY (BRADFORD JN.)**

The Down Main Home signal has been renewed on a straight post with the arm at a reduced height of 9ft. above rail level. (4)

**BETWEEN LOW MOOR AND CLECKHEATON Y.T.D. SIDINGS (MESSRS. CLUGSTON'S)**

The Down line between Low Moor and Cleckheaton has been temporarily brought back into use as a Single line worked in accordance with the "one train working" arrangements.

A Train Staff has been provided and when not in use is kept by the signalman at Low Moor.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton, on the site of the existing scotch block, near the exit from the Up Loop. Trainmen arriving from Cleckheaton must telephone the signalman at Low Moor on arrival at the Branch Home signal.

Until Saturday 2 February. (5)

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

No.475 points – facing, Up Main (Crigglestone Branch) to Up Loop, have been 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 have been abolished.


Up Loop ground position light signal No.236, has been 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 now applies towards the Up Loop via the Up Fast and 471 points. (3)

**\*\* 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.

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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)

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**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)



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

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At 17m. 72chs. (700 yards before reaching Starbeck Home signal).

**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.

**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).

**Whixley Gate Box**

The Up Distant signal has been repositioned 1,485 yards before reaching the Gate Box (347 yards further) and at a reduced height of 15ft. above rail level.

**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.

(3)

**\* \* \* 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.

(2)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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## MISCELLANEOUS INSTRUCTIONS

## ★ ELLAND C.E.G.B. SIDINGS

Until further notice, one Reception line will be 'BLOCKED' between the hours of 07 30 and 16 30 each weekday to enable contractors to carry out track repairs.

The following amended train working will apply:-

Loaded trains will arrive on the one available Reception line and will be disposed of into the Loaded Sidings.

Owing to the run-round facilities not being available, arrangements will be made for the C.E.G.B. pilot to propel the empty trains to the one available Reception Line to enable the B.R. locomotive to attach and work forward in the normal manner.

## 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.

## 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.

**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS - continued****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 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  
3 JANUARY, 1974

F.J. BURGE  
Chief Operating Manager

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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**DETAILS OF WORK REFERRED TO IN SECTION B**

NIL

**DETAILS OF WORK ALREADY CARRIED OUT****CUTSYKE JUNCTION SIGNAL BOX**

The above signal box has been damaged by fire and normal signalling disrupted. Until Sunday 20 January trainmen must be prepared to work to Signalman's or Handsignalman's instructions.

In the event of trains being delayed at any signals, immediate use must be made of any telephone facilities available.

**SUNDAY 20 JANUARY - CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos.4 (Down main) and 32 (Up main) will be worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line will be controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos.1 & 2 will be padlocked in the normal position and the keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**BEVERLEY NORTH**

This work has not been carried out.

**YORK STATION**

The trailing crossover (No.521 points), between the Down and Up Main lines, situated 62 yards north of the signal box, together with all associated signal routes, formerly applying to movements via these points reverse has been abolished. (4)

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

The Up Main Starting signal has been abolished. A new semaphore Up Main 1st Home signal has been brought into use 120 yards before reaching the signal box with the arm at a height of 20ft. above rail level.

The distance between this signal and the existing Up Distant is 1103 yards.

The Up Main Home signal has been renamed Up Main 2nd Home.

**Snaith West (Station) Level Crossing**

The level crossing gates have been replaced by lifting barriers controlled from Snaith signal box. (4)

**SHIPLEY (BRADFORD JN.)**

The Down Main Home signal has been renewed on a straight post with the arm at a reduced height of 9ft. above rail level. (4)

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A temporary stop block has been erected at the termination of the Single line at Cleckheaton, on the site of the existing scotch block, near the exit from the Up Loop. Trainmen arriving from Cleckheaton must telephone the signalman at Low Moor on arrival at the Branch Home signal.

Until Saturday 2 February.

(5)

**\*\* HEALEY MILLS**

No.475 points – facing, Up Main (Crigglestone Branch) to Up Loop, have been 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 have been abolished.

Up Loop ground position light signal No.236, has been 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 now applies towards the Up Loop via the Up Fast and 471 points.

(3)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## \*\* 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).

**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.

**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).

**Whixley Gate Box**

The Up Distant signal has been repositioned 1,485 yards before reaching the Gate Box (347 yards further) and at a reduced height of 15ft. above rail level.

**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.

## 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.

**★ HEATING OF D.M.U. TRAINS – GENERAL APPENDIX PAGE 55. CLAUSE 10**

In view of the present difficulties with the supply of diesel fuel it is necessary to reduce consumption wherever possible.

Commencing forthwith Guards must, when the ambient temperature is such that there will be no discomfort to the passengers and train crews, reduce the heating of D.M.U. vehicles, daily between the hours of 10 30 and 15 30, by only having one heater running per car, except where separate heaters are required to heat the Driving Cab and the Guards Brake Van.

D.M.U. heaters must not be left running when the turn round time at stations or sidings exceeds 20 minutes. (6D)

## MISCELLANEOUS INSTRUCTIONS

## ELLAND C.E.G.B. SIDINGS

Until Saturday 19 January, one Reception line will be 'BLOCKED' between the hours of 07 30 and 16 30 each weekday to enable contractors to carry out track repairs.

The following amended train working will apply:—

Loaded trains will arrive on the one available Reception line and will be disposed of into the Loaded Sidings.

Owing to the run-round facilities not being available, arrangements will be made for the C.E.G.B. pilot to propel the empty trains to the one available Reception Line to enable the B.R. locomotive to attach and work forward in the normal manner.

## HORSFORTH AND RIGTON

In connection with mechanical pointing work in Bramhope Tunnel between 5m. 65chs. and 7m. 76chs. rils have been connected.

**Trainmen must not put their heads out of windows. (UFN)**

## 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.

## 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.**

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****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 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  
10 JANUARY, 1974

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****CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**YORK STATION**

The trailing crossover (No.521 points), between the Down and Up Main lines, situated 62 yards north of the signal box, together with all associated signal routes, formerly applying to movements via these points reverse has been abolished. (4)

**\* \* SNAITH**

The Up Main Starting signal has been abolished. A new semaphore Up Main 1st Home signal has been brought into use 120 yards before reaching the signal box with the arm at a height of 20ft. above rail level.

The distance between this signal and the existing Up Distant is 1103 yards.

The Up Main Home signal has been renamed Up Main 2nd Home.

**Snaith West (Station) Level Crossing**

The level crossing gates have been replaced by lifting barriers controlled from Snaith signal box. (4)

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

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

**\*\* SHIPLEY (BRADFORD JN.)**

The Down Main Home signal has been renewed on a straight post with the arm at a reduced height of 9ft. above rail level. (4)

**BETWEEN LOW MOOR AND CLECKHEATON Y.T.D. SIDINGS (MESSRS. CLUGSTON'S)**

The Down line between Low Moor and Cleckheaton has been temporarily brought back into use as a Single line worked in accordance with the "one train working" arrangements.

A Train Staff has been provided and when not in use is kept by the signalman at Low Moor.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton, on the site of the existing scotch block, near the exit from the Up Loop. Trainmen arriving from Cleckheaton must telephone the signalman at Low Moor on arrival at the Branch Home signal.

Until Saturday 2 February.

(5)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## HEATING OF D.M.U. TRAINS – GENERAL APPENDIX PAGE 55. CLAUSE 10

In view of the present difficulties with the supply of diesel fuel it is necessary to reduce consumption wherever possible.

Commencing forthwith Guards must, when the ambient temperature is such that there will be no discomfort to the passengers and train crews, reduce the heating of D.M.U. vehicles, daily between the hours of 10 30 and 15 30, by only having one heater running per car, except where separate heaters are required to heat the Driving Cab and the Guards Brake Van.

D.M.U. heaters must not be left running when the turn round time at stations or sidings exceeds 20 minutes. (6D)

## MISCELLANEOUS INSTRUCTIONS

★ **MONDAY 28 JANUARY : RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**  
 A temporary level crossing will be brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.  
 A crossing keeper will be in attendance during the period of use.  
**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

## 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.**

## PONTEFRACT BAGHILL STATION

The Down platform has been 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.**

## 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.**

## GREETLAND AND DRYCLOUGH JUNCTION

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****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 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  
17 JANUARY, 1974

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:-"*

2-8.2.74

**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 2 to 3 FEBRUARY – STARBECK**

The level crossing gates will be replaced with manned barriers.

A new signal will be provided 480 yards before reaching the Up Main Starting signal. Telephone communication will be provided with Starbeck signal box. The Down Home signal will be abolished. (8)

**SUNDAY 3 FEBRUARY – CARDIGAN ROAD**

The Down and Up Ground Frames will be abolished and all associated points will be secured in the normal position pending removal. (8)

**SUNDAY 3 FEBRUARY – STADDLETHORPE •**

The gantry carrying the Up Slow Inner Home, Up Slow to Up Branch, Up Slow to Up Main, Up Fast to Up Branch, Up Fast to Up Main and Up Fast and Up Slow Outer Home signals will be abolished. The following new signals will be provided: –

Bracket signal – Up Fast Home to Up Branch and Up Fast to Up Main, 581 yards from signal box.

Up Slow Outer Home – 581 yards from signal box.

Up Slow Inner Home to Up Branch.

Up Slow Inner Home to Up Main 141 yards from signal box. (8)

**MONDAY 4 FEBRUARY****BETWEEN THORNHILL JN. AND CLECKHEATON YTD SIDINGS (MESSRS. CLUGSTON'S)****UNTIL FURTHER NOTICE**

The Arrival and Departure lines have been slewed between the points leading to Heckmondwike Curve and Cleckheaton to form a Single line for trains travelling to and from Cleckheaton YTD Sidings (Messrs. Clugston's) and will be worked in accordance with "One Train Working" arrangements with a maximum permissible speed of 15 m.p.h. in both directions.

A Train Staff will be provided and when not in use will be kept by the Supervisor in the Up Departure Supervisor's Office at Healey Mills. Trainmen will obtain the Train Staff before departure from Healey Mills to Cleckheaton (Clugston's). On return from Cleckheaton the Staff must be returned to the above Supervisor.

A handsignalman will be on duty for all movements proceeding to Cleckheaton to handsignal the trains past HM.30 signal and to secure the facing points (giving access to Liversedge Oil Terminal) for the passage of the trains.

A temporary stop block will be erected at the termination of the Single line at Cleckheaton on the approach side of overbridge No.9.

Trainmen arriving from Cleckheaton must telephone the signalman at Healey Mills on arrival at HM.28 signal.

**TRAINS TO AND FROM THE LIVERSEDGE OIL DEPOT WILL NOT BE AFFECTED AND NORMAL SIGNALLING WILL APPLY (UFN)**

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

**RIGTON AND HORSFORTH**

The catch points in the Up Main line at 8m. 13chs. have been secured out of use pending removal.  
 (New Item) (8)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**\* YORK STATION**

The trailing crossover (No.521 points), between the Down and Up Main lines, situated 62 yards north of the signal box, together with all associated signal routes, formerly applying to movements via these points reverse has been abolished. (4)

**BETWEEN LOW MOOR AND CLECKHEATON Y.T.D. SIDINGS (MESSRS. CLUGSTON'S)**

The Down line between Low Moor and Cleckheaton has been temporarily brought back into use as a Single line worked in accordance with the "one train working" arrangements with a maximum permissible speed of 15m.p.h. in both directions.

A Train Staff has been provided and when not in use is kept by the signalman at Low Moor.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton, on the site of the existing scotch block, near the exit from the Up Loop. Trainmen arriving from Cleckheaton must telephone the signalman at Low Moor on arrival at the Branch Home signal.

Until Saturday 2 February.

(Amended Item) (5)

K O O J  
P A

← 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.

**\*\* HEATING OF D.M.U. TRAINS – GENERAL APPENDIX PAGE 55. CLAUSE 10**

In view of the present difficulties with the supply of diesel fuel it is necessary to reduce consumption wherever possible.

Commencing forthwith Guards must, when the ambient temperature is such that there will be no discomfort to the passengers and train crews, reduce the heating of D.M.U. vehicles, daily between the hours of 10 30 and 15 30, by only having one heater running per car, except where separate heaters are required to heat the Driving Cab and the Guards Brake Van.

D.M.U. heaters must not be left running when the turn round time at stations or sidings exceeds 20 minutes. (6D)

**MISCELLANEOUS INSTRUCTIONS**

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRAC T BAGHILL STATION**

The Down platform has been 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.**

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**NS**



**British Rail**

**EASTERN REGION**

**No. 6**

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

**SATURDAY 9 FEBRUARY**

**TO**

**FRIDAY 15 FEBRUARY 1974**

**INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>DONCASTER (BLACK CARR JUNCTION) TO SKELTON BRIDGE - continued</b>		
<b>SUNDAY 10 FEBRUARY-continued</b>		
York Station North	Down and Up Scarborough Goods Down Station Line 'W' (between sigs. 146 and 176 GPL) and Up Clifton Goods (BLOCKED) Up Station Line 'X' (BETWEEN TRAINS)	07 00 to 17 00.. Remodelling switches and crossings between 0 and ¼ m.p. Crane in use. <b>Trains replatformed as necessary.</b>
York Station	Up Main and Up Independent	07 00 to 17 00. Alterations to signalling. (See Section 'C').
Skelton Jn. and York Station	Up Clifton Loop (BLOCKED)	11 00 to 17 00. Tamping machines in use between 1 and ½m.p. <b>Up trains to travel over the Up Main.</b>
York Station and Skelton Bridge	Down Main (BLOCKED)	07 00 to 10 30. Tamping machines in use between 1m. 10chs. and 3m. 5chs. <b>No Down trains. Trains may cross the Blocked Line at Skelton Jn.</b>
Skelton Bridge and York Station	Up Main (BLOCKED)	03 30 to 07 00. Tamping machines in use between 3m. 5chs. and 1m. 10chs. <b>No Up trains.</b>
Skelton	All	07 00 to 17 00. Overhauling electrical inter- locking.
<b>SHAFTHOLME TO FERRYBRIDGE</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Askern Colliery	Colliery and Coalite Works Running line (BLOCKED)	Coal stack slip. <b>Altered train working. (See Section 'D').</b>
Womersley and Knottingley South Jn.	Down and Up Main	07 30 to 17 00. Constructing bridge No. 9A at 59m. 58chs. Mechanical plant in use.
<b>SATURDAY to SUNDAY 9 to 10 FEBRUARY</b>		
Shaftholme and Norton	Down and Up Main (BLOCKED)	23 00 (Sat) to 17 00 (Sun). Relaying and reballast- ing between 66m. 18chs. and 65m. 59chs. Track- layer and ballast cleaning machine in use. Norton and Askern signal boxes open.
<b>SATURDAY to MONDAY 9 to 11 FEBRUARY</b>		
Womersley and Knottingley South Jn.	Down and Up Main (BLOCKED except as shown in remarks)	22 00 (Sat) to 05 30 (Mon). Contractors erecting beams on bridge at 59m. 50chs. Mobile cranes in use. Destressing between 59m. 59chs. and 60m. 8chs. <b>Arrangements made to pass Engineer's ballast trains. Both signal boxes open.</b>
<b>TUESDAY and WEDNESDAY 12 and 13 FEBRUARY</b>		
Doncaster North (Marshgate Jn.) and Arksey	Down Main (BLOCKED)	06 35 (or after 2L64, 06 30 Doncaster to Rowntrees Halt) to 08 10 each day. Removing defective welds and inserting glued joints at 157m. 29chs.
<b>WEDNESDAY to FRIDAY 13 to 15 FEBRUARY</b>		
Askern and Norton	Down and Up Main (BLOCKED)	22 00 (Wed and Thu) to 05 30 (Thu and Fri). Tamping machines in use between 66½ and 65½m.p. Both signal boxes open. Selby Road gate box manned.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>YORK YARDS, HOLGATE JUNCTION AND YORK SKELTON</b>		
<b>TUESDAY 12 FEBRUARY</b>		
York Yard South and York Yard North	Nos. 4, 5 and 6 Lines in No. 2 Down Yard (BLOCKED)	07 30 to 16 30. Loading ballast in sidings. Mechanical plant in use.
<b>YORK TO SCARBOROUGH</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
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.
<b>SUNDAY 10 FEBRUARY</b>		
Kirkham Abbey and Malton	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	07 00 to 17 00. Turning rails between 16¼ and 16¾m.p. Crane in use. <b>Single line working over the Up Main.</b> Both signal boxes open.
<b>MONDAY to TUESDAY 11 to 12 FEBRUARY</b>		
Strensall and Malton	Down Main (BLOCKED)	22 30 (Mon) to 04 30 (Tue). Tamping machines in use between 6m. 50chs. and 19½m.p. All signal boxes open. Gate boxes to be manned.
<b>TUESDAY 12 FEBRUARY</b>		
Strensall and Kirkham Abbey	Down Main (BLOCKED except as shown in remarks)	04 45 to 08 30. Tamping machines in use between 6m. 50chs. and 9½m.p. <b>Arrangements made to pass 8K10 over the Up Main under Single line working regulations.</b>
<b>YORK (SKELTON) TO HARROGATE NORTH</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Skelton and Hammerton	Down and Up Main	07 00 to 17 00. Contractors building new overbridge at 3m. 16chs.
Hammerton and Harrogate North	All	08 00 to 16 00. Preparing for signalling alteration.
Cattal and Knaresborough	Single	08 00 to 16 00. Lifting track between 12m.p. and 12m. 30chs.
Starbeck Station and Harrogate South	All	07 00 to 17 00. Contractors removing redundant track between 18m. 45chs. and 18¾m.p. Mechanical plant in use.
<b>SATURDAY to SUNDAY 9 to 10 FEBRUARY</b>		
Cattal and Knaresborough	21 00 to 22 30 (Sat) Single (BETWEEN TRAINS) 22 30 (Sat) to 18 00 (Sun) Single (BLOCKED except as shown in remarks) 18 00 to 19 00 Single (BETWEEN TRAINS)	21 00 (Sat) to 19 00 (Sun). Relaying and lifting through Hopperton Station Level Crossing between 12m. 10chs. and 12¾m.p. Crane and mechanical plant in use. <b>Arrangements made to pass 2L68, 09 25 Harrogate to York and 2L68, 11 00 York to Harrogate. Both signal boxes open. Whixley gate box manned.</b>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION) - continued</b>		
<b>DAILY UNTIL FURTHER NOTICE - continued</b>		
Batley and Morley Low	All	08 00 to 17 00. Contractors erecting seal in Morley Tunnel No. 1 ventilation shaft between 36¼ to 38¼m.p.
Morley Low and Farnley Branch Jn.	All	08 00 to 20 00. Contractors constructing new bridge No. 41B at 40m.p. Cranes and plant in use.
Morley Low and Holbeck East Jn.	All	08 00 to 20 00. Testing signalling cables.
<b>SATURDAY to SUNDAY 9 to 10 FEBRUARY</b>		
Batley and Morley Low	23 45 (Sat) to 03 45 (Sun) Up Main (BLOCKED) 03 45 to 07 30 (Sun) Down and Up Main (BLOCKED) 07 30 to 08 30 Down Main (BLOCKED)	23 45 (Sat) to 08 30 (Sun). Mechanical pointing in Morley Tunnel between 36m. 25chs. and 38m. 19chs. Mechanical pointing train in use.
<b>SUNDAY 10 FEBRUARY</b>		
Ravensthorpe G.F. and Dewsbury Wellington Road G.F.	Up Main (BLOCKED) Down Main (BETWEEN TRAINS)	00 01 to 12 00. Renew waybeams and decking bridges Nos. 6 and 8 between 32¼ and 32½m.p. <b>Single line working over the Down Main. Arrangements made to Platform 1E26, 00 50 Manchester Victoria to Leeds and 6L00, 03 10 Huddersfield to Leeds in Dewsbury Up Platform. Both ground frames manned.</b>
Morley Low	Down and Up Main	07 30 to 17 00. Realignment between 38¼m.p. and 38m. 30chs.
<b>THORNHILL JN. TO CLECKHEATON</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Thornhill Jn. and Cleckheaton-YTD	Arrival Line	} Remodelling and singling of Branch. (See Section 'C').
Cleckheaton YTD and Heckmondwike Curve (HM.28 Signal)	Departure Line	
Thornhill Jn. and Cleckheaton	All	08 30 to 16 00. Preparing for signalling alterations.
<b>SUNDAY 10 FEBRUARY</b>		
Thornhill Jn. and Cleckheaton	All	08 00 to 16 00. Running out material by hand trolley.
<b>BARNSELY STATION JN. TO HORBURY JN.</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Barnsley Station Jn. and Crigglestone Jn.	All	08 00 to 16 00. Installing cables, ducts recovering pole route.
Barnsley Station Jn. and Darton	Down and Up	07 30 to 17 00. Repairs to bridge No.39 at 52m. 33chs. Ladders and trestles in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>BARNSELY STATION JUNCTION TO HORBURY JUNCTION - continued</b>		
<b>SATURDAY to SUNDAY 9 to 10 FEBRUARY</b>		
Barnsley Station Jn. and Darton	Down Main (BLOCKED)	23 15(Sat) to 11 00(Sun). Renewing waybeams at bridge No.26/27 at 50 $\frac{1}{2}$ m.p. Darton signal box open.
<b>SUNDAY 10 FEBRUARY</b>		
Woolley Colliery Sidings and Crigglestone Jn.	Down Main	07 30 to 17 00. Testing rails in Woolley Tunnel between 47m. 30chs. and 46m. 30chs.
<b>MONDAY to TUESDAY 11 to 12 FEBRUARY</b>		
Darton and Crigglestone Jn.	Down Main	23 30(Mon) to 05 15(Tue). Tamping and lining machines working between 47m. 42chs. and 48m. 49chs. Darton signal box open.
<b>WATH ROAD JN. TO LEEDS CITY (NORTH JN.)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
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.
Houghton Colliery Sidings and Royston Jn.	All	08 00 to 16 00. Work in connection with signalling alterations.
Cudworth North Jn.	All	08 00 to 15 00. Preparing for signalling alterations and laying cables etc.
Royston Jn. and Cudworth North Jn.	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.
Oakenshaw South Jn.	Down and Up Main	08 00 to 18 00. Contractors working on tracks at Oakenshaw Viaduct at 181 m. 74chs. Plant and equipment 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.
Goose Hill Jn.	All	08 00 to 16 00. Preparing for alteration to signalling.
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 removing redundant South Bay platform between 184m. 76chs. and 185m. 09chs.
Normanton Station	Down and Up Fast	08 00 to 17 00. Contractors erecting lighting on platforms. Plant in use.
Methley North Jn.	All	07 30 to 16 00. Laying new water service to signal box at 187m. 37chs.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>WATH ROAD JN. TO LEEDS CITY (NORTH JN.) - continued</b>		
<b>DAILY UNTIL FURTHER NOTICE - continued</b>		
Methley North Jn.	All	07 30 to 16 30. Repairs to brickwork on bridge No. 224A. Ladders and scaffolding in use.
Methley North Sidings and Waterloo Colliery Sidings	Down Main	08 00 to 18 00. Contractors removing redundant sidings between 189½m.p. and 189m. 70chs. Plant in use.
Stourton Jn. and Waterloo Colliery Sidings	Up Goods	08 00 to 18 00. Contractors removing redundant sidings between 191m. 16chs. and 190¾m.p. Plant in use.
Hunslet South Jn. and Leeds City North Jn.	All	08 00 to 22 00. Testing signalling cables.
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.
<b>SATURDAY to SUNDAY 9 to 10 FEBRUARY</b>		
Methley North Jn. and Methley North Sidings	Down Main (BLOCKED)	22 45 (Sat) to 08 00 (Sun). Excavating for drains between 188m. 20chs. and 188m. 28chs. Mechanical excavators in use. <b>Down trains diverted.</b> Methley North Jn. signal box open.
<b>SUNDAY 10 FEBRUARY</b>		
Cudworth Station	All	07 30 to 16 00. Testing power cables.
Oakenshaw South Jn.	All	08 00 to 16 30. Rewiring signal location.
Goosehill Jn. and Altofts Jn.	Down and Up Slow (BLOCKED)	06 00 to 20 00. Rerailing between 184m. 65chs. and 186 m.p. Plant in use. <b>Trains to travel over the Down and Up Fast.</b>
Engine Shed Jn.	All	07 30 to 17 00. Renewing switches and crossings.
<b>TUESDAY 12 FEBRUARY</b>		
Cudworth Station	Down and Up Goods	00 01 to 08 00. Tamping machine working between 176 and 176¾ m.p.
<b>WEDNESDAY to THURSDAY 13 to 14 FEBRUARY</b>		
Oakenshaw South Jn. and Cudworth Station	Up Main (BLOCKED)	01 00 to 04 30 each day. Tamping and lining between 177¼ and 176 m.p. <b>Up trains to travel over Up Goods.</b>
<b>OAKENSHAW SOUTH JN. TO OAKENSHAW JUNCTION</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Oakenshaw South Jn.	Down and Up Main	08 00 to 18 00. Contractors working on tracks at Oakenshaw Viaduct at 181m. 74chs. Plant and equipment in use.
<b>NORMANTON (ALTOFTS JN.) TO YORK (CHALONERS WHIN)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Altofts Jn. and Burton Salmon	All	07 30 to 19 00. Cleaning and painting bridges between 23m. 35chs. and 17m. 35chs. Ladders and trestles in use.
Whitwood Jn. and Fryston	All	08 00 to 16 00. Preparatory work for signalling alterations.
Castleford Station and Fryston	All	07 30 to 17 00. Demolishing former Castleford Old Station signal box at 20m.p. Ladders in use.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JN) - continued</b>		
<b>SUNDAY 10 FEBRUARY</b>		
Pontefract West Jn. and Crofton East Jn.	Up Main (BLOCKED)	07 30 to 16 30. Cleaning out dykes and trimming, cutting slopes between 52m. 76chs. and 53m. 6chs. Mechanical excavator in use.
<b>MONDAY to FRIDAY 11 to 15 FEBRUARY</b>		
Crofton East Jn. and Pontefract West Jn.	Down and Up Main	07 30 to 16 30 each day. Cleaning out dykes and trimming cutting slopes between 52m. 76chs. and 53m. 6chs. Mechanical excavator in use.
<b>METHLEY NORTH JN. TO PONTEFRAC (WEST JN.)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Methley North Jn. and Pontefract (West Jn.)	All	07 30 to 19 00. Cleaning and painting bridge between 60m. 70chs. and 57m. 30chs. Ladders and trestles in use.
Cutsyke Jn. and Prince of Wales	All	06 00 to 20 00. Contractors constructing new motorway bridge No. 4A at 57m. 76chs. Cranes and plant in use.
Prince of Wales and Prince of Wales West Jn.	All	08 00 to 17 00. Excavating for cable ducts under tracks at 56m. 51chs. and 56m. 64chs. and completion of work after signalling alterations. Mechanical excavator in use.
<b>CHARLESWORTH'S TO LOFTHOUSE JN.</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Charlesworth's and Lofthouse Jn.	08 00 (Mon) to 16 00 (Fri) Single (BETWEEN TRAINS) 16 00 (Fri) to 08 00 (Mon) Single (BLOCKED)	Contractors constructing motorway bridge 18A at 181m. 51chs. Cranes and plant in use.
<b>FERRYBRIDGE GOODS BRANCH</b>		
<b>TUESDAY 12 FEBRUARY</b>		
Pontefract Monkhill Goods Jn. and Ferrybridge	Down Main	01 00 to 07 00. Tamping machine in use between 3 and 2½ m.p.
<b>WATH ROAD JN. TO BURTON SALMON</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Frickley Colliery Sidings	Down Main	07 30 to 17 00. Contractors repairing signal box structure at 12m. 12chs.
Moorthorpe Station and Pontefract South	All	08 00 to 16 00. Repairs to bridge 35 at 6m. 67chs. Scaffolding in use. Materials and plant on site. <b>Drivers to keep a sharp lookout.</b>
Pontefract Baghill Station	Down Main	Rebuilding platform wall and resurfacing platform at 4½ m.p. Also decking of station subway. <b>(See Section D).</b>

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>LEEDS CITY TO SKIPTON STATION SOUTH (REGIONAL BOUNDARY AT 219m. 5chs.) - continued.</b>		
<b>DAILY UNTIL FURTHER NOTICE - continued</b>		
Leeds City Station	Nos. 1, 2 and 3 platforms	07 30 to 17 00. Painting station roof. Rigging scaffolding and ladders 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 20¼m.p. beneath track level. Plant in use.
Leeds City Station West End	All	07 30 to 16 30. Excavating for water main from Platform 8 to water tank in Motive Power area.
Leeds City and Kirkstall Jn.	All	08 00 to 20 00. Testing signalling cables.
Newlay and Apperley Jn.	All	08 00 to 17 00. Contractors sinking boreholes on both sides of tracks at Bridge No.30A (200m. 59chs.). Portable boring rig in use.
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.
Bingley Jn.	All	08 00 to 18 00. Contractors reconstructing and widening bridge No.49 at 206m.p. Cranes and plant in use.
Bingley Jn.	All	08 00 to 15 30. Alterations to cables and point connections.
Bingley Jn. and Keighley Station Jn.	Down and Up Main	07 30 to 17 00. Contractors building manholes at 209m. 17chs. Mechanical plant in use. <b>Drivers to keep a sharp lookout.</b>
Steeton and Kildwick	All	08 00 to 18 00. Contractors installing pipe through culvert at 215½m.p. Plant in use.
Kildwick and Cononley	All	08 00 to 18 00. Contractors thrust boring under tracks at 217m. 14chs.
<b>SUNDAY 10 FEBRUARY</b>		
Bingley Jn.	All	07 30 to 17 00. Overhauling interlocking. Signal box open.
Keighley Station Jn. and Steeton	Down Main (BLOCKED) Up Main (BETWEEN TRAINS)	03 30 to 18 30. Rerailing, welding, destressing and unloading rails to lineside between 212m. 37chs. and 213½m.p. <b>Single line working over the Up Main. Both signal boxes open.</b>
<b>LEEDS CITY (WORTLEY JN.) TO HARROGATE NORTH</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Wortley Jn. and Horsforth	All	08 00 to 20 00. Testing signalling cables.
Horsforth and Rigton	Down and Up Main	In connection with mechanical pointing in Bramhope Tunnel between 5m. 65chs. and 7m. 76chs. (See Section 'D').
Rigton	All	08 00 to 17 00. Contractors demolishing cottages on Down side at 12m. 14chs. Mechanical plant in use.

## SECTION B

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## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION) - continued</b>		
<b>DAILY UNTIL FURTHER NOTICE - continued</b>		
Bradford Jn. and Manningham Station Jn.	ShIPLEY Goods Yard	08 00 to 16 00. Repairs to bridge No.1 at 206m. 17chs. Scaffolding, trestles and plant in use. Commencing Monday 11 February.
Manningham Station Jn.	<u>All</u>	08 00 to 18 00. <u>Contractors working on</u> reconstruction of <u>bridge No.7</u> at 207m. 61chs. Plant and equipment in use.
Bradford Jn. and Manningham Station Jn.	<u>Down and Up Main</u>	08 00 to 16 00. <u>Repairs to structure</u> at Manningham Junction <u>Signal Gantry</u> at 207m. 64 chs.
Manningham Station Jn. and Bradford Forster Square	All	08 00 to 16 00. Repairs to timber decking and steelwork of footbridge No.9A at 208m. 34 chs.
<b>SUNDAY 10 FEBRUARY</b>		
Bradford Jn. and Manningham Station Jn.	ShIPLEY Goods Yard (BLOCKED)	07 30 to 17 00. Repairs to bridge No.1 at 206m. 17chs. Scaffolding, trestle and plant in use.
<b>SHIPLEY (BRADFORD JN.) TO BINGLEY JN.</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Bingley Jn.	All	08 00 to 15 30. Alterations to cables and point connections.
<b>SUNDAY 10 FEBRUARY</b>		
Bingley Jn.	All	07 30 to 17 00. Overhauling interlocking. Signal box open.
<b>LEEDS CITY TO HULL (PARAGON)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
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 20 $\frac{3}{4}$ 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 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 20m. 50chs. and 10m. 50chs. Ladders and trestles in use.
Leeds City East Jn. and Marsh Lane Jn.	All	07 30 to 16 00. Repairing steelwork at footbridge No.38 at 19m. 59chs. Plant in use. <b>Drivers to give audible warning of approach.</b>
Leeds City and Neville Hill East Jn.	All	08 00 to 16 00. Pointing repairs to bridge No.36 at 19m. 41chs. Material lying about. <b>Drivers to keep a sharp look-out.</b>
Neville Hill West Jn. and Garforth	All	08 00 to 17 00. Contractors site investigating for proposed thrust boring at 17m. 49chs. Boring equipment in use.



**SECTION B - TEMPORARY ENGINEERING WORKS - continued**

At or between	Lines affected	Remarks
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**HULL (WEST PARADE) TO SEAMER WEST - continued**

**DAILY UNTIL FURTHER NOTICE - continued**

Bridlington South	All	08 00 to 16 00. Preparatory work for signalling alterations.
Bridlington Garden Sidings	Up Main and Garden Sidings	08 00 to 16 00. Recovering redundant sidings at 30m. 68chs. Mechanical plant in use.
<b>SATURDAY to SUNDAY 9 to 10 FEBRUARY</b>		
Cherry Tree and Hutton Cranswick	Down and Up Main (BLOCKED)	23 00 (Sat) to 18 00 (Sun). Converting Beverley North Level Crossing to manned barriers at 8m. 62chs. Tamping machines in use between 8¼ and 14½ m.p. Road crane in use. (See Section 'C'). <b>No trains.</b> All signal boxes and gate boxes manned.

**KING GEORGE DOCK TO SALTEND**

**DAILY UNTIL FURTHER NOTICE**

Saltend and King George Dock	Up Main (BLOCKED)	Continuously. Track alterations. (See Section 'C'). <b>Between Eastern Exit Points of Hedon Road Sidings and King George Dock Train Inspectors Office</b> Down trains to travel over New Down Main (North Side of Hedon Road Sidings) and Up trains to travel through 1B Siding. (Hedon Road).
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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 10 FEBRUARY - BETWEEN YORK AND SKELTON JUNCTION

The Up Clifton Goods line will be renamed Up Clifton Loop.

The theatre-type route indicators on Up Main signal No. 221 and on Up Independent signal No. 246 will in future display "L" for this line instead of "G". (9)

## SUNDAY 10 FEBRUARY - BEVERLEY NORTH

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

## DETAILS OF WORK ALREADY CARRIED OUT

## STARBECK

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

A new semaphore arm Up Main Home signal (arm 25ft above rail level) has been provided on the post which formerly carried the Starbeck North Up Main Starting signal (504 yds. before reaching Starbeck signal box). Telephone communication is provided with the signal box.

The existing colour light Up Main Home has become the Starting signal.

The Down Main Starting signal has been abolished.

Amended Item (9)

## CARDIGAN ROAD

The Down and Up Ground Frames have been abolished and all associated points secured in the normal position pending removal. (8)

## STADDLETHORPE - THIS WORK HAS NOT BEEN CARRIED OUT.

## BETWEEN THORNHILL JN. AND CLECKHEATON YTD SIDINGS (MESSRS, CLUGSTON'S)

The Arrival and Departure lines have been slewed between the points leading to Heckmondwike Curve and Cleckheaton to form a Single line for trains travelling to and from Cleckheaton YTD Sidings (Messrs. Clugston's) and will be worked in accordance with "One Train Working" arrangements with a maximum permissible speed of 15 m.p.h. in both directions.

A Train Staff has been provided and when not in use will be kept by the Supervisor in the Up Departure Supervisor's Office at Healey Mills. Trainmen will obtain the Train Staff before departure from Healey Mills to Cleckheaton (Clugston's). On return from Cleckheaton the Staff must be returned to the above Supervisor.

A handsignalman will be on duty for all movements proceeding to Cleckheaton to handsignal the trains past HM.30 signal and to secure the facing points (giving access to Liversedge Oil Terminal) for the passage of the trains.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton on the approach side of overbridge No. 9.

Trainmen arriving from Cleckheaton must telephone the signalman at Healey Mills on arrival at HM.28 signal.

**TRAINS TO AND FROM THE LIVERSEDGE OIL DEPOT WILL NOT BE AFFECTED AND NORMAL SIGNALLING WILL APPLY** (UFN)

NS-27

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

The catch points in the Up Main line at 8m. 13chs. have been secured out of use pending removal. (8)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## LOCAL INSTRUCTIONS

Page 325

## LEEDS CITY TO HULL (PARAGON)

★

Add:-

## LEEDS - MARSH LANE : TILCON LTD. DEPOT

1. Access to Tilcon Marsh Lane Depot is via the Down Goods Loop and Depot Arrival line at Neville Hill. The Depot consists of one long siding and one elevated unloading hopper siding, both with buffer stops. There is a 1 in 82 rising gradient over 100 yards to the unloading line. Wagons will be discharged at the unloading hopper.
2. When propelling into the Depot, drivers must bring their train to a stand with the locomotive opposite the marker board worded "Propelled Trains - Compulsory Locomotive Stop" situated 360 yards from the first set of hand points at the entrance to the yard. The driver must not proceed until authorised to do so by the Guard or other person in charge.
3. After the points have been examined the Guard must signal the train to set back towards the Coal Drop Line (rising gradient). A maximum of 15 wagons must be set back clear, detached and secured. The remaining wagons not exceeding 15, must be drawn forward and set back to the Depot after the guard has obtained authority from the Tilcon representative to propel to the Depot unloading line.
4. A batch of 3 wagons at one time will be discharged. When positioning wagons on the discharge sidings the first three wagons next to the locomotive must be discharged first. The Guard must act in accordance with the instructions given by the Firm's representative during the unloading procedure. On completion of discharge of the first portion, this must be drawn off the unloading line and set back towards the adjacent siding.
5. On completion of discharge of the second portion, the train must be re-coupled and drawn forward to signal No.771 where the Guard must advise the signalman at Leeds that the train is ready to depart. (10D)

## MISCELLANEOUS INSTRUCTIONS

## ★ LEEDS CITY STATION

Commencing 15 00 Saturday 9 February, scaffolding will be erected over and adjacent to Buffer Stop End of No.4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

## ★ ASKERN COLLIERY AND COALITE WORKS

The colliery running at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

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

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRACT BAGHILL STATION**

The Down platform has been 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.**

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

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

**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.

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

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**MO.45/NS**

**York**

**31 JANUARY 1974**

*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 :-"**

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**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****SUNDAY 17 FEBRUARY – HULL YARDS**

The Exchange line between Loaded Mineral Yard and New Inward Yard will be abolished, and all connections at the East and West ends secured out of use in the normal position pending removal. (10)

**DETAILS OF WORK ALREADY CARRIED OUT****BETWEEN YORK AND SKELTON JUNCTION**

The Up Clifton Goods line has been renamed Up Clifton Loop.

The theatre-type route indicators on Up Main signal No. 221 and on Up Independent signal No. 246 now displays "L" for this line instead of "G". (9)

**BEVERLEY NORTH**

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

**STARBECK**

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

A new semaphore arm Up Main Home signal (arm 25ft above rail level) has been provided on the post which formerly carried the Starbeck North Up Main Starting signal (504 yds. before reaching Starbeck signal box). Telephone communication is provided with the signal box.

The existing colour light Up Main Home has become the Starting signal.

The Down Main Starting signal has been abolished. (9)

**CARDIGAN ROAD**

The Down and Up Ground Frames have been abolished and all associated points secured in the normal position pending removal. (8)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN THORNHILL JN. AND CLECKHEATON YTD SIDINGS (MESSRS, CLUGSTON'S)**

The Arrival and Departure lines have been slewed between the points leading to Heckmondwike Curve and Cleckheaton to form a Single line for trains travelling to and from Cleckheaton YTD Sidings (Messrs. Clugston's) and will be worked in accordance with "One Train Working" arrangements with a maximum permissible speed of 15 m.p.h. in both directions.

A Train Staff has been provided and when not in use will be kept by the Supervisor in the Up Departure Supervisor's Office at Healey Mills. Trainmen will obtain the Train Staff before departure from Healey Mills to Cleckheaton (Clugston's). On return from Cleckheaton the Staff must be returned to the above Supervisor.

A handsignalman will be on duty for all movements proceeding to Cleckheaton to handsignal the trains past HM.30 signal and to secure the facing points (giving access to Liversedge Oil Terminal) for the passage of the trains.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton on the approach side of overbridge No. 9.

Trainmen arriving from Cleckheaton must telephone the signalman at Healey Mills on arrival at HM.28 signal.

**TRAINS TO AND FROM THE LIVERSEGE OIL DEPOT WILL NOT BE AFFECTED AND NORMAL SIGNALLING WILL APPLY**  
(U.F.N.)

**RIGTON AND HORSFORTH**

The catch points in the Up Main line at 8 m. 13 chs. have been secured out of use pending removal.  
(8)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox.  
(U.F.N.)



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## LOCAL INSTRUCTIONS

Page 325

## LEEDS CITY TO HULL (PARAGON)

Add:—

## LEEDS – MARSH LANE : TILCON LTD. DEPOT

1. Access to Tilcon Marsh Lane Depot is via the Down Goods Loop and Depot Arrival line at Neville Hill. The Depot consists of one long siding and one elevated unloading hopper siding, both with buffer stops. There is a 1 in 82 rising gradient over 100 yards to the unloading line. Wagons will be discharged at the unloading hopper.
2. When propelling into the Depot, drivers must bring their train to a stand with the locomotive opposite the marker board worded "Propelled Trains – Compulsory Locomotive Stop" situated 360 yards from the first set of hand points at the entrance to the yard. The driver must not proceed until authorised to do so by the Guard or other person in charge.
3. After the points have been examined the Guard must signal the train to set back towards the Coal Drop Line (rising gradient). A maximum of 15 wagons must be set back clear, detached and secured. The remaining wagons not exceeding 15, must be drawn forward and set back to the Depot after the guard has obtained authority from the Tilcon representative to propel to the Depot unloading line.
4. A batch of 3 wagons at one time will be discharged. When positioning wagons on the discharge sidings the first three wagons next to the locomotive must be discharged first. The Guard must act in accordance with the instructions given by the Firm's representative during the unloading procedure. On completion of discharge of the first portion, this must be drawn off the unloading line and set back towards the adjacent siding.
5. On completion of discharge of the second portion, the train must be re-coupled and drawn forward to signal No.771 where the Guard must advise the signalman at Leeds that the train is ready to depart.

(10D)

## MISCELLANEOUS INSTRUCTIONS

## LEEDS CITY STATION

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

## ASKERN COLLIERY AND COALITE WORKS

The colliery running at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

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

**MISCELLANEOUS INSTRUCTIONS – continued**

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRACT BAGHILL STATION**

The Down platform has been 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.**

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

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

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

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**MO.45/NS**  
**York**  
**7 FEBRUARY, 1974**

**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 :-"*

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Shackley & Co

**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 FEBRUARY – YORK STATION (North End)**

The following connections, which form a scissor crossing at the North end of No. 8 Platform will be abolished:-

- No. 8 Platform to Down Scarborough (No. 557 points)
- No. 8 Platform to Up Main (No. 558 points)

All associated signal routes applying to movements via these points reversed, together with ground position light signal No. 299 (Up Scarborough to No. 8 Platform or to Up Main) will be abolished.

The theatre-type route indicator on Fruit Dock 3 aspect signal No. 139 will be abolished and the main aspect will apply towards Station Line "W" only. (11)

**SUNDAY 24 FEBRUARY – BOOTHFERRY ROAD • ✓**

The following ground position light shunting signals will be replaced as follows :-

Old No.	Application	New No.
BR5	Set back – Down Main to Up Main	BR28
BR7	Set back – Up Main to Down Main	BR30
BR18	Up Siding to Up Main or to Up Shunt	BR31
BR20	Up Main to Up Siding	BR33

(11)

**SUNDAY 24 FEBRUARY – HULL LOADED MINERAL**

The Up South Main at Loaded Mineral Yard will be re-routed to connect with No. 1 Reception line at the East End. (11)

**DETAILS OF WORK ALREADY CARRIED OUT****THORN MOOR – DUTCH RIVER AND POTTERS GRANGE •**

Dutch River signal box together with all points worked therefrom has been abolished. The Block Section is now between Thorne Moor and Potters Grange.

**Signalling Alterations**

The Potters Grange Down Main Inner and Outer Distant signals have been abolished, and the Dutch River Down Main Distant is being retained as the Potters Grange Down Distant.

The Dutch River Down Main Starting signal is being retained as the Potters Grange new Down Main first Home and the distance between this signal and the Down Main Distant (former Dutch River Down Distant) is 1,618 yards.

The existing Potters Grange Down Main Home is renamed Down Main second Home (297 yards after passing the first Home).

All other signals formerly worked by Dutch River signal box have been abolished. (New Item) (11)

**HULL YARDS**

The Exchange line between Loaded Mineral Yard and New Inward Yard has been abolished, and all connections at the East and West ends secured out of use in the normal position pending removal. (10)

**BETWEEN YORK AND SKELTON JUNCTION**

The Up Clifton Goods line has been renamed Up Clifton Loop.

The theatre-type route indicators on Up Main signal No. 221 and on Up Independent signal No. 246 now displays "L" for this line instead of "G". (9)

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

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

**STARBECK**

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

A new semaphore arm Up Main Home signal (arm 25ft above rail level) has been provided on the post which formerly carried the Starbeck North Up Main Starting signal (504 yds. before reaching Starbeck signal box). Telephone communication is provided with the signal box.

The existing colour light Up Main Home has become the Starting signal.

The Down Main Starting signal has been abolished. (9)

**\* \* CARDIGAN ROAD**

The Down and Up Ground Frames have been abolished and all associated points secured in the normal position pending removal. (8)

**BETWEEN THORNHILL JN. AND CLECKHEATON YTD SIDINGS (MESSRS, CLUGSTON'S)**

The Arrival and Departure lines have been slewed between the points leading to Heckmondwike Curve and Cleckheaton to form a Single line for trains travelling to and from Cleckheaton YTD Sidings (Messrs. Clugston's) and will be worked in accordance with "One Train Working" arrangements with a maximum permissible speed of 15 m.p.h. in both directions.

A Train Staff has been provided and when not in use will be kept by the Supervisor in the Up Departure Supervisor's Office at Healey Mills. Trainmen will obtain the Train Staff before departure from Healey Mills to Cleckheaton (Clugston's). On return from Cleckheaton the Staff must be returned to the above Supervisor.

A handsignalman will be on duty for all movements proceeding to Cleckheaton to handsignal the trains past HM.30 signal and to secure the facing points (giving access to Liversedge Oil Terminal) for the passage of the trains.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton on the approach side of overbridge No. 9.

Trainmen arriving from Cleckheaton must telephone the signalman at Healey Mills on arrival at HM.28 signal.

**TRAINS TO AND FROM THE LIVERSEDGE OIL DEPOT WILL NOT BE AFFECTED AND NORMAL SIGNALLING WILL APPLY (UFN)**

**\* \* RIGTON AND HORSFORTH**

The catch points in the Up Main line at 8m. 13chs. have been secured out of use pending removal. (8)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUTSYKE JN. SIGNAL BOX – continued**

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**SECTION D****GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)****LOCAL INSTRUCTIONS**

Page 325

**LEEDS CITY TO HULL (PARAGON)**

Add:—

**LEEDS – MARSH LANE : TILCON LTD. DEPOT**

Access to Tilcon Marsh Lane Depot is via the Down Goods Loop and Depot Arrival line at Neville Hill. The Depot consists of one long siding and one elevated unloading hopper siding, both with buffer stops. There is a 1 in 82 rising gradient over 100 yards to the unloading line. Wagons will be discharged at the unloading hopper.

2. When propelling into the Depot, drivers must bring their train to a stand with the locomotive opposite the marker board worded "Propelled Trains – Compulsory Locomotive Stop" situated 360 yards from the first set of hand points at the entrance to the yard. The driver must not proceed until authorised to do so by the Guard or other person in charge.
3. After the points have been examined the Guard must signal the train to set back towards the Coal Drop Line (rising gradient). A maximum of 15 wagons must be set back clear, detached and secured. The remaining wagons not exceeding 15, must be drawn forward and set back to the Depot after the guard has obtained authority from the Tilcon representative to propel to the Depot unloading line.
4. A batch of 3 wagons at one time will be discharged. When positioning wagons on the discharge sidings the first three wagons next to the locomotive must be discharged first. The Guard must act in accordance with the instructions given by the Firm's representative during the unloading procedure. On completion of discharge of the first portion, this must be drawn off the unloading line and set back towards the adjacent siding.
5. On completion of discharge of the second portion, the train must be re-coupled and drawn forward to signal No.771 where the Guard must advise the signalman at Leeds that the train is ready to depart.

(10D)

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

**LEEDS CITY STATION**

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

**ASKERN COLLIERY AND COALITE WORKS**

The colliery running at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRACT BAGHILL STATION**

The Down platform has been 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.

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**



**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS - continued****★ HORBURY STATION JN. COMMENCING 08 00 MONDAY 25 FEBRUARY**

Owing to condition of track, the Down sidings will be secured out of use pending renewal. (11)

**★ WAKEFIELD KIRKGATE. COMMENCING 08 00 MONDAY 25 FEBRUARY**

Owing to condition of track, Normanton Sidings will be secured out of use pending renewal. (11)

**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.

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

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**MO.45/NS**

**York**

**14 FEBRUARY, 1974**

**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 :-"*

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 3 MARCH – YORK STATION**

Y135 Main and Subsidiary Signals Branches Yard to Y172 Signal will be replaced by a Ground position light signal 1 yard nearer to the signal box.

**SUNDAY 3 MARCH – CATTAL**

The Up Distant and Up Home Signals will be repositioned to the left of the single line at the same distance from the signal box.

**SUNDAY 3 MARCH – BELMONT GATE BOX •**

The Up Main Home Signal will be renewed to the left of the Up Main line 32 yards further from the crossing gates, with the signal arm 24 feet above rail level.

**SUNDAY 3 MARCH – HOWDEN •**

The Down Main Home signal will be repositioned 81 yards before reaching the signal box (114 yards nearer) with the arm at a reduced height of 10ft. above rail level.

The Up Main Home signal will be renewed on a straight post 52 yards before reaching the signal box (113 yards nearer), with the arm at a reduced height of 11ft. above rail level. A sighting back-board will be provided. (12)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK STATION (North End)**

The following connections, which formed a scissor crossing at the North end of No.8 Platform have been abolished:-

- No. 8 Platform to Down Scarborough (No. 557 points)
- No. 8 Platform to Up Main (No. 558 points)

All associated signal routes applying to movements via these points reversed, together with ground position light signal No.299 (Up Scarborough to No.8 Platform or to Up Main) have been abolished.

The theatre-type route indicator on Fruit Dock 3 aspect signal No.139 has been abolished and the main aspect applies towards Station Line "W" only. (11)

**BOOTHFERRY ROAD**

The following ground position light shunting signals have been replated as follows:-

Old No.	Application	New No.
BR5	Set back – Down Main to Up Main	BR28
BR7	Set back – Up Main to Down Main	BR30
BR18	Up Siding to Up Main or to Up Shunt	BR31
BR20	Up Main to Up Siding	BR33

(11)

\* \* \* HULL LOADED MINERAL – THIS WORK HAS NOT BEEN CARRIED OUT

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

**THORN MOOR – DUTCH RIVER AND POTTERS GRANGE**

Dutch River signal box together with all points worked therefrom has been abolished. The Block Section is now between Thorne Moor and Potters Grange.

**Signalling Alterations**

The Potters Grange Down Main Inner and Outer Distant signals have been abolished, and the Dutch River Down Main Distant is being retained as the Potters Grange Down Distant.

The Dutch River Down Main Starting signal is being retained as the Potters Grange new Down Main first Home and the distance between this signal and the Down Main Distant (former Dutch River Down Distant) is 1,618 yards.

The existing Potters Grange Down Main Home is renamed Down Main second Home (297 yards after passing the first Home).

All other signals formerly worked by Dutch River signal box have been abolished. (11)

**HULL YARDS**

The Exchange line between Loaded Mineral Yard and New Inward Yard has been abolished, and all connections at the East and West ends secured out of use in the normal position pending removal.(10)

**\*\* BETWEEN YORK AND SKELTON JUNCTION**

The Up Clifton Goods line has been renamed Up Clifton Loop.

The theatre-type route indicators on Up Main signal No. 221 and on Up Independent signal No. 246 now displays "L" for this line instead of "G". (9)

**\*\* BEVERLEY NORTH**

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

**\*\* STARBECK**

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

A new semaphore arm Up Main Home signal (arm 25ft above rail level) has been provided on the post which formerly carried the Starbeck North Up Main Starting signal (504 yds. before reaching Starbeck signal box). Telephone communication is provided with the signal box.

The existing colour light Up Main Home has become the Starting signal.

The Down Main Starting signal has been abolished. (9)

**BETWEEN THORNHILL JN. AND CLECKHEATON YTD SIDINGS (MESSRS, CLUGSTON'S)**

The Arrival and Departure lines have been slewed between the points leading to Heckmondwike Curve and Cleckheaton to form a Single line for trains travelling to and from Cleckheaton YTD Sidings (Messrs. Clugston's) and will be worked in accordance with "One Train Working" arrangements with a maximum permissible speed of 15 m.p.h. in both directions.

A Train Staff has been provided and when not in use will be kept by the Supervisor in the Up Departure Supervisor's Office at Healey Mills. Trainmen will obtain the Train Staff before departure from Healey Mills to Cleckheaton (Clugston's). On return from Cleckheaton the Staff must be returned to the above Supervisor.

A handsignalman will be on duty for all movements proceeding to Cleckheaton to handsignal the trains past HM.30 signal and to secure the facing points (giving access to Liversedge Oil Terminal) for the passage of the trains.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton on the approach side of overbridge No. 9.

Trainmen arriving from Cleckheaton must telephone the signalman at Healey Mills on arrival at HM.28 signal.

**TRAINS TO AND FROM THE LIVERSEDGE OIL DEPOT WILL NOT BE AFFECTED AND NORMAL SIGNALLING WILL APPLY**  
 (UFN)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**SECTION D****GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)****LOCAL INSTRUCTIONS**

Page 325

**LEEDS CITY TO HULL (PARAGON)**

Add:—

**LEEDS – MARSH LANE : TILCON LTD. DEPOT**

1. Access to Tilcon Marsh Lane Depot is via the Down Goods Loop and Depot Arrival line at Neville Hill. The Depot consists of one long siding and one elevated unloading hopper siding, both with buffer stops. There is a 1 in 82 rising gradient over 100 yards to the unloading line. Wagons will be discharged at the unloading hopper.
2. When propelling into the Depot, drivers must bring their train to a stand with the locomotive opposite the marker board worded "Propelled Trains – Compulsory Locomotive Stop" situated 360 yards from the first set of hand points at the entrance to the yard. The driver must not proceed until authorised to do so by the Guard or other person in charge.
3. After the points have been examined the Guard must signal the train to set back towards the Coal Drop Line (rising gradient). A maximum of 15 wagons must be set back clear, detached and secured. The remaining wagons not exceeding 15, must be drawn forward and set back to the Depot after the guard has obtained authority from the Tilcon representative to propel to the Depot unloading line.
4. A batch of 3 wagons at one time will be discharged. When positioning wagons on the discharge sidings the first three wagons next to the locomotive must be discharged first. The Guard must act in accordance with the instructions given by the Firm's representative during the unloading procedure. On completion of discharge of the first portion, this must be drawn off the unloading line and set back towards the adjacent siding.
5. On completion of discharge of the second portion, the train must be re-coupled and drawn forward to signal No.771 where the Guard must advise the signalman at Leeds that the train is ready to depart.

(10D)

**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****WORKING MANUAL B.R.30054/3 INSTRUCTION E2/17 PINK PAGES**

The following amendment to instruction E2/17 applies on and from 4 March, 1974.

"E2/17 The following instructions must be strictly observed by guards and/or shunters when placing vehicles into depots or refineries owned or leased by oil companies:-

1. Remove tail lamp.
2. Remove brake van, if stove alight.
3. Leave Bardic handlamp outside the depot.
4. Obtain authority of **DEPOT SUPERVISOR** that it is safe and in order to move train into the depot.
5. Check that points are correctly set for the siding into which the vehicles are to be placed, and position the train as required by the **DEPOT SUPERVISOR**.
6. Do not take the locomotive past the "locomotive stop" board unless specially authorised to do so by the **DEPOT SUPERVISOR**.
7. After positioning train obtain **DEPOT SUPERVISOR'S** authority to enter depot to check that all rail car buffers are uncompressed and apply handbrakes to the first three rail cars inside the siding gate, in the case of sidings with an outlet at each end handbrakes must be applied on the three tanks at each end of the train.
8. Detach and withdraw locomotive clear of Depot activities (outside gates, where provided, which will be locked by Depot staff) before charging/discharging commences. The locomotive must not re-enter the Depot except under the conditions set out in Instruction 10 below.
9. Ensure the **DEPOT SUPERVISOR** protects the train by displaying a red flag, red disc or red light on or over the end rail car/s during the time the locomotive is detached. In the case of sidings with an outlet at each end, the red flag, red disc or red light must be exhibited at both ends of the train.
10. Before locomotive is reattached to the train obtain from **DEPOT SUPERVISOR** "Certificate of Readiness" confirming that charging/discharging is complete, all valves and hatch covers on the tanks have been closed and secured, and that it is safe for the train to be removed from the Depot.
11. Do not move a train within a depot unless the permission of the **DEPOT SUPERVISOR** is first obtained."

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued  
WORKING MANUAL B.R.30054/3 INSTRUCTION E2/17 PINK PAGES - continued

<b>CERTIFICATE OF READINESS</b>		B.R. ....
		Serial No. ....
<b>TERMINAL</b> _____		
<b>DATE</b> _____		
<p>TRAIN READY FOR COLLECTION BY BRITISH RAIL.          ALL CONNECTIONS REMOVED, ALL VALVES AND MANLIDS CLOSED          AND IN GOOD CONDITION.          *GATES UNLOCKED AND OPEN.</p>		
SIGNED _____		
COMPANY REPRESENTATIVE		
TRAIN ACCEPTED FROM COMPANY		
TRAIN TITLE _____		
SIDING NO. _____		
SIGNED _____		
B.R. GRADE _____		
TIME CERTIFICATE ACCEPTED _____	HRS.	
TOP COPY TO BE REMOVED AND RETAINED BY B.R.		
SECOND COPY RETAINED BY COMPANY.		

\* Delete if not applicable.

**MISCELLANEOUS INSTRUCTIONS**

**LEEDS CITY STATION**

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.  
This will result in restricted clearance.

**ASKERN COLLIERY AND COALITE WORKS**

The colliery running at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

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

**MISCELLANEOUS INSTRUCTIONS - continued**

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRACT BAGHILL STATION**

The Down platform has been 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.**

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**HORBURY STATION JN.**

Owing to condition of track, the Down sidings have been secured out of use pending renewal. (11)

**WAKEFIELD KIRKGATE**

Owing to condition of track, Normanton Sidings have been secured out of use pending renewal. (11)

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****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
Healey Mills M.P.D.	Repairing locomotive washing plant	Until further notice	Monday 4 March

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

**MO.45/NS**  
**York**  
**21 FEBRUARY, 1974**

**F.J. BURGE**  
**Chief Operating Manager**

*Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-*

*"NILE SIG. NOTICE NS No :-"*



**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 10 MARCH : YORK STATION**

The theatre-type route indicator on Y136 subsidiary signal will be abolished.

**HALIFAX CHURCH STREET COAL YARD**

Arrangements are being made for sidings 4, 5 and 6 to be shortened by 100 yards each to form coal stacking area. (13)

**DETAILS OF WORK ALREADY CARRIED OUT****YORK STATION**

Y135 Main and Subsidiary Branches Yard to Y172 Signal have been replaced by a Ground position light signal 1 yard nearer to the signal box.

**CATTAL**

The Up Distant and Up Home Signals have been repositioned to the left of the single line at the same distance from the signal box.

**BELMONT GATE BOX**

The Up Main Home Signal has been renewed to the left of the Up Main line 32 yards further from the crossing gates, with the signal arm 24 feet above rail level.

**HOWDEN**

The Down Main Home signal has been repositioned 81 yards before reaching the signal box (114 yards nearer) with the arm at a reduced height of 10 ft. above rail level.

The Up Main Home signal has been renewed on a straight post 52 yards before reaching the signal box (113 yards nearer) with the arm at a reduced height of 11 ft. above rail level. A sighting back-board has been provided. (12)

**YORK STATION (North End)**

The following connections, which formed a scissor crossing at the North end of No.8 Platform have been abolished:-

No. 8 Platform to Down Scarborough (No. 557 points)

No. 8 Platform to Up Main (No. 558 points)

All associated signal routes applying to movements via these points reversed, together with ground position light signal No.229 (Up Scarborough to No.8 Platform or to Up Main) have been abolished.

The theatre-type route indicator on Fruit Dock 3 aspect signal No.139 has been abolished and the main aspect applies towards Station Line "W" only. (Amended Item) (11)

**BOOTHFERRY ROAD**

The following ground position light shunting signals have been replated as follows:-

Old No.	Application	New No.
BR5	Set back - Down Main to Up Main	BR28
BR7	Set back - Up Main to Down Main	BR30
BR18	Up Siding to Up Main or to Up Shunt	BR31
BR20	Up Main to Up Siding	BR33

(11)

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****THORN MOOR - DUTCH RIVER AND POTTERS GRANGE**

Dutch River signal box together with all points worked therefrom has been abolished. The Block Section is now between Thorne Moor and Potters Grange.

**Signalling Alterations**

The Potters Grange Down Main Inner and Outer Distant signals have been abolished, and the Dutch River Down Main Distant is being retained as the Potters Grange Down Distant.

The Dutch River Down Main Starting signal is being retained as the Potters Grange new Down Main first Home and the distance between this signal and the Down Main Distant (former Dutch River Down Distant) is 1,618 yards.

The existing Potters Grange Down Main Home is renamed Down Main second Home (297 yards after passing the first Home).

All other signals formerly worked by Dutch River signal box have been abolished.

(11)

**\* HULL YARDS**

The Exchange line between Loaded Mineral Yard and New Inward Yard has been abolished, and all connections at the East and West ends secured out of use in the normal position pending removal. (10)

**BETWEEN THORNHILL JN. AND CLECKHEATON YTD SIDINGS (MESSRS. CLUGSTON'S)**

The Arrival and Departure lines have been slewed between the points leading to Heckmondwike Curve and Cleckheaton to form a Single line for trains travelling to and from Cleckheaton YTD Sidings (Messrs. Clugston's) and will be worked in accordance with "One Train Working" arrangements with a maximum permissible speed of 15 m.p.h. in both directions.

A Train Staff has been provided and when not in use will be kept by the Supervisor in the Up Departure Supervisor's Office at Healey Mills. Trainmen will obtain the Train Staff before departure from Healey Mills to Cleckheaton (Clugston's). On return from Cleckheaton the Staff must be returned to the above Supervisor.

A handsignalman will be on duty for all movements proceeding to Cleckheaton to handsignal the trains past HM.30 signal and to secure the facing points (giving access to Liversedge Oil Terminal) for the passage of the trains.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton on the approach side of overbridge No. 9.

Trainmen arriving from Cleckheaton must telephone the signalman at Healey Mills on arrival at HM.28 signal.

**TRAINS TO AND FROM THE LIVERSEGE OIL DEPOT WILL NOT BE AFFECTED AND NORMAL SIGNALLING WILL APPLY**

(U.F.N.)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox.

(U.F.N.)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS INSTRUCTIONS

## LEEDS CITY STATION

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

## ASKERN COLLIERY AND COALITE WORKS

The colliery running at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

## RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

## 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.**

## PONTEFRAC T BAGHILL STATION

The Down platform has been 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.

## 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.**

## GREETLAND AND DRYCLOUGH JUNCTION

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

## HORBURY STATION JN.

Owing to condition of track, the Down sidings have been secured out of use pending renewal. (11)

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

**WAKEFIELD KIRKGATE**

Owing to condition of track, Normanton Sidings have been secured out of use pending renewal. (11)

**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
Héaley Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.	Until further notice	

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

MO.45/NS  
York  
28 FEBRUARY, 1974

F.J. BURGE  
Chief Operating Manager

*Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-*

*"NILE SIG. NOTICE NS No :-"*

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY to MONDAY 16 to 18 MARCH – YORK STATION (NORTH END)**

The following points and connections will be abolished:—

No.514 points – No.16 Platform line to Up Station Line "X"

No.516 points – No.14 Platform line to Up Station line "X"

No.517 points – No.15 Platform line to Up Station line "X"

All associated signal routes applying to movements via 514 & 517 points reverse and 516 normal will be abolished. (14)

**SUNDAY 17 MARCH : BRAMWITH**

The Up Main starting signal will be abolished.

**Stainforth Road Crossing**

All signals operated from Stainforth Road Gate Box will be abolished. The level crossing gates will be replaced by Automatic Half Barriers with flashing road signals. Whistle boards will be sited at 70 and 120 yards on the approach sides of the crossing. (14)

**SUNDAY 17 MARCH – DONCASTER NORTH**

Down Main 2 – aspect colour light signal DN7 (applying towards Leeds:– Junction Indicator position '1'; towards York; or towards Grimsby:– Junction Indicator position '4'), will be repositioned 6 yards further north. (14)

**HALIFAX CHURCH STREET COAL YARD**

Arrangements are being made for sidings 4, 5 and 6 to be shortened by 100 yards each to form coal stacking area. (13)

**DETAILS OF WORK ALREADY CARRIED OUT****THORNHILL UP SIDINGS**

Nos.1 & 2 Up Sidings have been secured out of use pending removal.

The Up Sidings shunt neck has been shortened by 160 yards pending renewal and temporary stop-block erected. The Sidings end points of the trailing connection leading from the Up Fast have been retained as trap points. (New Item) (14)

**THORNHILL JUNCTION TO CLECKHEATON**

Down Branch Siding has been shortened by 80 yards pending renewal, and temporary stop-block erected. (New Item) (14)

**WAKEFIELD CARRIAGE SIDINGS**

No.3 Carriage Sidings and Crossover between Nos. 2 and 3 Carriage Sidings have been secured out of use pending renewal. (New Item) (14)

**SECTION C — SIGNALLING AND PERMANENT WAY ALTERATIONS — continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****BETWEEN DEARNE VALLEY NORTH JN. AND GRIMETHORPE COLLIERY**

The catch points in the Down Dearne Valley North (Grimethorpe) Branch at 56m. 45chs. (situated 1,717 yards before reaching DG173 signal) have been secured out of use pending replacement by plain line.  
(New item) (14)

**SOWERBY BRIDGE UP SIDINGS**

No. 1 Siding and the Wall Siding have been secured out of use pending removal. (14)

**YORK STATION**

The theatre-type route indicator on Y136 subsidiary signal has been abolished.

**YORK STATION**

Y135 Main and Subsidiary Branches Yard to Y172 Signal have been replaced by a Ground position light signal 1 yard nearer to the signal box.

**CATTAL**

The Up Distant and Up Home Signals have been repositioned to the left of the single line at the same distance from the signal box.

**BELMONT GATE BOX**

The Up Main Home Signal has been renewed to the left of the Up Main line 32 yards further from the crossing gates, with the signal arm 24 feet above rail level.

**HOWDEN**

The Down Main Home signal has been repositioned 81 yards before reaching the signal box (114 yards nearer) with the arm at a reduced height of 10 ft. above rail level.

The Up Main Home signal has been renewed on a straight post 52 yards before reaching the signal box (113 yards nearer) with the arm at a reduced height of 11 ft. above rail level. A sighting back-board has been provided. (12)

**\* YORK STATION (North End)**

The following connections, which formed a scissor crossing at the North end of No.8 Platform have been abolished:—

No. 8 Platform to Down Scarborough (No. 557 points)

No. 8 Platform to Up Main (No. 558 points)

All associated signal routes applying to movements via these points reversed, together with ground position light signal No.229 (Up Scarborough to No.8 Platform or to Up Main) have been abolished.

The theatre-type route indicator on Fruit Dock 3 aspect signal No.139 has been abolished and the main aspect applies towards Station Line "W" only. (11)

**\*\* BOOTHFERRY ROAD**

The following ground position light shunting signals have been replated as follows:—

Old No.	Application	New No.
BR5	Set back — Down Main to Up Main	BR28
BR7	Set back — Up Main to Down Main	BR30
BR18	Up Siding to Up Main or to Up Shunt	BR31
BR20	Up Main to Up Siding	BR33

(11)

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

**\* \* THORN MOOR - DUTCH RIVER AND POTTERS GRANGE**

Dutch River signal box together with all points worked therefrom has been abolished. The Block Section is now between Thorne Moor and Potters Grange.

**Signalling Alterations**

The Potters Grange Down Main Inner and Outer Distant signals have been abolished, and the Dutch River Down Main Distant is being retained as the Potters Grange Down Distant.

The Dutch River Down Main Starting signal is being retained as the Potters Grange new Down Main first Home and the distance between this signal and the Down Main Distant (former Dutch River Down Distant) is 1,618 yards.

The existing Potters Grange Down Main Home is renamed Down Main second Home (297 yards after passing the first Home).

All other signals formerly worked by Dutch River signal box have been abolished.

(11)

**BETWEEN THORNHILL JN. AND CLECKHEATON YTD SIDINGS (MESSRS. CLUGSTON'S)**

The Arrival and Departure lines have been slewed between the points leading to Heckmondwike Curve and Cleckheaton to form a Single line for trains travelling to and from Cleckheaton YTD Sidings (Messrs Clugston's) and will be worked in accordance with "One Train Working" arrangements with a maximum permissible speed of 15 m.p.h. in both directions.

A Train Staff has been provided and when not in use will be kept by the Supervisor in the Up Departure Supervisor's Office at Healey Mills. Trainmen will obtain the Train Staff before departure from Healey Mills to Cleckheaton (Clugston's). On return from Cleckheaton the Staff must be returned to the above Supervisor.

A handsignalman will be on duty for all movements proceeding to Cleckheaton to handsignal the trains past HM.30 signal and to secure the facing points (giving access to Liversedge Oil Terminal) for the passage of the trains.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton on the approach side of overbridge No. 9.

Trainmen arriving from Cleckheaton must telephone the signalman at Healey Mills on arrival at HM.28 signal.

**TRAINS TO AND FROM THE LIVERSEEDGE OIL DEPOT WILL NOT BE AFFECTED AND NORMAL SIGNALLING WILL APPLY**

(U.F.N.)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox.

(U.F.N.)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS INSTRUCTIONS

## LEEDS CITY STATION

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

## ASKERN COLLIERY AND COALITE WORKS

The colliery running at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

## RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing!**

## 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.**

## PONTEFRACT BAGHILL STATION

The Down platform has been 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.**

## 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.**

## GREETLAND AND DRYCLOUGH JUNCTION

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

## \* HORBURY STATION JN.

Owing to condition of track, the Down sidings have been secured out of use pending renewal. (11)



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS INSTRUCTIONS - continued

\*  
\*\* WAKEFIELD KIRKGATE

Owing to condition of track, Normanton Sidings have been secured out of use pending renewal. (11)

## 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
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.	Until further notice	

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

MO. 45/NS

York

7 MARCH, 1974

F.J. BURGE

Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS No :-"

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY to MONDAY 23 to 25 MARCH – YORK STATION (NORTH END)**

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

**No.151** (Situated at 511 points) applying – No.15 Platform line towards Down Station line "W" 176 signal.

**No.153/154** (Situated 103 yards north of the passenger footbridge) and applying (No.153) to Up direction movements along No.14 platform line or (No.154), towards Up Station line "X" No.178 signal.

**No.174** (Situated near 529 points) and applying – Up Station line "X" towards No.14 Platform line.

**Alterations to Running Signals**

The theatre-type route indicator associated with No.15 Platform line signal **No.148** (situated directly under the passenger footbridge) will be abolished. The signal route from the associated position light subsidiary towards former No.151 signal will be extended to Down Station line "W" No.176 signal.

A route indication letter "X" will be added to the theatre-type route indicator on No.14 Platform line signal **No.152** (Situated directly under the passenger footbridge) and this will apply in conjunction with the main aspect towards Up Station line "X" No.191 signal. An additional signal route towards No.176 signal will be added to the associated subsidiary signal and the signal route from this subsidiary towards former signal No.154 will be extended to No.178 signal.

The signal route from the subsidiary on Up Station line "X" signal **No.192** towards former No.174 signal will be extended to No.14 Platform No.95 signal.

**Alterations to ground position light shunting signals**

The signal route from Middle Road signal **No.149** towards former signal No.151 will be extended to No.176 signal.

The signal route from Down Station line "W" **No.175** signal towards former 174 signal will be extended to No.14 platform No.95 signal. (15/16)

**SUNDAY 24 MARCH – HULL YARDS – DAIRYCOATES WEST TO HESSLE HAVEN**

New Inward Yard will be closed.

**Hull Yards**

The crossover at the east end of Hull Yards (8 section to 3 section neck) will be repositioned at the west end to allow the Up South Main at Loaded Mineral to be rerouted to connect with Sidings 12-4 at the east end.

No.3 and No.4 sections will be stop-blocked at the East end. (15/16)

**HALIFAX CHURCH STREET COAL YARD**

Arrangements are being made for sidings 4, 5 and 6 to be shortened by 100 yards each to form coal stacking area. (13)

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

## DETAILS OF WORK ALREADY CARRIED OUT

**YORK STATION (NORTH-END)**

The following points and connections have been abolished :-

No.514 points – No.16 Platform line to Up Station Line "X"

No.516 points – No.14 Platform line to Up Station line "X"

No.517 points – No.15 Platform line to Up Station line "X"

All associated signal routes applying to movements via 514 & 517 points reverse and 516 normal have been abolished. (14)

**BRAMWITH**

The Up Main starting signal has been abolished.

**Stainforth Road Crossing**

All signals operated from Stainforth Road Gate Box have been abolished. The level crossing gates have been replaced by Automatic Half Barriers with flashing road signals. Whistle boards have been sited at 70 and 120 yards on the approach sides of the crossing (14)

**DONCASTER NORTH**

Down Main 2 – aspect colour light signal DN7 (applying towards Leeds:- Junction indicator position '1', towards York; or towards Grimsby:- Junction Indicator position '4'), has been repositioned 6 yards further north. (14)

**THORNHILL UP SIDINGS**

Nos.1 & 2 Up Sidings have been secured out of use pending removal.

The Up Sidings shunt neck has been shortened by 160 yards pending renewal and temporary stop-block erected. The Sidings end points of the trailing connection leading from the Up Fast have been retained as trap points. (14)

**THORNHILL JUNCTION TO CLECKHEATON**

Down Branch Siding has been shortened by 80 yards pending renewal, and temporary stop-block erected. (14)

**WAKEFIELD CARRIAGE SIDINGS**

No.3 Carriage Sidings and Crossover between Nos. 2 and 3 Carriage Sidings have been secured out of use pending renewal. (14)

**BETWEEN DEARNE VALLEY NORTH JN. AND GRIMETHORPE COLLIERY**

The catch points in the Down Dearne Valley North (Grimethorpe) Branch at 56m. 45chs. (situated 1,717 yards before reaching DG173 signal) have been secured out of use pending replacement by plain line. (14)

**SOWERBY BRIDGE UP SIDINGS**

No.1 Siding and the Wall Siding have been secured out of use pending removal. (14)

**\*\*YORK STATION**

The theatre-type route indicator on Y136 subsidiary signal has been abolished.

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

Y135 Main and Subsidiary Branches Yard to Y172 Signal have been replaced by a Ground position light signal 1 yard nearer to the signal box.

**\*\* CATTAL**

The Up Distant and Up Home Signals have been repositioned to the left of the single line at the same distance from the signal box.

**\*\* BELMONT GATE BOX**

The Up Main Home Signal has been renewed to the left of the Up Main line 32 yards further from the crossing gates, with the signal arm 24 feet above rail level.

**\*\* HOWDEN**

The Down Main Home signal has been repositioned 81 yards before reaching the signal box (114 yards nearer) with the arm at a reduced height of 10 ft. above rail level.

The Up Main Home signal has been renewed on a straight post 52 yards before reaching the signal box (113 yards nearer) with the arm at a reduced height of 11 ft. above rail level. A sighting back-board has been provided. (12)

**BETWEEN THORNHILL JN. AND CLECKHEATON YTD SIDINGS (MESSRS. CLUGSTON'S)**

The Arrival and Departure lines have been slewed between the points leading to Heckmondwike Curve and Cleckheaton to form a Single line for trains travelling to and from Cleckheaton YTD Sidings (Messrs. Clugston's) and will be worked in accordance with "One Train Working" arrangements with a maximum permissible speed of 15 m.p.h. in both directions.

A Train Staff has been provided and when not in use will be kept by the Supervisor in the Up Departure Supervisor's Office at Healey Mills. Trainmen will obtain the Train Staff before departure from Healey Mills to Cleckheaton (Clugston's). On return from Cleckheaton the Staff must be returned to the above Supervisor.

A handsignalman will be on duty for all movements proceeding to Cleckheaton to handsignal the trains past HM.30 signal and to secure the facing points (giving access to Liversedge Oil Terminal) for the passage of the trains.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton on the approach side of overbridge No. 9.

Trainmen arriving from Cleckheaton must telephone the signalman at Healey Mills on arrival at HM.28 signal.

**TRAINS TO AND FROM THE LIVERSEDGE OIL DEPOT WILL NOT BE AFFECTED AND NORMAL SIGNALLING WILL APPLY (UFN)**

**SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued****DETAILS OF WORK ALREADY CARRIED OUT — continued****CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ★ ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

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 18

## DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.

Between York and Skelton

Delete:—

TCB(G) →

Add:—

TCB

## ★ ALTERATIONS TO GENERAL APPENDIX

Page V

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S

Add:—

Staff working on Outside of Trains Stopped on Running lines

Page

3

Page 3

Add:—

## STAFF WORKING ON OUTSIDE OF TRAINS STOPPED ON RUNNING LINES

Should it be necessary for staff to work on the outside of a train in a position where they would be exposed to danger from trains passing on adjoining line(s), and a Lookoutman is not available, the staff concerned should advise the Signaller of the circumstances and request him to stop and caution trains on adjoining lines.

On receipt of such advice, the Signaller must ascertain the precise location of the train and the line(s) on which trains require to be cautioned. He must then stop each train proceeding on the adjoining lines, advise the Driver of the circumstances and the location of the train and instruct him to proceed cautiously past it. If a train(s) is approaching which it is not possible for the Signaller to caution, he must so advise the person making the request and the latter must not allow the work to commence until such trains have passed.

If the Signaller receiving the request does not control the protecting signal for any of the adjoining lines involved, he must immediately consult the other Signaller and obtain his assurance that he will caution trains on the line(s) concerned. He must also ascertain from the other Signaller whether any train is approaching which cannot be cautioned and, if so, the person making the request must be so informed.

When work on the train has been completed, the staff concerned must advise the Signaller and normal working must then be resumed. Where necessary, the Signaller must advise the other Signaller concerned.

The Signaller must make appropriate entries in the Train Register.

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

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

---

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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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 18

## DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.

Between York and Skelton

Delete:—

Add:—



## ★ ALTERATIONS TO GENERAL APPENDIX

Page V

INDEX  
S

Page

Add:—

Staff working on Outside of Trains Stopped on Running lines

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Page 3

Add:—

## STAFF WORKING ON OUTSIDE OF TRAINS STOPPED ON RUNNING LINES

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On receipt of such advice, the Signaller must ascertain the precise location of the train and the line(s) on which trains require to be cautioned. He must then stop each train proceeding on the adjoining lines, advise the Driver of the circumstances and the location of the train and instruct him to proceed cautiously past it. If a train(s) is approaching which it is not possible for the Signaller to caution, he must so advise the person making the request and the latter must not allow the work to commence until such trains have passed.

If the Signaller receiving the request does not control the protecting signal for any of the adjoining lines involved, he must immediately consult the other Signaller and obtain his assurance that he will caution trains on the line(s) concerned. He must also ascertain from the other Signaller whether any train is approaching which cannot be cautioned and, if so, the person making the request must be so informed.

When work on the train has been completed, the staff concerned must advise the Signaller and normal working must then be resumed. Where necessary, the Signaller must advise the other Signaller concerned.

The Signaller must make appropriate entries in the Train Register.



**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS****★ HARROGATE STATION**

Commencing 07 00 Monday 25 March. Contractors will be demolishing the station roof above the Up platform and Up Bay line.

**Drivers to keep a sharp lookout and be prepared to work to Handsignalman's instructions.**

**LEEDS CITY STATION**

Shedding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain in place while repairs are carried out to City House.

This will result in restricted clearance.

**ASKERN COLLIERY AND COALITE WORKS**

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chs in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRAC T BAGHILL STATION**

The Down platform has been temporarily shortened by approximately 70 yards at the Ferrybridge end for facing and rebuilding platform. Drivers of Down stopping trains must be prepared to stop short of the marker provided.

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

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

**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
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.	Until further notice	

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

MO.45/NS  
York  
14 MARCH, 1974

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 31 MARCH – BETWEEN LOW MOOR AND THORNHILL JUNCTION

The Cleckheaton branch will be re-opened for through traffic.

At 1m. 11½chs. (Healey Mills 329 points), the double line will converge into a single line worked in both directions to and from Low Moor; and this will be formed by sluing together the former Down and Branch lines. The redundant sections will be removed.

The signalling of the single line will be controlled by track circuit occupation and the instructions on page 268 of the Northern Sectional Appendix so far as they apply.

The new signalling arrangement will be as shown on the diagram included in this notice and as shown in the list below :-

Description of Signals. HM – Healey Mills LM – Low Moor

## Up Bradford Direction

Signal No.	Location	Aspect	Application to or towards
HM31 (existing)	all 3 aspects will be brought into use, and the associated position light subsidiary removed.		
HM29	200 yards before reaching 329 points. (Double to Single line)	M	From double to single line.
HM25 (Also controlled for Low Moor direction only)	(250 yards before reaching 330 points leading to Heckmondwyke Curve)	M Position "4" Jn. Indicator	Up Bradford Branch single line. Liversedge Oil Depot (Heckmondwyke Curve).
LM732R (2-aspect Distant)			LM732
LM732	544 yards before reaching the connections at Low Moor	M	Up Main LM. 734

## Down Bradford Direction

LM733 (Existing) the yellow aspects will be taken out of use.

HM28R (2-aspect distant)

HM28

HM28

M

HM30

HM30

M

HM32

HM32 (Existing)

HM27

Down Heckmondwyke Curve

HM30

Trap points will be provided in the Up Siding line to Branch connections and in the Run-round line to Branch connections.

Run-back catch points will be provided in the Up Bradford line 702 yards before reaching HM29 signal.

## New Ground Frames

The connection leading from the single line to the Stone Sidings at Cleckheaton will be 2½ miles from Low Moor signal box.

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK REFERRED TO IN SECTION B-continued****SUNDAY 31 MARCH-BETWEEN LOW MOOR AND THORNHILL JUNCTION-continued****New Ground Frames-continued**

Signal No.	Location	Aspect	Application to or towards
	The connection leading from the Single line to the C.C.E. Tamper Sidings will be 1,066 yards from Low Moor signal box.		
	Each ground frame will be released from Low Moor, and telephone communication will be provided to that signal box.		
	See also diagram included in this notice.		(17)

**THURSDAY 4 APRIL-GASCOIGNE WOOD**

The Disc Signal reading-Shunt Line to Goods Siding will be repositioned to the right hand side of the Shunt Line 9 yards nearer to the signal box. (17)

**DETAILS OF WORK ALREADY CARRIED OUT****\*\* HALIFAX CHURCH STREET COAL YARD**

Arrangements are being made for sidings 4, 5 and 6 to be shortened by 100 yards each to form coal stacking area. (13)

**YORK STATION : NORTH END**

Since the start of 1974 certain points, signal routes, signals, and theatre type route indicators have been abolished and new signal routes on existing signals have been brought into use. In order to assist Trainmen in following these alterations a comprehensive list is shown below including all work carried out up to 31 March.

M = Main S = Subsidiary

The following points have been abolished and replaced by plain line :-

- Waterworks Crossing to Down Scarborough Goods or Up Scarborough Goods (510).
- Middle Road to Platform 14 (512).
- Platform 16 to Waterworks Crossing (514).
- Platform 14 to Up Station Line "X" or Waterworks Crossing (516).
- Platform 15 to Down Station Line "W" or Waterworks Crossing (517).
- Platform 15 or Platform 16 to Up Station Line "X" (518).
- Up Main to Down Main (521).
- Platform 8 to Down Scarborough (557).
- Platform 8 to Up Main (558)
- Down Scarborough to Waterworks Crossing (559).

The following signals have been abolished :-

- 151 (S), 153 (S), 154 (S), 155 (S), 156 (S), 174 (S), 223 (S), 229 (S).

The theatre type route indicators on the following signals have been abolished :-

- 139, 136, 146 and 148.

**Signal Routes Abandoned on Existing Signals**

Signal	Indication	Destination/Description
135 (M)	-	Branches Yard to 243 Signal (Down Scarborough).
135 (S)	-	Branches Yard to 240 Signal (Down Scarborough).
136 (M)	S	Down Scarborough Goods to 243 Signal (Down Scarborough).
136 (S)	-	Down Scarborough Goods to 240 Signal (Down Scarborough).

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## YORK STATION : NORTH END-continued

## Signal Routes Abandoned on Existing Signals-continued

Signal	Indication	Destination/Description
139 (M)	M	Fruit Dock/Sidings to DO Signal (Down Main).
139 (M)	S	Fruit Dock/Sidings to 243 Signal. (Down Scarborough).
143 (S)	-	Up Scarborough Goods to 240 Signal (Down Scarborough).
146 (M)	S	Platform 16 to 243 Signal (Down Scarborough).
146 (S)	-	Platform 16 to 178 Signal (Up Station Line "X").
146 (S)	-	Platform 16 to 240 Signal (Down Scarborough)
148 (M)	S	Platform 15 to 243 Signal (Down Scarborough)
148 (S)	-	Platform 15 to 151 Signal (Platform 15)
149 (S)	-	Middle Road to 151 Signal (Platform 15)
149 (S)	-	Middle Road to 154 Signal (Platform 14)
152 (M)	S	Platform 14 to 243 Signal (Down Scarborough)
152 (S)	-	Platform 14 to 154 Signal (Platform 14)
165 (M)	M	Up Main to 168 Signal (Down Main)
165 (S)	-	Up Main to 168 Signal (Down Main)
165 (S)	-	Up Main to 240 Signal (Down Scarborough)
165 (S)	-	Up Main to 169 Signal
167 (S)	-	Down Main to 132 Signal (Up Main)
169 (S)	-	Up Main to 228 Signal (Platform 8)
170 (M)	S	Platform 8 to 243 Signal (Down Scarborough)
175 (S)	-	Down Station Line "W" to 174 Signal (Up Station Line "X")
192 (M)	16	Up Station Line "X" to 915 Signal (Platform 16)
192 (M)	15	Up Station Line "X" to 92 Signal (Platform 15)
192 (S)	-	Up Station Line "X" to 174 Signal (Up Station Line "X")
193 (M)	M	Down Main to 132 Signal (Up Main)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****YORK STATION : NORTH END—continued****Signal Routes Abandoned on Existing Signals—continued**

Signal	Indication	Destination/Description
200 (S)	—	Down Main to DO Signal (Down Main)
221 (M)	G	Up Main to 177 Signal (Up Goods)
226 (S)	—	Platform 8 to 240 Signal (Down Scarborough)
227 (S)	—	Down Scarborough to 225 Signal (Platform 8)
244 (M)	G	Up Scarborough to YY51 Signal (Up Scarborough Goods).
244 (M)	16	Up Scarborough to 91 Signal (Platform 16).
244 (M)	15	Up Scarborough to 92 Signal (Platform 15).
244 (M)	14	Up Scarborough to 95 Signal (Platform 14).
244 (M)	8	Up Scarborough to 225 Signal (Platform 8).
244 (M)	M	Up Scarborough to 132 Signal (Up Main).
246 (M)	G	Up Main to 177 Signal (Up Goods).

**NEW SIGNAL ROUTES ON EXISTING SIGNALS**

148 (S)	—	Platform 15 to 176 signal (Down Station line W).
152 (M)	X	Platform 14 to 191 signal (Up Station line X).
152 (S)	—	Platform 14 to 176 signal (Down Station line W).
175 (S)	—	Down Station line W to 95 signal (Platform 14).
149 (S)	—	Middle Road to 176 signal (Down Station line W).
192 (S)	—	Up Station line X to 95 signal (Platform 14).
200 (M)	—	Down Main to DO signal (Down Main).
221 (M)	L	Up Main to 177 signal (Up Clifton Loop).
246 (M)	L	Bank Loop to 177 signal (Up Clifton Loop).

**(AMENDED ITEM)**

**HULL YARDS – DAIRYCOATES WEST TO HESSLE HAVEN**

New Inward Yard has been closed.

**Hull Yards**

The crossover at the east end of Hull Yards (8 section to 3 section neck) has been repositioned at the west end to allow the Up South Main at Loaded Mineral to be rerouted to connect with Sidings 12-4 at the east end.

No.3 and No.4 sections have been stop-blocked at the East end.

(15/16)

**BRAMWITH**

The Up Main starting signal has been abolished.

**Stainforth Road Crossing**

All signals operated from Stainforth Road Gate Box have been abolished. The level crossing gates have been replaced by Automatic Half Barriers with flashing road signals. Whistle boards have been sited at 70 and 120 yards on the approach sides of the crossing

(14)

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

Down Main 2 — aspect colour light signal DN7 (applying towards Leeds:- Junction Indicator position '1', towards York; or towards Grimsby:- Junction Indicator position '4'), has been repositioned 6 yards further north. (14)

**THORNHILL UP SIDINGS**

Nos.1 & 2 Up Sidings have been secured out of use pending removal.

The Up Sidings shunt neck has been shortened by 160 yards pending renewal and temporary stop-block erected. The Sidings end points of the trailing connection leading from the Up Fast have been retained as trap points. (14)

**THORNHILL JUNCTION TO CLECKHEATON**

Down Branch Siding has been shortened by 80 yards pending renewal, and temporary stop-block erected. (14)

**WAKEFIELD CARRIAGE SIDINGS**

No.3 Carriage Sidings and Crossover between Nos. 2 and 3 Carriage Sidings have been secured out of use pending renewal. (14)

**BETWEEN DEARNE VALLEY NORTH JN. AND GRIMETHORPE COLLIERY**

The catch points in the Down Dearne Valley North (Grimethorpe) Branch at 56m. 45chs. (situated 1,717 yards before reaching DG173 signal) have been secured out of use pending replacement by plain line. (14)

**SOWERBY BRIDGE UP SIDINGS**

No.1 Siding and the Wall Siding have been secured out of use pending removal. (14)

**\*\* UNTIL SUNDAY 31 MARCH****BETWEEN THORNHILL JN. AND CLECKHEATON YTD SIDINGS (MESSRS. CLUGSTON'S)**

The Arrival and Departure lines have been slewed between the points leading to Heckmondwike Curve and Cleckheaton to form a Single line for trains travelling to and from Cleckheaton YTD Sidings (Messrs. Clugston's) and will be worked in accordance with "One Train Working" arrangements with a maximum permissible speed of 15 m.p.h. in both directions.

A Train Staff has been provided and when not in use will be kept by the Supervisor in the Up Departure Supervisor's Office at Healey Mills. Trainmen will obtain the Train Staff before departure from Healey Mills to Cleckheaton (Clugston's). On return from Cleckheaton the Staff must be returned to the above Supervisor.

A handsignalman will be on duty for all movements proceeding to Cleckheaton to handsignal the trains past HM.30 signal and to secure the facing points (giving access to Liversedge Oil Terminal) for the passage of the trains.

A temporary stop block has been erected at the termination of the Single line at Cleckheaton on the approach side of overbridge No. 9.

Trainmen arriving from Cleckheaton must telephone the signalman at Healey Mills on arrival at HM.28 signal.

**TRAINS TO AND FROM THE LIVERSEGE OIL DEPOT WILL NOT BE AFFECTED AND NORMAL SIGNALLING WILL APPLY**

**SECTION C -- SIGNALLING AND PERMANENT WAY ALTERATIONS -- continued****DETAILS OF WORK ALREADY CARRIED OUT -- continued****CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

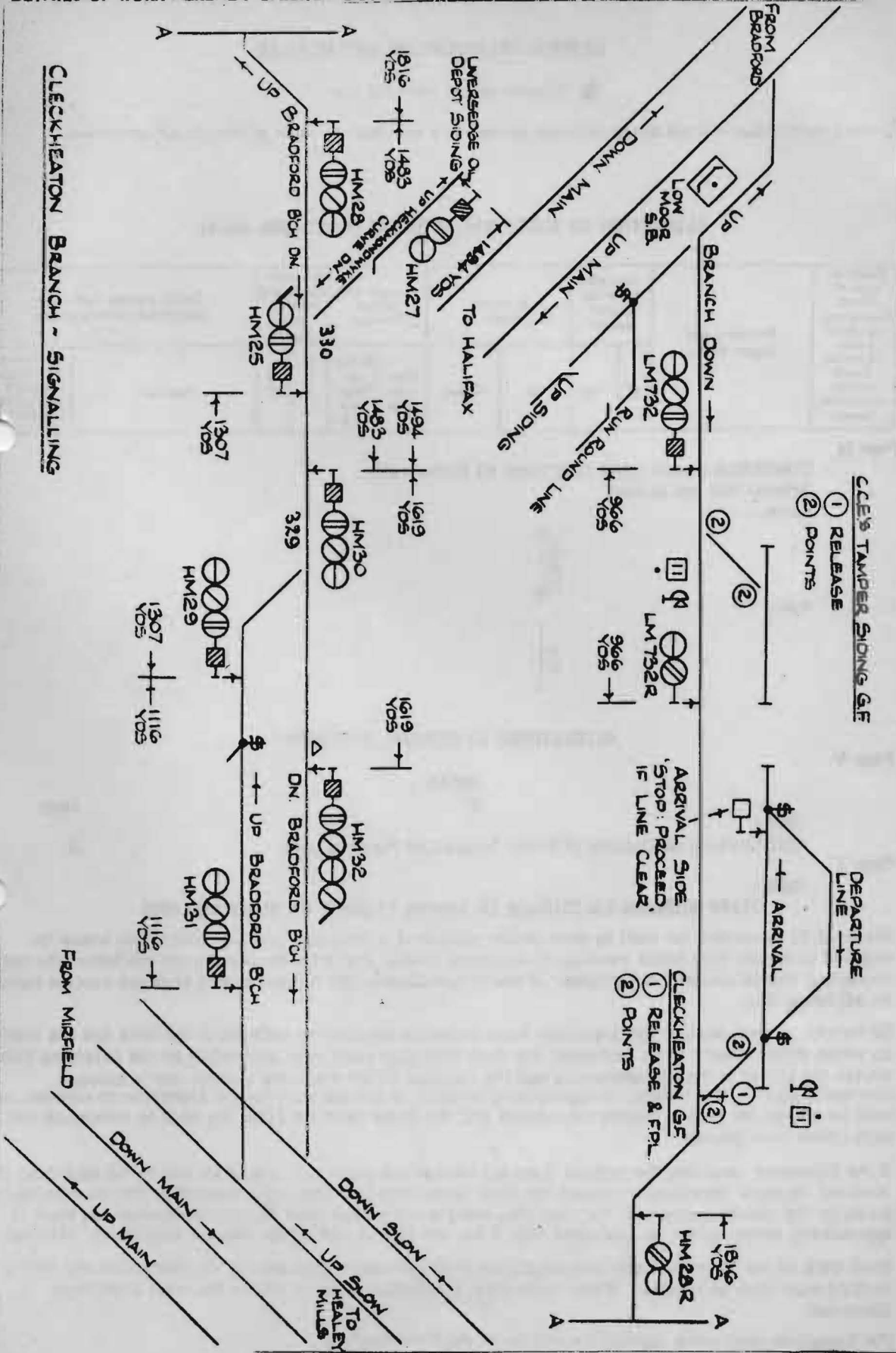
The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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



CHECKHEATON BRANCH - SIGNALLING

CCE'S TAMPER SIDING G/F  
1 RELEASE  
2 POINTS

CHECKHEATON G/F  
1 RELEASE & FPL  
2 POINTS

DEPARTURE LINE  
ARRIVAL

ARRIVAL SIDE  
'STOP: PROCEED IF LINE CLEAR'

FROM MIRFIELD

DOWN MAIN

UP MAIN

UP BRANCH DOWN

DN BRADFORD B'CH

UP BRADFORD B'CH

UP BRADFORD B'CH DN

A

A

A

A

FROM BRADFORD

DOWN MAIN

UP MAIN

TO HALIFAX

UP BRADFORD B'CH DN

UP BRADFORD B'CH DN

UP BRADFORD B'CH DN

UP BRADFORD B'CH DN

UP BRADFORD B'CH DN

UP BRADFORD B'CH DN

UP BRADFORD B'CH DN

UP BRADFORD B'CH DN

UP BRADFORD B'CH DN

UP BRADFORD B'CH DN

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.

ALTERATION TO SECTIONAL APPENDIX (NORTHERN AREA)

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 18

**DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.**  
Between York and Skelton

Delete:-

Add:-



ALTERATIONS TO GENERAL APPENDIX

Page V

INDEX  
S

Add:-

Staff working on Outside of Trains Stopped on Running lines

Page

3

Page 3

Add:-

**STAFF WORKING ON OUTSIDE OF TRAINS STOPPED ON RUNNING LINES**

Should it be necessary for staff to work on the outside of a train in a position where they would be exposed to danger from trains passing on adjoining line(s), and a Lookoutman is not available, the staff concerned should advise the Signaller of the circumstances and request him to stop and caution trains on adjoining lines.

On receipt of such advice, the Signaller must ascertain the precise location of the train and the line(s) on which trains require to be cautioned. He must then stop each train proceeding on the adjoining lines, advise the Driver of the circumstances and the location of the train and instruct him to proceed cautiously past it. If a train(s) is approaching which it is not possible for the Signaller to caution, he must so advise the person making the request and the latter must not allow the work to commence until such trains have passed.

If the Signaller receiving the request does not control the protecting signal for any of the adjoining lines involved, he must immediately consult the other Signaller and obtain his assurance that he will caution trains on the line(s) concerned. He must also ascertain from the other Signaller whether any train is approaching which cannot be cautioned and, if so, the person making the request must be so informed.

When work on the train has been completed, the staff concerned must advise the Signaller and normal working must then be resumed. Where necessary, the Signaller must advise the other Signaller concerned.

The Signaller must make appropriate entries in the Train Register.

**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS****HARROGATE STATION**

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.  
**Drivers to keep a sharp lookout and be prepared to work to Handsignalmans instructions.**

**LEEDS CITY STATION**

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

**ASKERN COLLIERY AND COALITE WORKS**

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRAC T BAGHILL STATION**

The Down platform has been 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.**

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

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

**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
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.	Until further notice	

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

MO.45/NS  
York  
21 MARCH, 1974

F.J. BURGE  
Chief Operating Manager

*Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-*

*"NILE SIG. NOTICE NS No :-"*

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SATURDAY TO SUNDAY 6 TO 7 APRIL—BELMONT LEVEL CROSSING AT 17m. 69chs. (BETWEEN STARBECK AND KNARESBOROUGH) .

The level crossing gates will be replaced by lifting barriers controlled from the Gate Box. (18)

## DETAILS OF WORK ALREADY CARRIED OUT

## BETWEEN LOW MOOR AND THORNHILL JUNCTION

The Cleckheaton branch has been re-opened for through traffic.

At 1m. 11½chs. (Healey Mills 329 points) the double line converges into a single line worked in both directions to and from Low Moor, and this has been formed by sluing together the former Down and Branch lines. The redundant sections have been removed.

The signalling of the single line is controlled by track circuit occupation and the instructions on page 268 of the Northern Sectional Appendix so far as they apply.

The new signalling arrangement is as shown on the diagram included in this notice and as shown in the list below :-

Description of Signals. HM — Healey Mills      LM — Low Moor

## Up Bradford Direction

Signal No.	Location	Aspect	Application to or towards
HM31 (existing)	all 3 aspects have been brought into use, and the associated position light subsidiary removed.		
HM29	200 yards before reaching 329 points. (Double to Single line)	M	From double to single line.
HM25 (Also controlled for Low Moor direction only)	(250 yards before reaching 330 points leading to Heckmondwyke Curve)	M Position "4" Jn. Indicator	Up Bradford Branch single line. Liversedge Oil Depot (Heckmondwyke Curve).
LM732R (2—aspect Distant)			LM732
LM732	544 yards before reaching the connections at Low Moor	M	Up Main LM. 734

## Down Bradford Direction

LM733 (Existing) the yellow aspects have been taken out of use.

HM28R (2—aspect distant)      HM28

HM28      M      HM30

HM30      M      HM32

HM32 (Existing)

HM27      Down Heckmondwyke Curve      HM30

Trap points have been provided in the Up Siding line to Branch connections and in the Run-round line to Branch connections.

Run-back catch points have been provided in the Up Bradford line 702 yards before reaching HM29 signal.

## New Ground Frames

The connection leading from the single line to the Stone Sidings at Cleckheaton is 2½ miles from Low Moor signal box.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN LOW MOOR AND THORNHILL JUNCTION – continued****New Ground Frames—continued**

Signal No.	Location	Aspect	Application to or towards
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The connection leading from the Single line to the C.C.E. Tamper Sidings is 1,066 yards from Low Moor signal box.

Each ground frame is released from Low Moor, and telephone communication has been provided to that signal box.

See also diagram included in this notice.

(17)

**GASCOIGNE WOOD**

The Disc Signal reading-Shunt Line to Goods Siding has been repositioned to the right hand side of the Shunt Line 9 yards nearer to the signal box.

(17)

**YORK STATION : NORTH END**

Since the start of 1974 certain points, signal routes, signals, and theatre type route indicators have been abolished and new signal routes on existing signals have been brought into use. In order to assist Trainmen in following these alterations a comprehensive list is shown below including all work carried out up to 31 March.

M = Main S = Subsidiary

The following points have been abolished and replaced by plain line :—

Waterworks Crossing to Down Scarborough Goods or Up Scarborough Goods (510).

Middle Road to Platform 14 (512).

Platform 16 to Waterworks Crossing (514).

Platform 14 to Up Station Line "X" or Waterworks Crossing (516).

Platform 15 to Down Station Line "W" or Waterworks Crossing (517).

Platform 15 or Platform 16 to Up Station Line "X" (518).

Up Main to Down Main (521).

Platform 8 to Down Scarborough (557).

Platform 8 to Up Main (558)

Down Scarborough to Waterworks Crossing (559).

The following signals have been abolished :—

151 (S), 153 (S), 154 (S), 155 (S), 156 (S), 174 (S), 223 (S), 229 (S).

The theatre type route indicators on the following signals have been abolished :—

139, 136, 146 and 148.

**Signal Routes Abandoned on Existing Signals**

Signal	Indication	Destination/Description
135 (M)	—	Branches Yard to 243 Signal (Down Scarborough).
135 (S)	—	Branches Yard to 240 Signal (Down Scarborough).
136 (M)	S	Down Scarborough Goods to 243 Signal (Down Scarborough).
136 (S)	—	Down Scarborough Goods to 240 Signal (Down Scarborough).

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## YORK STATION : NORTH END-continued

## Signal Routes Abandoned on Existing Signals-continued

Signal	Indication	Destination/Description
139 (M)	M	Fruit Dock/Sidings to DO Signal (Down Main).
139 (M)	S	Fruit Dock/Sidings to 243 Signal. (Down Scarborough).
143 (S)	-	Up Scarborough Goods to 240 Signal (Down Scarborough).
146 (M)	S	Platform 16 to 243 Signal (Down Scarborough).
146 (S)	-	Platform 16 to 178 Signal (Up Station Line "X").
146 (S)	-	Platform 16 to 240 Signal (Down Scarborough)
148 (M)	S	Platform 15 to 243 Signal (Down Scarborough)
148 (S)	-	Platform 15 to 151 Signal (Platform 15)
149 (S)	-	Middle Road to 151 Signal (Platform 15)
149 (S)	-	Middle Road to 154 Signal (Platform 14)
152 (M)	S	Platform 14 to 243 Signal (Down Scarborough)
152 (S)	-	Platform 14 to 154 Signal (Platform 14)
165 (M)	M	Up Main to 168 Signal (Down Main)
165 (S)	-	Up Main to 168 Signal (Down Main)
165 (S)	-	Up Main to 240 Signal (Down Scarborough)
165 (S)	-	Up Main to 169 Signal
167 (S)	-	Down Main to 132 Signal (Up Main)
169 (S)	-	Up Main to 228 Signal (Platform 8)
170 (M)	S	Platform 8 to 243 Signal (Down Scarborough)
175 (S)	-	Down Station Line "W" to 174 Signal (Up Station Line "X")
192 (M)	16	Up Station Line "X" to 915 Signal (Platform 16)
192 (M)	15	Up Station Line "X" to 92 Signal (Platform 15)
192 (S)	-	Up Station Line "X" to 174 Signal (Up Station Line "X")
193 (M)	M	Down Main to 132 Signal (Up Main)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## YORK STATION : NORTH END-continued

## Signal Routes Abandoned on Existing Signals-continued

Signal	Indication	Destination/Description
200 (S)	-	Down Main to DO Signal (Down Main)
221 (M)	G	Up Main to 177 Signal (Up Goods)
226 (S)	-	Platform 8 to 240 Signal (Down Scarborough)
227 (S)	-	Down Scarborough to 225 Signal (Platform 8)
244 (M)	G	Up Scarborough to YY51 Signal (Up Scarborough Goods).
244 (M)	16	Up Scarborough to 91 Signal (Platform 16).
244 (M)	15	Up Scarborough to 92 Signal (Platform 15).
244 (M)	14	Up Scarborough to 95 Signal (Platform 14).
244 (M)	8	Up Scarborough to 225 Signal (Platform 8).
244 (M)	M	Up Scarborough to 132 Signal (Up Main).
246 (M)	G	Bank Loop to 177 Signal (Up Goods).

## NEW SIGNAL ROUTES ON EXISTING SIGNALS

148 (S)	-	Platform 15 to 176 signal (Down Station line W).
152 (M)	X	Platform 14 to 191 signal (Up Station line X).
152 (S)	-	Platform 14 to 176 signal (Down Station line W).
175 (S)	-	Down Station line W to 95 signal (Platform 14).
149 (S)	-	Middle Road to 176 signal (Down Station line W).
192 (S)	-	Up Station line X to 95 signal (Platform 14).
200 (M)	-	Down Main to DO signal (Down Main).
221 (M)	L	Up Main to 177 signal (Up Clifton Loop).
246 (M)	L	Bank Loop to 177 signal (Up Clifton Loop).

(17)

## HULL YARDS - DAIRYCOATES WEST TO HESSLE HAVEN

New Inward Yard has been closed.

## Hull Yards

The crossover at the east end of Hull Yards (8 section to 3 section neck) has been repositioned at the west end to allow the Up South Main at Loaded Mineral to be rerouted to connect with Sidings 12-4 at the east end.

No.3 and No.4 sections have been stop-blocked at the East end.

(15/16)

## \* \* BRAMWITH

The Up Main starting signal has been abolished.

## Stainforth Road Crossing

All signals operated from Stainforth Road Gate Box have been abolished. The level crossing gates have been replaced by Automatic Half Barriers with flashing road signals. Whistle boards have been sited at 70 and 120 yards on the approach sides of the crossing

(14)



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

**\*\* DONCASTER NORTH**

Down Main colour light signal DN7 (applying towards Leeds:— Junction indicator position '1', towards York; or towards Grimsby:— Junction indicator position '4'), has been repositioned 6 yards further north.

**\*\* THORNHILL UP SIDINGS**

Nos.1 & 2 Up Sidings have been secured out of use pending removal.

The Up Sidings shunt neck has been shortened by 160 yards pending renewal and temporary stop-block erected. The Sidings end points of the trailing connection leading from the Up Fast have been retained as trap points. (14)

**\*\* THORNHILL JUNCTION TO CLECKHEATON**

Down Branch Siding has been shortened by 80 yards pending renewal, and temporary stop-block erected. (14)

**\*\* WAKEFIELD CARRIAGE SIDINGS**

No.3 Carriage Sidings and Crossover between Nos. 2 and 3 Carriage Sidings have been secured out of use pending renewal. (14)

**\*\* BETWEEN DEARNE VALLEY NORTH JN. AND GRIMETHORPE COLLIERY**

The catch points in the Down Dearne Valley North (Grimethorpe) Branch at 56m. 45chs. (situated 1,717 yards before reaching DG173 signal) have been secured out of use pending replacement by plain line. (14)

**\*\* SOWERBY BRIDGE UP SIDINGS**

No.1 Siding and the Wall Siding have been secured out of use pending removal. (14)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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

**PONTEFRACT BAGHILL STATION**

The Down platform has been 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.**

★ The Up Platform will be temporarily shortened at the Sheffield end for platform rebuilding. Drivers of Up stopping trains must be prepared to stop short of the marker provided. **Commencing 07 00 Sunday 7 April.**

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**★ NEWLAY**

Nos.1 to 6 Sidings at Kirkstall Forge will be secured out of use pending removal. No.7 Siding will continue in use until further notice. **Commencing 08 00 Monday 8 April.**

(18)

**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS -- continued****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
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.	Until further notice	
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily. <b>Commencing Sunday 7 April.</b> Until further notice.	

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

MO.45/NS

York

28 MARCH, 1974

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

## WEDNESDAY 17 to MONDAY 29 APRIL - YORK STATION NORTH END

During the period 00 01 hours Wednesday 17 April 1974 and 06 00 hours Monday 29 April 1974 a large area of the north end of York Station will be disconnected as shown below:-

## Points

The following will be disconnected for the duration of the possession:-

- Platform 9 to Down Main (498).
- Down Main to Platform 9 (499).
- Down Main to Up Main (500)
- Up Main to Platform 8 (501).
- Platform 9 to Down Scarborough (522).
- Down Main to Down Scarborough (523).
- Down Main/Platform 9 to Down Main (524).
- Up Main to Down Scarborough (526).
- Up and Down Main trailing crossover (535).
- Up Main to Bank Loop (536).

The points No. 8 platform to Up Main (502) located directly under the passenger footbridge will be abolished and a new crossover No. 8 platform to Up Main (502) 90 yards further north will be brought into use controlled from the ground until the end of the possession. The points Up Main to No. 8 platform (525) 120 yards north of the passenger footbridge will be abolished and replaced by plain line.

## Signals

The following Main (M) and Subsidiary (S) signal routes will be disconnected for the duration of the possession:-

Signal	Indication	Destination/Description
31 (M)	U	Up Main to 165 signal (Up Main).
32 (M)	U	Up Main to 165 signal (Up Main).
34 (M)	U	Up Main to 165 signal (via 455 N Up Main).
34 (M)	U	Up Main to 165 signal (via 455 R Up Main).
244 (M)	9	Up Scarborough to 126 signal (Platform 9).
244 (M)	M	Up Scarborough to 132 signal (Up Main).
244 (M)	8	Up Scarborough to 109 signal (Platform 8).
244 (M)	8	Up Scarborough to 133 signal (Platform 8).
244 (S)	-	Up Scarborough to 227 signal (Down Scarborough)
239 (S)	-	Up Scarborough to 133 signal (Platform 8)
242 (S)	-	Down Scarborough to 227 signal (Down Scarborough)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION B – continued****WEDNESDAY 17 to MONDAY 29 APRIL – YORK STATION NORTH END – continued**

The remaining routes of these signals will still be operable but will be restricted to a maximum of single yellow in the case of main signal.

The following main signals will be restricted to single yellow:—

216, 221, 245, 246 and 38.

The following main or subsidiary signals will be disconnected for all routes and will be maintained at red for the duration of the possession:—

124 (M), 125 (M), 126 (M), 127 (S), 128 (S), 129 (S), 131 (M), 132 (M), 133 (M),  
163 (M), 164 (M), 165 (M), 168 (M), 169 (S), 171 (S), 182 (S), 183 (S), 187 (S),  
188 (S), 193 (M), 194 (M), 227 (S), 228 (M).

The following main and subsidiary signals will progressively be abolished:—

130 (S), 167 (S), 170 (M), 225 (M), 226 (S), 238 (S).

Details of the final layout, altered routing and alterations to existing signalling will be shown in Supplementary signal Notice No.65 commencing 29 April and all concerned must ensure that they are in possession of a copy.

Throughout the period of this work drivers will be hand signalled as necessary. (17)

**THURSDAY 25 APRIL – BETWEEN BOOTHFERRY ROAD AND GOOLE BRIDGE**

Down Main 3-aspect auto signal No.D6 will be repositioned 1,074 yards before reaching Goole Bridge  
Down Home signal (GB3). (200 yards nearer than formerly). (19)

**TUESDAY 23 APRIL – FILEY HOLIDAY CAMP**

All points leading into and out of the following lines will be secured out of use in the normal position pending removal of the points and of the lines:—

Nos.3 & 4 Platform Road/No.3 Engine Line.

Nos.3 & 4 Platform Lines.

No.2 Engine Line.

Nos.1 & 2 Engine Pit.

Former Water Crane Line.

The half of the scissor crossing leading from the Up South Curve to No.3 & 4 Platform Road will be secured out of use in the normal position pending removal.

The other half of the scissor crossing will be secured out of use in the reverse position at the Down North Curve End to allow through running from Down North Curve to No.1 & 2 Platform lines.

All associated signalling will be abolished. (19)

**DETAILS OF WORK ALREADY CARRIED OUT****BELMONT LEVEL CROSSING AT 17m. 69chs. (BETWEEN STARBECK AND KNARESBOROUGH)**

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (18)

**BETWEEN LOW MOOR AND THORNHILL JUNCTION**

The Cleckheaton branch has been re-opened for through traffic.

At 1m. 11½chs. (Healey Mills 329 points) the double line converges into a single line worked in both directions to and from Low Moor, and this has been formed by sluicing together the former Down and Branch lines. The redundant sections have been removed.

The signalling of the single line is controlled by track circuit occupation and the instructions on page 268 of the Northern Sectional Appendix so far as they apply.

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## BETWEEN LOW MOOR AND THORNHILL JUNCTION – continued

The new signalling arrangement is as shown on the diagram included in this notice and as shown in the list below :-

Description of Signals. HM – Healey Mills LM – Low Moor

## Up Bradford Direction

Signal No.	Location	Aspect	Application to or towards
HM31 (existing)	all 3 aspects have been brought into use, and the associated position light subsidiary removed.		
HM29	200 yards before reaching 329 points. (Double to Single line)	M	From double to single line.
HM25 (Also controlled from Low Moor or Low Moor direction only)	(250 yards before reaching 330 points leading to Heckmondwyke Curve)	M Position "4" Jn. Indicator	Up Bradford Branch single line. Liversedge Oil Depot (Heckmondwyke Curve).
LM732R (2-aspect Distant)			LM732
LM732	544 yards before reaching the connections at Low Moor	M	Up Main LM. 734

## Down Bradford Direction

LM733 (Existing) the yellow aspects have been taken out of use.

HM28R (2-aspect distant)			HM28
HM28		M	HM30
HM30		M	HM32
HM32 (Existing)			
HM27	Down Heckmondwyke Curve		HM30

Trap points have been provided in the Up Siding line to Branch connections and in the Run-round line to Branch connections.

Run-back catch points have been provided in the Up Bradford line 702 yards before reaching HM29 signal.

## New Ground Frames

The connection leading from the single line to the Stone Sidings at Cleckheaton is 2½ miles from Low Moor signal box.

The connection leading from the Single line to the C.C.E. Tamper Sidings is 1,066 yards from Low Moor signal box.

Each ground frame is released from Low Moor, and telephone communication has been provided to that signal box.

See also diagram included in this notice.

(17)

## GASCOIGNE WOOD

The Disc Signal reading-Shunt Line to Goods Siding has been repositioned to the right hand side of the Shunt Line 9 yards nearer to the signal box.

(17)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****YORK STATION : NORTH END**

Since the start of 1974 certain points, signal routes, signals, and theatre type route indicators have been abolished and new signal routes on existing signals have been brought into use. In order to assist Trainmen in following these alterations a comprehensive list is shown below including all work carried out up to 31 March.

M = Main S = Subsidiary

The following points have been abolished and replaced by plain line :-

Waterworks Crossing to Down Scarborough Goods or Up Scarborough Goods (510).

Middle Road to Platform 14 (512).

Platform 16 to Waterworks Crossing (514).

Platform 14 to Up Station Line "X" or Waterworks Crossing (516).

Platform 15 to Down Station Line "W" or Waterworks Crossing (517).

Platform 15 or Platform 16 to Up Station Line "X" (518).

Up Main to Down Main (521).

Platform 8 to Down Scarborough (557).

Platform 8 to Up Main (558)

Down Scarborough to Waterworks Crossing (559).

The following signals have been abolished :-

151 (S), 153 (S), 154 (S), 155 (S), 156 (S), 174 (S), 223 (S), 229 (S).

The theatre type route indicators on the following signals have been abolished :-

139, 136, 146 and 148.

**Signal Routes Abandoned on Existing Signals**

Signal	Indication	Destination/Description
135 (M)	—	Branches Yard to 243 Signal (Down Scarborough).
135 (S)	—	Branches Yard to 240 Signal (Down Scarborough).
136 (M)	S	Down Scarborough Goods to 243 Signal (Down Scarborough).
136 (S)	—	Down Scarborough Goods to 240 Signal (Down Scarborough).
139 (M)	M	Fruit Dock/Sidings to DO Signal (Down Main).
139 (M)	S	Fruit Dock/Sidings to 243 Signal. (Down Scarborough).
143 (S)	—	Up Scarborough Goods to 240 Signal (Down Scarborough).
146 (M)	S	Platform 16 to 243 Signal (Down Scarborough).
146 (S)	—	Platform 16 to 178 Signal (Up Station Line "X").
146 (S)	—	Platform 16 to 240 Signal (Down Scarborough)
148 (M)	S	Platform 15 to 243 Signal (Down Scarborough)
148 (S)	—	Platform 15 to 151 Signal (Platform 15)
149 (S)	—	Middle Road to 151 Signal (Platform 15)
149 (S)	—	Middle Road to 154 Signal (Platform 14)
152 (M)	S	Platform 14 to 243 Signal (Down Scarborough)
152 (S)	—	Platform 14 to 154 Signal (Platform 14)

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

## DETAILS OF WORK ALREADY CARRIED OUT - continued

## YORK STATION : NORTH END-continued

## Signal Routes Abandoned on Existing Signals-continued

Signal	Indication	Destination/Description
165 (M)	M	Up Main to 168 Signal (Down Main)
165 (S)	-	Up Main to 168 Signal (Down Main)
165 (S)	-	Up Main to 240 Signal (Down Scarborough)
165 (S)	-	Up Main to 169 Signal
167 (S)	-	Down Main to 132 Signal (Up Main)
169 (S)	-	Up Main to 228 Signal (Platform 8)
170 (M)	S	Platform 8 to 243 Signal (Down Scarborough)
175 (S)	-	Down Station Line "W" to 174 Signal (Up Station Line "X")
192 (M)	16	Up Station Line "X" to 915 Signal (Platform 16)
192 (M)	15	Up Station Line "X" to 92 Signal (Platform 15)
192 (S)	-	Up Station Line "X" to 174 Signal (Up Station Line "X")
193 (M)	M	Down Main to 132 Signal (Up Main)
200 (S)	-	Down Main to DO Signal (Down Main)
221 (M)	G	Up Main to 177 Signal (Up Goods)
226 (S)	-	Platform 8 to 240 Signal (Down Scarborough)
227 (S)	-	Down Scarborough to 225 Signal (Platform 8)
244 (M)	G	Up Scarborough to YY51 Signal (Up Scarborough Goods).
244 (M)	16	Up Scarborough to 91 Signal (Platform 16).
244 (M)	15	Up Scarborough to 92 Signal (Platform 15).
244 (M)	14	Up Scarborough to 95 Signal (Platform 14).
244 (M)	8	Up Scarborough to 225 Signal (Platform 8). via 570 (R).
244 (M)	M	Up Scarborough to 132 Signal (Up Main). via 570 (N).
246 (M)	G	Bank Loop to 177 Signal (Up Goods).



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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## YORK STATION : NORTH END—continued

## NEW SIGNAL ROUTES ON EXISTING SIGNALS

Signal	Indication	Destination/Description
148 (S)	—	Platform 15 to 176 signal (Down Station line W).
152 (M)	X	Platform 14 to 191 signal (Up Station line X).
152 (S)	—	Platform 14 to 176 signal (Down Station line W).
175 (S)	—	Down Station line W to 95 signal (Platform 14).
149 (S)	—	Middle Road to 176 signal (Down Station line W).
192 (S)	—	Up Station line X to 95 signal (Platform 14).
200 (M)	—	Down Main to DO signal (Down Main).
221 (M)	L	Up Main to 177 signal (Up Clifton Loop).
246 (M)	L	Bank Loop to 177 signal (Up Clifton Loop).

(17)

## \* \* HULL YARDS – DAIRYCOATES WEST TO HESSLE HAVEN

New Inward Yard has been closed.

**Hull Yards**

The crossover at the east end of Hull Yards (8 section to 3 section neck) has been repositioned at the west end to allow the Up South Main at Loaded Mineral to be rerouted to connect with Sidings 12-4 at the east end.

No.3 and No.4 sections have been stop-blocked at the East end.

(15/16)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

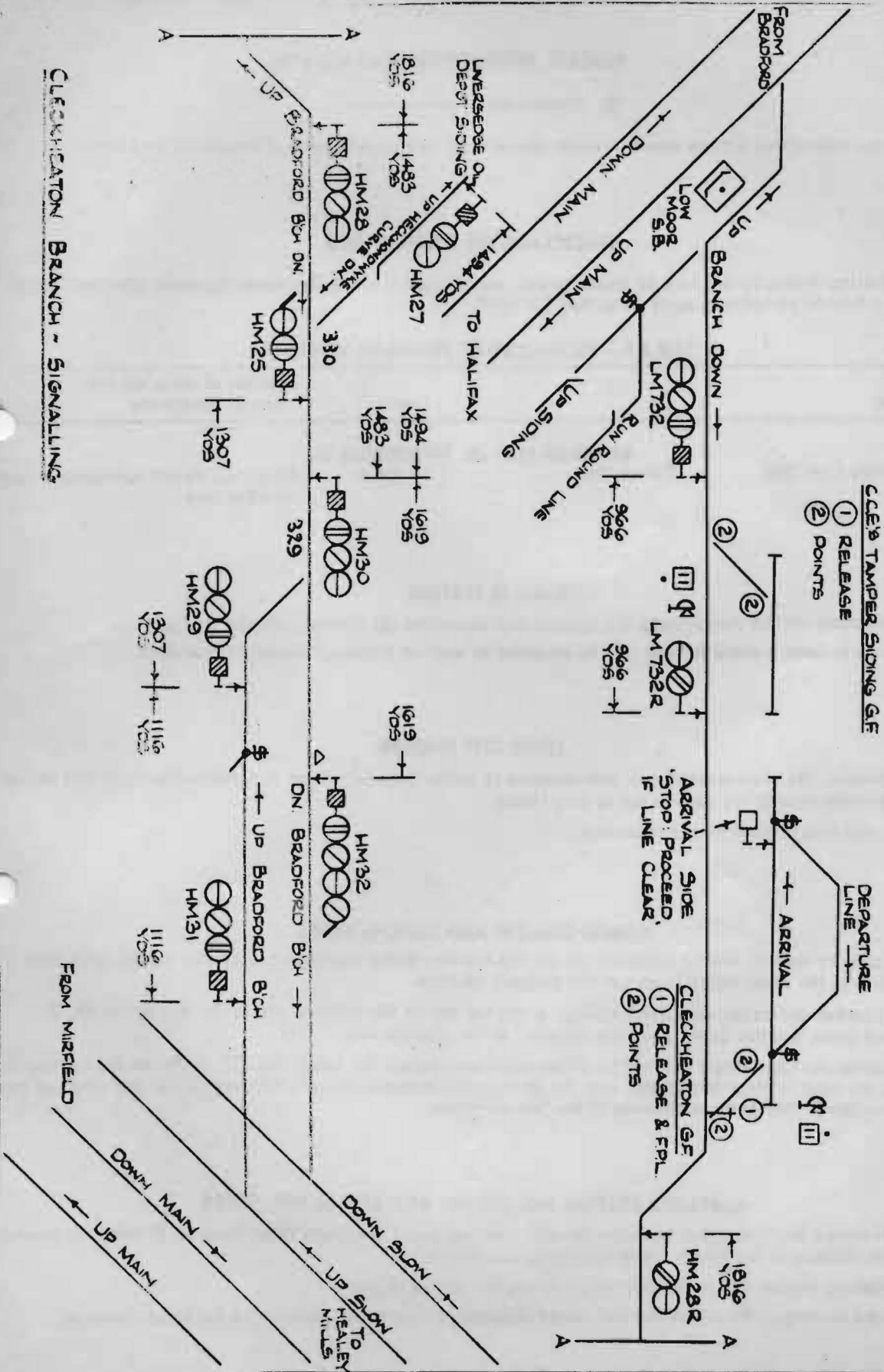
All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

SECTION C-SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued



CHECKHEATON BRANCH - SIGNALLING

CCE'S TAMPER SIDING G.F.

- ① RELEASE
- ② POINTS

CHECKHEATON G.F.

- ① RELEASE & FPL
- ② POINTS

DEPARTURE LINE

ARRIVAL

ARRIVAL SIDE  
'STOP' PROCEED  
IF LINE CLEAR

FROM MIRFIELD

UP SLOW  
TO HEALEY MILLS

DOWN SLOW

UP MAIN

DOWN MAIN

DN BRADFORD B'CH UP

UP BRADFORD B'CH DN

1307  
YOS

1116  
YOS

1483  
YOS

1494  
YOS

1619  
YOS

966  
YOS

966  
YOS

1816  
YOS

A

A

## 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

Propelling Authority is given as shown below, under Table F of the Sectional Appendix (Northern Area), for a limited period from April 21 to May 12, 1974.

TABLE F - PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Woolley Coal Sdg.	<b>BARNSELY STN. JN. TO HORBURY JN.</b>		
	Darton Stn.	Up Main	30 S.L.U. freight vehicles in clear weather only.

## HARROGATE STATION

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.  
**Drivers to keep a sharp lookout and be prepared to work to Handsignalman's instructions.**

## LEEDS CITY STATION

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

## ASKERN COLLIERY AND COALITE WORKS

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

## RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

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

**MISCELLANEOUS INSTRUCTIONS – continued**

**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.**

**PONTEFRACT BAGHILL STATION**

The Down platform has been 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.**

The Up Platform has been temporarily shortened at the Sheffield end for platform rebuilding. Drivers of Up topping trains must be prepared to stop short of the marker provided.

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**NEWLAY**

Nos.1 to 6 Sidings at Kirkstall Forge have been secured out of use pending removal. No.7 Siding will continue in use until further notice.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****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
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.	Until further notice	
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.  Until further notice.	

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

MO.45/NS  
York  
4 APRIL, 1974

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 5 MAY – YORK**

No. 14 Platform will be extended by 96 yds. at the North end, and signal No. Y152 repositioned accordingly. (This is in accordance with the final arrangement shown in the diagram in Supplementary Signalling Notice No. 65). (21)

**THURSDAY 9 MAY – NORTON (ASKERN COLLIERY OUTLET)**

Notice boards worded "STOP, TELEPHONE" will be situated:—

To the left of the Exit line, 30 yards south of the ground frame, adjacent to new hold-up points on the Inlet line.

Adjacent to existing spring-points at the exit from the Full Sidings. The telephone for this notice board is situated at the new hold-up points on the Inlet line.

The existing catch points at the Colliery outlet will now be operated from a 2-lever ground frame released from Norton signal box. The telephones at the ground frame and notice boards will be connected to Norton signal box. (21)

**DETAILS OF WORK ALREADY CARRIED OUT****HALIFAX CHURCH ST. SIDINGS TO NORTH BRIDGE SIDINGS**

The connection from Halifax Church St. Sidings leading to North Bridge Sidings has been secured out of use pending removal of the sidings. (New Item) (21)

**YORK STATION NORTH END**

Details of the final layout, altered routing and alterations to existing signalling is shown in Supplementary signal Notice No. 65 commencing 29 April and all concerned must ensure that they are in possession of a copy. (21)

**LOFTHOUSE EAST AND WEST SIDINGS**

Nos. 1, 4, 5, 6, 7 and 8 Sidings have been secured out of use pending renewal. (20)

**SHIPLEY (BINGLEY JUNCTION)**

The two-tier ground disc shunting signal reading, set back – Down Main to Down Bradford lines; to Up Leeds or to Angle Sidings has been repositioned 20 yards further from the signal box. (20)

**ALEXANDRA DOCK**

The Up and Down lines between Alexandra Dock and Graving Dock have been abolished.

The Up and Down Main lines now lead only to the Down and Up Pier lines or to Nos. 1 to 6 Sidings.

All other points and connections have been secured out of use pending removal and the associated signalling abolished. (20)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN BOOTHFERRY ROAD AND GOOLE BRIDGE**

Down Main 3-aspect auto signal No.D6 has been repositioned, 1,074 yards before reaching Goole Bridge  
Down Home signal (GB3). (200 yards nearer than formerly). (19)

**FILEY HOLIDAY CAMP**

All points leading into and out of the following lines have been secured out of use in the normal position pending removal of the points and of the lines:—

- Nos.3 & 4 Platform Road/No.3 Engine Line.
- Nos.3 & 4 Platform Lines.
- No.2 Engine Line.
- Nos.1 & 2 Engine Pit.
- Former Water Crane Line.

The half of the scissor crossing leading from the Up South Curve to No. 3 & 4 Platform Road has been secured out of use in the normal position pending removal.

The other half of the scissor crossing has been secured out of use in the reverse position at the Down North Curve End to allow through running from Down North Curve to No. 1 & 2 Platform lines.

All associated signalling has been abolished. (19)

\*  
\* **BELMONT LEVEL CROSSING AT 17m. 69chs. (BETWEEN STARBECK AND KNARESBOROUGH)**

The level crossing gates have been replaced by lifting barriers controlled from the Gate Box. (18)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## GENERAL APPENDIX

## ★ Pages 85-86-STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Table on page 86-Class 6 trains-Amend existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains-Amend references in "Description of Train" column to "Section E" to read "Section 6".

## REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES  
BY THE ABSOLUTE BLOCK SYSTEM

## ★ Page 4 - Bell Signals

Class 6 trains-Amend existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully-fitted Company or block train, Parcels train or milk train.  
Ordinary fully-fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully-fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains-Amend references in "Description of Train" column to "Section E" to read "Section 6".

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE  
LINES BY THE TRACK CIRCUIT BLOCK SYSTEM

## ★ Page 61 - Bell Signals

Class 6 trains - Amend existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train. Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains - Amend references in "Description of Train" column to "Section E" to read "Section 6".



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE  
LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM

## ★ Page 80 - Bell Signals

**Class 6 trains - Amend** existing item in "Description of Train" column in respect of Class 6 trains to read :-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

**Classes 7 and 8 trains - Amend** references in "Description of Train" column to "Section E" to read "Section 6".

REGULATIONS FOR TRAIN SIGNALLING WITH  
TRAIN STAFF OR TRAIN STAFF AND TICKET WORKING

## ★ Page 112 - Bell Signals

**Class 6 trains - Amend** existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

**Classes 7 and 8 trains - Amend** references in "Description of Train" column to "Section E" to read "Section 6".

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

From	To	Line	Number of vehicles and special conditions
<b>Page 179</b>			
<b>GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE)</b>			
★ <b>Amend :-</b>			
Potters Grange	Engine Shed	Up	45 Freight wagons with or without brake van. (21)
Propelling Authority is given as shown below, under Table F of the Sectional Appendix (Northern Area) for a limited period from April 21 to May 12, 1974.			
<b>BARNESLEY STN. JN. TO HORBURY JN.</b>			
Woolley Coal Sdg.	Darton Stn.	Up Main	30 S.L.U. freight vehicles in clear weather only. (19)

## MISCELLANEOUS INSTRUCTIONS

## HARROGATE STATION

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.  
**Drivers to keep a sharp lookout and be prepared to work to Handsignalmans instructions.**

## LEEDS CITY STATION

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****ASKERN COLLIERY AND COALITE WORKS**

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRACT BAGHILL STATION**

The Up Platform has been temporarily shortened at the Sheffield end for platform rebuilding. Drivers of Up stopping trains must be prepared to stop short of the marker provided.

★ The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**NEWLAY**

Nos. 1 to 6 Sidings at Kirkstall Forge have been secured out of use pending removal. No. 7 Siding will continue in use until further notice.

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

**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
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.	Until further notice	
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily. Until further notice.	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS  
York  
26 APRIL, 1974

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS No :-"

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 12 MAY – HESSAY ROAD LEVEL CROSSING AT 5m. 3chs. (BETWEEN POPPLETON AND HAMMERTON) \***

The attendance at the level crossing will be withdrawn.

Telephone communication with Poppleton signal box will be provided at each side of the crossing.

The "Gate" board situated on the Up side of the line will be abolished. (23)

**MONDAY 13 MAY – EGGBOROUGH POWER STATION**

The notice boards applicable to Nos.1 and 2 Hopper lines, adjacent to P.5 and P.6 signals, and worded: "C.E.G.B. LOCOMOTIVES NOT TO PASS", will be replaced by "LIMIT OF SHUNT" notice boards.

A new "LIMIT OF SHUNT" notice board applicable to the By-Pass line will be provided adjacent to P.6 signal. (23)

**MONDAY 13 MAY – GOOLE ENGINE SHED \***

The Tilcon Sidings will be brought into use, access to these sidings will be via a new trailing connection leading from the Down Main line, situated 330 yards before reaching the signal box (37 yards after passing the Down Main 1st Home signal).

A new 2-lever "BEVERLEY SIDINGS (TILCON)" ground frame, released from the signal box, will be provided to work the new trailing points and the outlet traps in the Siding. An adjacent telephone connected to the signal box will also be provided.

The ground disc shunting signal applying – set back – Down Main to Up Main, through the trailing crossover will be repositioned in the cess of the Down Main, and a new 2-way stencil-type route indicator will be provided on this signal with the following readings :-

'U' – Up Main

'X' – Set Back to a new "LIMIT OF SHUNT", situated on the Down Main, adjacent to the Down Main 1st Home signal. (23)

## DETAILS OF WORK ALREADY CARRIED OUT

**YORK**

No. 14 Platform has been extended by 96 yds. at the North end, and signal No. Y152 repositioned accordingly. (This is in accordance with the final arrangements shown in the diagram in Supplementary Signalling Notice No. 65) (21)

**NORTON (ASKERN COLLIERY OUTLET)**

Notice boards worded " STOP, TELEPHONE" have been situated:-

To the left of the Exit line, 30 yards south of the ground frame, adjacent to new hold-up points on the Inlet line.

Adjacent to existing spring-points at the exit from the Full Sidings.

The existing catch points at the Colliery outlet are now operated from a 2-lever ground frame released from Norton signal box. The telephones at the ground frame and notice boards have been connected to Norton signal box. (Amended Item) (21)

**HALIFAX CHURCH ST. SIDINGS TO NORTH BRIDGE SIDINGS**

The connection from Halifax Church St. Sidings leading to North Bridge Sidings has been secured out of use pending removal of the sidings. (21)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****YORK STATION NORTH END**

Details of the final layout, altered routing and alterations to existing signalling is shown in Supplementary signal Notice No.65 commencing 29 April and all concerned must ensure that they are in possession of a copy. (21)

**LOFTHOUSE EAST AND WEST SIDINGS**

Nos.1, 4, 5, 6, 7 and 8 Sidings have been secured out of use pending renewal. (20)

**SHIPLEY (BINGLEY JUNCTION)**

The two-tier ground disc shunting signal reading, set back – Down Main to Down Bradford lines; to Up Leeds or to Angle Sidings has been repositioned 20 yards further from the signal box. (20)

**ALEXANDRA DOCK**

The Up and Down lines between Alexandra Dock and Graving Dock have been abolished.

The Up and Down Main lines now lead only to the Down and Up Pier lines or to Nos. 1 to 6 Sidings.

All other points and connections have been secured out of use pending removal and the associated signalling abolished. (20)

**\* \* BETWEEN BOOTHFERRY ROAD AND GOOLE BRIDGE**

Down Main 3-aspect auto signal No.D6 has been repositioned, 1,074 yards before reaching Goole Bridge  
Down Home signal (GB3). (200 yards nearer than formerly). (19)

**\* \* FILEY HOLIDAY CAMP ✓**

All points leading into and out of the following lines have been secured out of use in the normal position pending removal of the points and of the lines:—

- Nos.3 & 4 Platform Road/No.3 Engine Line.
- Nos.3 & 4 Platform Lines.
- No.2 Engine Line.
- Nos.1 & 2 Engine Pit.
- Former Water Crane Line.

The half of the scissor crossing leading from the Up South Curve to No. 3 & 4 Platform Road has been secured out of use in the normal position pending removal.

The other half of the scissor crossing has been secured out of use in the reverse position at the Down North Curve End to allow through running from Down North Curve to No. 1 & 2 Platform lines.

All associated signalling has been abolished. (19)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## GENERAL APPENDIX

## Pages 85-86-STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Table on page 86-Class 6 trains-Amend existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains-Amend references in "Description of Train" column to "Section E" to read "Section 6".

## REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES  
BY THE ABSOLUTE BLOCK SYSTEM

## Page 4 - Bell Signals

Class 6 trains-Amend existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully-fitted Company or block train, Parcels train or milk train.  
Ordinary fully-fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully-fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains-Amend references in "Description of Train" column to "Section E" to read "Section 6".

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE  
LINES BY THE TRACK CIRCUIT BLOCK SYSTEM

## Page 61 - Bell Signals

Class 6 trains - Amend existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train. Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains - Amend references in "Description of Train" column to "Section E" to read "Section 6".

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE  
LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM

## Page 80 - Bell Signals

**Class 6 trains - Amend** existing item in "Description of Train" column in respect of Class 6 trains to read :-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

**Classes 7 and 8 trains - Amend** references in "Description of Train" column to "Section E" to read "Section 6".

REGULATIONS FOR TRAIN SIGNALLING WITH  
TRAIN STAFF OR TRAIN STAFF AND TICKET WORKING

## Page 112 - Bell Signals

**Class 6 trains - Amend** existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

**Classes 7 and 8 trains - Amend** references in "Description of Train" column to "Section E" to read "Section 6".

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

From	To	Line	Number of vehicles and special conditions
<b>Page 179</b>			
<b>GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE)</b>			
<b>Amend :-</b>			
Potters Grange	Engine Shed	Up	45 Freight wagons with or without brake van. (21)

\* Propelling Authority is given as shown below, under Table F of the Sectional Appendix (Northern Area),  
\*\* for a limited period from April 21 to May 12, 1974.

**BARNSELY STN. JN. TO HORBURY JN.**

Woolley Coal Sdg.	Darton Stn.	Up Main	30 S.L.U. freight vehicles in clear weather only. (19)
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## MISCELLANEOUS INSTRUCTIONS

**HARROGATE STATION**

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.

**Drivers to keep a sharp lookout and be prepared to work to Handsignalmans instructions.**

**LEEDS CITY STATION**

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****ASKERN COLLIERY AND COALITE WORKS**

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRACT BAGHILL STATION**

The Up Platform has been temporarily shortened at the Sheffield end for platform rebuilding. Drivers of Up stopping trains must be prepared to stop short of the marker provided. **Until 07 00 Sunday 12 May.**

★

Commencing 07 00 Sunday 12 May the Ferrybridge end of the Up platform will be temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS INSTRUCTIONS - continued

## 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
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.	Until further notice	
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.  Until further notice.	

## BOTANIC GARDENS MOTIVE POWER DEPOT

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS

York

3 MAY, 1974

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 19 MAY – GOOLE BOOTHFERRY ROAD AND POTTERS GRANGE**

Remodelled Up Sidings are being provided between Boothferry Road and Potters Grange.

No.2 Up Goods will be connected to No. 1 Up Reception Siding to provide a route to Goole Docks.

No.2 Up Reception Siding will be shortened by 40 yards. (24)

**DETAILS OF WORK ALREADY CARRIED OUT****HESSAY ROAD LEVEL CROSSING AT 5m. 3chs. (BETWEEN POPPLETON AND HAMMERTON)**

The attendance at the level crossing has been withdrawn.

Telephone communication with Poppleton signal box has been provided at each side of the crossing.

The "Gate" board situated on the Up side of the line has been abolished. (23)

**EGGBOROUGH POWER STATION**

The notice boards applicable to Nos. 1 and 2 Hopper lines, adjacent to P.5 and P.6 signals, and worded: "C.E.G.B. LOCOMOTIVES NOT TO PASS" have been replaced by "LIMIT OF SHUNT" notice boards.

A new "LIMIT OF SHUNT" notice board applicable to the By-Pass line has been provided adjacent to P.6 signal. (23)

**GOOLE ENGINE SHED**

The Tilcon Sidings have been brought into use, access to these sidings is via a new trailing connection leading from the Down Main line, situated 330 yards before reaching the signal box (37 yards after passing the Down Main 1st Home signal).

A new 2-lever "BEVERLEY SIDINGS (TILCON)" ground frame, released from the signal box, has been provided to work the new trailing points and the outlet traps in the Siding. An adjacent telephone connected to the signal box has also been provided.

The ground disc shunting signal applying – set back – Down Main to Up Main, through the trailing crossover has been repositioned in the cess of the Down Main, and a new 2-way stencil-type route indicator has been provided on this signal with the following readings:–

'U' – Up Main

'X' – Set Back to a new "LIMIT OF SHUNT", situated on the Down Main, adjacent to the Down Main 1st Home signal. (23)

**YORK**

No. 14 Platform has been extended by 96 yds. at the North end, and signal No. Y152 repositioned accordingly. (This is in accordance with the final arrangements shown in the diagram in Supplementary Signalling Notice No. 65) (21)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****NORTON (ASKERN COLLIERY OUTLET)**

Notice boards worded " STOP, TELEPHONE" have been situated:-

To the left of the Exit line, 30 yards south of the ground frame, adjacent to new hold-up points on the Inlet line.

Adjacent to existing spring-points at the exit from the Full Sidings.

The existing catch points at the Colliery outlet are now operated from a 2-lever ground frame released from Norton signal box. The telephones at the ground frame and notice boards have been connected to Norton signal box. (21)

**HALIFAX CHURCH ST. SIDINGS TO NORTH BRIDGE SIDINGS**

The connection from Halifax Church St. Sidings leading to North Bridge Sidings has been secured out of use pending removal of the sidings. (21)

**YORK STATION NORTH END**

Details of the final layout, altered routing and alterations to existing signalling is shown in Supplementary signal Notice No.65 commencing 29 April and all concerned must ensure that they are in possession of a copy. (21)

**\*\* LOFTHOUSE EAST AND WEST SIDINGS**

Nos.1, 4, 5, 6, 7 and 8 Sidings have been secured out of use pending renewal. (20)

**\*\* SHIPLEY (BINGLEY JUNCTION)**

The two-tier ground disc shunting signal reading, set back – Down Main to Down Bradford lines; to Up Leeds or to Angle Sidings has been repositioned 20 yards further from the signal box. (20)

**\*\* ALEXANDRA DOCK**

The Up and Down lines between Alexandra Dock and Graving Dock have been abolished.

The Up and Down Main lines now lead only to the Down and Up Pier lines or to Nos. 1 to 6 Sidings.

All other points and connections have been secured out of use pending removal and the associated signalling abolished. (20)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## GENERAL APPENDIX

## Pages 85-86-STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Table on page 86-Class 6 trains-Amend existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains-Amend references in "Description of Train" column to "Section E" to read "Section 6".

## REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES  
BY THE ABSOLUTE BLOCK SYSTEM

## Page 4 - Bell Signals

Class 6 trains-Amend existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully-fitted Company or block train, Parcels train or milk train.  
Ordinary fully-fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully-fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains-Amend references in "Description of Train" column to "Section E" to read "Section 6".

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE  
LINES BY THE TRACK CIRCUIT BLOCK SYSTEM

## Page 61 - Bell Signals

Class 6 trains - Amend existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train. Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains - Amend references in "Description of Train" column to "Section E" to read "Section 6".

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE  
LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM

## Page 80 - Bell Signals

**Class 6 trains - Amend** existing item in "Description of Train" column in respect of Class 6 trains to read :-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

**Classes 7 and 8 trains - Amend** references in "Description of Train" column to "Section E" to read "Section 6".

REGULATIONS FOR TRAIN SIGNALLING WITH  
TRAIN STAFF OR TRAIN STAFF AND TICKET WORKING

## Page 112 - Bell Signals

**Class 6 trains - Amend** existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

**Classes 7 and 8 trains - Amend** references in "Description of Train" column to "Section E" to read "Section 6".

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

From	To	Line	Number of vehicles and special conditions
<b>Page 179</b>			
<b>GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE)</b>			
<b>Amend :-</b>			
Potters Grange	Engine Shed	Up	45 Freight wagons with or without brake van. (21)

## MISCELLANEOUS INSTRUCTIONS

## DONCASTER STATION

The new combined Trainmen's Accommodation is now located at the Southern End of the Station Buildings on Platforms 1 and 4. (23)

## HARROGATE STATION

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.  
**Drivers to keep a sharp lookout and be prepared to work to Handsignalmen's instructions.**

## LEEDS CITY STATION

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS - continued****ASKERN COLLIERY AND COALITE WORKS**

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRACT BAGHILL STATION**

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

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

**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
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.		
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
★ Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	Tuesday 21 May

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS  
York  
10 MAY, 1974

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 :-"

# FUEL ECONOMY

**FUEL ECONOMY IS VITAL** – The price of traction fuel oil is up 300% in the past year – Eastern Region uses 1,500,000 gallons a week!!

Diesel engines must be shut down whenever possible on main line and shunting locomotives and DMU's to prevent use of oil by idling unnecessarily.

Spillage must be avoided by greater care at fuelling points.

Your co-operation is earnestly requested.



**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 28 MAY – HULL HIGH LEVEL LINE – BETWEEN BRIDGES JN. AND ALEXANDRA DOCK \***

Alexandra Dock signal box will be abolished. All points worked therefrom will become hand-worked. All associated signals, with the exception of the Up Alexandra Dock 3-aspect colour light signal No. 60 will be abolished.

The Down Alexandra Dock line, between Bridges Jn. and a new "STOP TELEPHONE", notice board, at the Dock Sidings end, will become a single line worked in both directions under "ONE TRAIN ONLY" regulations with signals controlled by track circuit occupation, but no Token will be provided.

A section of the Up Alexandra Dock line, approximately 500 yards in length, will be removed between Bridges Jn. points, and a point in the vicinity of Bridge No. 2.

The Down Alexandra Dock 3-aspect signal No. 59 (situated 165 yards before reaching Bridges Jn. points), with position "1" Jn. Indicator, applying towards King George Dock line, will be replaced by a 2-aspect (Red/Green) signal on a left-hand bracket post with subsidiary, mounted on the signal post 12ft. above rail level with indications as follows:-

Main aspect – Down Alexandra Dock to Down King George Dock Single line (see below)  
Subsidiary – Down Alexandra Dock to Down Alexandra Dock Single line

The Up Alexandra Dock No. 60 signal, will be repositioned at the Docks Sidings end of the single line (on the cess side of the line), 1,475 yards before reaching No. 58 signal (445 yards further) and approximately 534 yards before reaching Bridges Jn. points.

A line-side telephone connected to the Yard Supervisor's Office in the Dock Sidings will be provided.

The "Stop Telephone" notice board (see above), will be situated 100 yards on the Hessle Road side of No. 60 signal, and the telephone at this notice board will also be connected to the Yard Supervisor's Office. (2b)

**TUESDAY 28 MAY – HULL HIGH LEVEL LINE – BETWEEN BRIDGES JUNCTION AND HEDON ROAD SIDINGS**

King George Dock signal box will be abolished, and all signals formerly worked therefrom except No. 62 signal, will be abolished. The Down King George Dock line, between Bridges Junction and a new "STOP TELEPHONE", notice board at Hedon Road Sidings end will become a single line worked in both directions under "ONE TRAIN ONLY" regulations with signals controlled by track circuit occupation, but no Token will be provided.

A section of the Up King George Dock line, approximately 1,016 yards in length, will be removed at and from Bridges Junction.

A new Up King George Dock 2-aspect colour light starting signal (Red/Green) No. 61, will be provided at the Hedon Road Sidings end of the single line, and this signal will be approximately 2,000 yards before reaching No. 62 signal.

The "Stop Telephone" notice board (see above), is situated 100 yards on the Hessle Road side of No. 61 signal.

A new Down Distant arm for Hedon Road Sidings will be provided on the post which formerly carried the Down Goods Home signal. This signal is 740 yards before reaching the "Stop Telephone" notice board.

A new Up King George Dock Single line 2-aspect colour light signal, will be provided 720 yards before reaching 3-aspect No. 62 signal.

Line side telephones will be provided adjacent to the "Stop Telephone" notice board and also at No. 61 signal, and these will be connected to the Yard Supervisor's office in Hedon Road Sidings. (25)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK REFERRED TO IN SECTION 'B' – continued****SUNDAY 2 JUNE – CRABLEY CREEK •**

The Up Main Home signal will be renewed as a straight post signal 41 yards nearer to the signal box with the arm at a height of 14ft. above rail level. (25)

**SUNDAY 2 JUNE – WOOLLEY COAL SIDINGS**

The trailing connection leading from the Down Main to the Coal Sidings will be abolished.

A new facing connection leading from the Up Main to the Coal Sidings will be provided.

The facing points are 30 yards on the signal box side of the main to main crossover.

A new ground disc applying from Up Main through the new facing points towards the Coal Sidings will be provided adjacent to the Up Main Home signal. "Diamond" signs will be provided on all other ground disc signals.

A notice board worded "STOP EXAMINE POINTS" will be provided at the first hand-worked points in the Coal Sidings. (25)

**DETAILS OF WORK ALREADY CARRIED OUT****GOOLE BOOTHFERRY ROAD AND POTTERS GRANGE**

Remodelled Up Sidings have been provided between Boothferry Road and Potters Grange.

No.2 Up Goods has been connected to No.1 Up Reception Siding to provide a route to Goole Docks.

No.2 Up Reception Siding has been shortened by 40 yards. (24)

**HESSAY ROAD LEVEL CROSSING AT 5m. 3chs. (BETWEEN POPPLETON AND HAMMERTON)**

The attendance at the level crossing has been withdrawn.

Telephone communication with Poppleton signal box has been provided at each side of the crossing.

The "Gate" board situated on the Up side of the line has been abolished. (23)

**EGGBOROUGH POWER STATION**

The notice boards applicable to Nos. 1 and 2 Hopper lines, adjacent to P.5 and P.6 signals, and worded: "C.E.G.B. LOCOMOTIVES NOT TO PASS" have been replaced by "LIMIT OF SHUNT" notice boards.

A new "LIMIT OF SHUNT" notice board applicable to the By-Pass line has been provided adjacent to P. signal. (23)

**GOOLE ENGINE SHED**

The Tilcon Sidings have been brought into use, access to these sidings is via a new trailing connection leading from the Down Main line, situated 330 yards before reaching the signal box (37 yards after passing the Down Main 1st Home signal).

A new 2-lever "BEVERLEY SIDINGS (TILCON)" ground frame, released from the signal box, has been provided to work the new trailing points and the outlet traps in the Siding. An adjacent telephone connected to the signal box has also been provided.

The ground disc shunting signal applying – set back – Down Main to Up Main, through the trailing crossover has been repositioned in the cess of the Down Main, and a new 2-way stencil-type route indicator has been provided on this signal with the following readings:–

'U' – Up Main

'X' – Set Back to a new "LIMIT OF SHUNT", situated on the Down Main, adjacent to the Down Main 1st Home signal. (23)

**\* YORK**

No. 14 Platform has been extended by 96 yds. at the North end, and signal No. Y152 repositioned accordingly. (This is in accordance with the final arrangements shown in the diagram in Supplementary Signalling Notice No. 65) (21)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****\* \* NORTON (ASKERN COLLIERY OUTLET)**

Notice boards worded " STOP, TELEPHONE" have been situated:-

To the left of the Exit line, 30 yards south of the ground frame, adjacent to new hold-up points on the Inlet line.

Adjacent to existing spring-points at the exit from the Full Sidings.

The existing catch points at the Colliery outlet are now operated from a 2-lever ground frame released from Norton signal box. The telephones at the ground frame and notice boards have been connected to Norton signal box. (21)

**\* HALIFAX CHURCH ST. SIDINGS TO NORTH BRIDGE SIDINGS**

The connection from Halifax Church St. Sidings leading to North Bridge Sidings has been secured out of use pending removal of the sidings. (21)

**YORK STATION NORTH END**

Details of the final layout, altered routing and alterations to existing signalling is shown in Supplementary signal Notice No.65 commencing 29 April and all concerned must ensure that they are in possession of a copy. (21)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## GENERAL APPENDIX

## Pages 85-86—STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Table on page 86—Class 6 trains—Amend existing item in "Description of Train" column in respect of Class 6 trains to read:—

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains—Amend references in "Description of Train" column to "Section E" to read "Section 6".

## REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES  
BY THE ABSOLUTE BLOCK SYSTEM

## Page 4 — Bell Signals

Class 6 trains—Amend existing item in "Description of Train" column in respect of Class 6 trains to read:—

- (a) Fully-fitted Company or block train, Parcels train or milk train.  
Ordinary fully-fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully-fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains—Amend references in "Description of Train" column to "Section E" to read "Section 6".

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE  
LINES BY THE TRACK CIRCUIT BLOCK SYSTEM

## Page 61 — Bell Signals

Class 6 trains — Amend existing item in "Description of Train" column in respect of Class 6 trains to read:—

- (a) Fully fitted Company or block train, Parcels train or milk train. Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

Classes 7 and 8 trains — Amend references in "Description of Train" column to "Section E" to read "Section 6".

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

**REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM**

**Page 80 – Bell Signals**

**Class 6 trains – Amend** existing item in "Description of Train" column in respect of Class 6 trains to read :-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

**Classes 7 and 8 trains – Amend** references in "Description of Train" column to "Section E" to read "Section 6".

**REGULATIONS FOR TRAIN SIGNALLING WITH TRAIN STAFF OR TRAIN STAFF AND TICKET WORKING**

**Page 112 – Bell Signals**

**Class 6 trains – Amend** existing item in "Description of Train" column in respect of Class 6 trains to read:-

- (a) Fully fitted Company or block train, Parcels train or milk train.  
Ordinary fully fitted Express freight train composed of vehicles permitted to run at 60 m.p.h.
- (b) Ordinary fully fitted express freight train composed of some or all vehicles with permitted maximum speed of less than 60 m.p.h. and with brake force not less than that shown in Section 6 of Working Manual for Rail Staff.

**Classes 7 and 8 trains – Amend** references in "Description of Train" column to "Section E" to read "Section 6".

**ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)  
TABLE F – PROPELLING OF TRAINS OR VEHICLES**

From	To	Line	Number of vehicles and special conditions
<b>Page 179</b>			
<b>** GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE)</b>			
<b>Amend :-</b>			
Potters Grange	Engine Shed	Up	45 Freight wagons with or without brake van. (21)

**MISCELLANEOUS INSTRUCTIONS**

**DONCASTER STATION**

The new combined Trainmen's Accommodation is now located at the Southern End of the Station Buildings on Platforms 1 and 4. (23)

**HARROGATE STATION**

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.  
**Drivers to keep a sharp lookout and be prepared to work to Handsignalmans instructions.**

**LEEDS CITY STATION**

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS - continued****ASKERN COLLIERY AND COALITE WORKS**

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite sidings adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

**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.**

**PONTEFRACT BAGHILL STATION**

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**★ HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

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

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.		
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS  
York  
17 MAY, 1974

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 9 JUNE – WRESSLE**

The Down Main Home signal will be repositioned 50 yards before reaching the signal box (48 yards nearer than formerly). The arm will be reduced in height to 18ft. above rail level and a sighting back board will be provided. (26)

**DETAILS OF WORK ALREADY CARRIED OUT****HULL HIGH LEVEL LINE – BETWEEN BRIDGES JN. AND ALEXANDRA DOCK**

Alexandra Dock signal box has been abolished. All points worked therefrom have become hand-worked. All associated signals, with the exception of the Up Alexandra Dock 3-aspect colour light signal No. 60 have been abolished.

The Down Alexandra Dock line, between Bridges Jn. and a new "STOP TELEPHONE" notice board, at the Dock Sidings end, have become a single line worked in both directions under "ONE TRAIN ONLY" regulations with signals controlled by track circuit occupation, but no Token has been provided.

A section of the Up Alexandra Dock line, approximately 500 yards in length, has been removed between Bridges Jn. points and a point in the vicinity of Bridge No. 2.

The Down Alexandra Dock 3-aspect signal No. 59 (situated 165 yards before reaching Bridges Jn. points), with position "1" Jn. Indicator, applying towards King George Dock line has been replaced by a 2-aspect (Red/Green) signal on a left-hand bracket post with subsidiary, mounted on the signal post 12ft. above rail level with indications as follows:—

Main aspect – Down Alexandra Dock to Down King George Dock Single line (see below)

Subsidiary – Down Alexandra Dock to Down Alexandra Dock Single line

The Up Alexandra Dock No. 60 signal, has been repositioned at the Docks Sidings end of the single line (on the cress side of the line) 1,475 yards before reaching No. 58 signal (445 yards further) and approximately 534 yards before reaching Bridges Jn. points.

A line-side telephone connected to the Yard Supervisor's Office in the Dock Sidings has been provided.

The "Stop Telephone" notice board (see above) has been situated 100 yards on the Hessle Road side of No. 60 signal, and the telephone at this notice board has also been connected to the Yard Supervisor's Office. (25)

**HULL HIGH LEVEL LINE – BETWEEN BRIDGES JUNCTION AND HEDON ROAD SIDINGS**

King George Dock signal box has been abolished, and all signals formerly worked therefrom except No. 62 signal, have been abolished. The Down King George Dock line between Bridges Junction and a new "STOP TELEPHONE" notice board at Hedon Road Sidings end have become a single line worked in both directions under "ONE TRAIN ONLY" regulations with signals controlled by track circuit occupation, but no Token has been provided.

A section of the Up King George Dock line, approximately 1,016 yards in length, has been removed at and from Bridges Junction.

A new Up King George Dock 2-aspect colour light starting signal (Red/Green) No. 61 has been provided at the Hedon Road Sidings end of the single line, and this signal is approximately 2,000 yards before reaching No. 62 signal.

The "Stop Telephone" notice board (see above), is situated 100 yards on the Hessle Road side of No. 61 signal.

A new Down Distant arm for Hedon Road Sidings has been provided on the post which formerly carried the Down Goods Home signal. This signal is 740 yards before reaching the 'Stop Telephone' notice board.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****HULL HIGH LEVEL LINE – BETWEEN BRIDGES JUNCTION AND HEDON ROAD SIDINGS – continued**

A new Up King George Dock Single line 2-aspect colour light signal has been provided 720 yards before reaching 3-aspect No. 62 signal.

Line side telephones have been provided adjacent to the "Stop Telephone" notice board and also at No. 62 signal, and these have been connected to the Yard Supervisor's office in Hedon Road Sidings. (25)

**CRABLEY CREEK**

The Up Main Home signal has been renewed as a straight post signal 41 yards nearer to the signal box with the arm at a height of 14 ft. above rail level. (25)

**WOOLLEY COAL SIDINGS**

The trailing connection leading from the Down Main to the Coal Sidings has been abolished.

A new facing connection leading from the Up Main to the Coal Sidings has been provided.

The facing points are 30 yards on the signal box side of the main to main crossover.

A new ground disc applying from Up Main through the new facing points towards the Coal Sidings has been provided adjacent to the Up Main Home signal. "Diamond" signs have been provided on all other ground disc signals.

A notice board worded "STOP EXAMINE POINTS" has been provided at the first hand-worked points in the Coal Sidings. (25)

**GOOLE BOOTHFERRY ROAD AND POTTERS GRANGE**

Remodelled Up Sidings have been provided between Boothferry Road and Potters Grange.

No. 2 Up Goods has been connected to No. 1 Up Reception Siding to provide a route to Goole Docks.

No. 2 Up Reception Siding has been shortened by 40 yards. (24)

**\* \* HESSAY ROAD LEVEL CROSSING AT 5m. 3chs. (BETWEEN POPPLETON AND HAMMERTON)**

The attendance at the level crossing has been withdrawn.

Telephone communication with Poppleton signal box has been provided at each side of the crossing.

The "Gate" board situated on the Up side of the line has been abolished. (23)

**\* \* \* EGGBOROUGH POWER STATION**

The notice boards applicable to Nos. 1 and 2 Hopper lines, adjacent to P.5 and P.6 signals, and worded: "C.E.G.B. LOCOMOTIVES NOT TO PASS" have been replaced by "LIMIT OF SHUNT" notice boards.

A new "LIMIT OF SHUNT" notice board applicable to the By-Pass line has been provided adjacent to P.6 signal. (23)

**\* \* \* GOOLE ENGINE SHED**

The Tilcon Sidings have been brought into use, access to these sidings is via a new trailing connection leading from the Down Main line, situated 330 yards before reaching the signal box (37 yards after passing the Down Main 1st Home signal).

A new 2-lever "BEVERLEY SIDINGS (TILCON)" ground frame, released from the signal box, has been provided to work the new trailing points and the outlet traps in the Siding. An adjacent telephone connected to the signal box has also been provided.

The ground disc shunting signal applying – set back – Down Main to Up Main, through the trailing crossover has been repositioned in the cess of the Down Main, and a new 2-way stencil-type route indicator has been provided on this signal with the following readings:–

'U' – Up Main

'X' – Set Back to a new "LIMIT OF SHUNT", situated on the Down Main, adjacent to the Down Main 1st Home signal. (23)

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS INSTRUCTIONS

## \* \* DONCASTER STATION

The new combined Trainmen's Accommodation is now located at the Southern End of the Station Buildings on Platforms 1 and 4. (23)

## HARROGATE STATION

Contractors will be demolishing the station roof above the Up platform and the Up Bay line. Drivers to keep a sharp lookout and be prepared to work to Handsignalman's instructions.

## LEEDS CITY STATION

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

## ASKERN COLLIERY AND COALITE WORKS

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite siding adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

## RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.

## PONTEFRACHT BAGHILL STATION

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**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.

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.		
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

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**MO.45/NS****York****31 MAY, 1974**

*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 :-"*

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**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**

NIL

**DETAILS OF WORK ALREADY CARRIED OUT****SOUTH KIRKBY COLLIERY**

The Empties line has been abolished. The Colliery Shunt Spur has been extended to connect with the Run-Round. The connection between the Tippler line and the Bunker Arrival and Departure has been re-sited 50 yards nearer to the Bunker. (New Item) (27)

**WRESSLE**

The Down Main Home signal has been repositioned 50 yards before reaching the signal box (48 yards nearer than formerly). The arm has been reduced in height to 18 ft. above rail level and a sighting back board has been provided. (26)

**HULL HIGH LEVEL LINE – BETWEEN BRIDGES JN. AND ALEXANDRA DOCK**

Alexandra Dock signal box has been abolished. All points worked therefrom have become hand-worked. All associated signals, with the exception of the Up Alexandra Dock 3-aspect colour light signal No. 60 have been abolished.

The Down Alexandra Dock line, between Bridges Jn. and a new "STOP TELEPHONE" notice board, at the Dock Sidings end, have become a single line worked in both directions under "ONE TRAIN ONLY" regulations with signals controlled by track circuit occupation, but no Token has been provided.

A section of the Up Alexandra Dock line, approximately 500 yards in length, has been removed between Bridges Jn. points and a point in the vicinity of Bridge No. 2.

The Down Alexandra Dock 3-aspect signal No. 59 (situated 165 yards before reaching Bridges Jn. points), with position "1" Jn. Indicator, applying towards King George Dock line has been replaced by a 2-aspect (Red/Green) signal on a left-hand bracket post with subsidiary, mounted on the signal post 12 ft. above level with indications as follows:—

Main aspect – Down Alexandra Dock to Down King George Dock Single line (see below)  
Subsidiary – Down Alexandra Dock to Down Alexandra Dock Single line

The Up Alexandra Dock No. 60 signal, has been repositioned at the Docks Sidings end of the single line (on the cess side of the line) 1,475 yards before reaching No. 58 signal (445 yards further) and approximately 534 yards before reaching Bridges Jn. points.

A line-side telephone connected to the Yard Supervisor's Office in the Dock Sidings has been provided.

The "Stop Telephone" notice board (see above) has been situated 100 yards on the Hessle Road side of No. 60 signal, and the telephone at this notice board has also been connected to the Yard Supervisor's Office. (25)

**HULL HIGH LEVEL LINE – BETWEEN BRIDGES JUNCTION AND HEDON ROAD SIDINGS**

King George Dock signal box has been abolished, and all signals formerly worked therefrom except No. 62 signal, have been abolished. The Down King George Dock line between Bridges Junction and a new "STOP TELEPHONE" notice board at Hedon Road Sidings end have become a single line worked in both directions under "ONE TRAIN ONLY" regulations with signals controlled by track circuit occupation, but no Token has been provided.

A section of the Up King George Dock line, approximately 1,016 yards in length, has been removed at and from Bridges Junction.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****HULL HIGH LEVEL LINE – BETWEEN BRIDGES JUNCTION AND HEDON ROAD SIDINGS – continued**

A new Up King George Dock 2-aspect colour light starting signal (Red/Green) No. 61 has been provided at the Hedon Road Sidings end of the single line, and this signal is approximately 2,000 yards before reaching No. 62 signal.

The "Stop Telephone" notice board (see above), is situated 100 yards on the Hessle Road side of No. 61 signal.

A new Down Distant arm for Hedon Road Sidings has been provided on the post which formerly carried the Down Goods Home signal. This signal is 740 yards before reaching the 'Stop Telephone' notice board.

A new Up King George Dock Single line 2-aspect colour light signal has been provided 720 yards before reaching 3-aspect No. 62 signal.

Line side telephones have been provided adjacent to the "Stop Telephone" notice board and also at No. 61 signal, and these have been connected to the Yard Supervisor's office in Hedon Road Sidings. (25)

**CRABLEY CREEK**

The Up Main Home signal has been renewed as a straight post signal 41 yards nearer to the signal box with the arm at a height of 14 ft. above rail level. (25)

**WOOLLEY COAL SIDINGS**

The trailing connection leading from the Down Main to the Coal Sidings has been abolished.

A new facing connection leading from the Up Main to the Coal Sidings has been provided.

The facing points are 30 yards on the signal box side of the main to main crossover.

A new ground disc applying from Up Main through the new facing points towards the Coal Sidings has been provided adjacent to the Up Main Home signal. "Diamond" signs have been provided on all other ground disc signals.

A notice board worded "STOP EXAMINE POINTS" has been provided at the first hand-worked points in the Coal Sidings. (25)

**\* \* GOOLE BOOTHFERRY ROAD AND POTTERS GRANGE**

Remodelled Up Sidings have been provided between Boothferry Road and Potters Grange.

No. 2 Up Goods has been connected to No. 1 Up Reception Siding to provide a route to Goole Docks.

No. 2 Up Reception Siding has been shortened by 40 yards. (24)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS INSTRUCTIONS

## HARROGATE STATION

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.  
**Drivers to keep a sharp lookout and be prepared to work to Handsignalmans instructions.**

## LEEDS CITY STATION

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

## ASKERN COLLIERY AND COALITE WORKS

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite siding adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

## RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

## PONTEFRACT BAGHILL STATION

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

## 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.**

## GREETLAND AND DRYCLOUGH JUNCTION

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**



## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS INSTRUCTIONS - continued

## HESSLE HAVEN

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

## 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.		
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	

## BOTANIC GARDENS MOTIVE POWER DEPOT

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS  
York  
7 JUNE, 1974

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****SOUTH KIRKBY COLLIERY**

The Empties line has been abolished. The Colliery Shunt Spur has been extended to connect with the Run-Round. The connection between the Tippler line and the Bunker Arrival and Departure has been resited 50 yards nearer to the Bunker. (New Item) (27)

**WRESSLE**

The Down Main Home signal has been repositioned 50 yards before reaching the signal box (48 yards nearer than formerly). The arm has been reduced in height to 18ft. above rail level and a sighting back board has been provided. (26)

**\* HULL HIGH LEVEL LINE – BETWEEN BRIDGES JN. AND ALEXANDRA DOCK**

Alexandra Dock signal box has been abolished. All points worked therefrom have become hand-worked. All associated signals, with the exception of the Up Alexandra Dock 3-aspect colour light signal No. 60 have been abolished.

The Down Alexandra Dock line, between Bridges Jn. and a new "STOP TELEPHONE" notice board, at the Dock Sidings end, have become a single line worked in both directions under "ONE TRAIN ONLY" regulations with signals controlled by track circuit occupation, but no Token has been provided.

A section of the Up Alexandra Dock line, approximately 500 yards in length, has been removed between Bridges Jn. points and a point in the vicinity of Bridge No. 2.

The Down Alexandra Dock 3-aspect signal No. 59 (situated 165 yards before reaching Bridges Jn. points), with position "1" Jn. Indicator, applying towards King George Dock line has been replaced by a 2-aspect (Red/Green) signal on a left-hand bracket post with subsidiary, mounted on the signal post 12ft. above rail level with indications as follows:-

Main aspect – Down Alexandra Dock to Down King George Dock Single line (see below)

Subsidiary – Down Alexandra Dock to Down Alexandra Dock Single line

The Up Alexandra Dock No. 60 signal, has been repositioned at the Docks Sidings end of the single line (on the cess side of the line) 1,475 yards before reaching No. 58 signal (445 yards further) and approximately 534 yards before reaching Bridges Jn. points.

A line-side telephone connected to the Yard Supervisor's Office in the Dock Sidings has been provided.

The "Stop Telephone" notice board (see above) has been situated 100 yards on the Hessle Road side of No. 60 signal, and the telephone at this notice board has also been connected to the Yard Supervisor's Office. (25)

**\* HULL HIGH LEVEL LINE – BETWEEN BRIDGES JUNCTION AND HEDON ROAD SIDINGS**

King George Dock signal box has been abolished, and all signals formerly worked therefrom except No. 62 signal, have been abolished. The Down King George Dock line between Bridges Junction and a new "STOP TELEPHONE" notice board at Hedon Road Sidings end have become a single line worked in both directions under "ONE TRAIN ONLY" regulations with signals controlled by track circuit occupation, but no Token has been provided.

A section of the Up King George Dock line, approximately 1,016 yards in length, has been removed at and from Bridges Junction.

**SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued****DETAILS OF WORK ALREADY CARRIED OUT - continued****\*\* HULL HIGH LEVEL LINE - BETWEEN BRIDGES JUNCTION AND HEDON ROAD SIDINGS - continued**

A new Up King George Dock 2-aspect colour light starting signal (Red/Green) No. 61 has been provided at the Hedon Road Sidings end of the single line, and this signal is approximately 2,000 yards before reaching No. 62 signal.

The "Stop Telephone" notice board (see above), is situated 100 yards on the Hessle Road side of No. 61 signal.

A new Down Distant arm for Hedon Road Sidings has been provided on the post which formerly carried the Down Goods Home signal. This signal is 740 yards before reaching the 'Stop Telephone' notice board.

A new Up King George Dock Single line 2-aspect colour light signal has been provided 720 yards before reaching 3-aspect No. 62 signal.

Line side telephones have been provided adjacent to the "Stop Telephone" notice board and also at No. 61 signal, and these have been connected to the Yard Supervisor's office in Hedon Road Sidings. (25)

**\*\* CRABLEY CREEK**

The Up Main Home signal has been renewed as a straight post signal 41 yards nearer to the signal box with the arm at a height of 14 ft. above rail level. (25)

**\*\* WOOLLEY COAL SIDINGS**

The trailing connection leading from the Down Main to the Coal Sidings has been abolished.

A new facing connection leading from the Up Main to the Coal Sidings has been provided.

The facing points are 30 yards on the signal box side of the main to main crossover.

A new ground disc applying from Up Main through the new facing points towards the Coal Sidings has been provided adjacent to the Up Main Home signal. "Diamond" signs have been provided on all other ground disc signals.

A notice board worded "STOP EXAMINE POINTS" has been provided at the first hand-worked points in the Coal Sidings. (25)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS INSTRUCTIONS

## HARROGATE STATION

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.  
**Drivers to keep a sharp lookout and be prepared to work to Handsignalmans instructions.**

## LEEDS CITY STATION

Scaffolding has been erected over and adjacent to Buffer Stop End of No. 4 platform Road and will remain there while repairs are carried out to City House.

This will result in restricted clearance.

## ASKERN COLLIERY AND COALITE WORKS

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite siding adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

## RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

## PONTEFRAC T BAGHILL STATION

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

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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.**

## GREETLAND AND DRYCLOUGH JUNCTION

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**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
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Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.		
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Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS

York

14 JUNE 1974

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**

NIL

**DETAILS OF WORK ALREADY CARRIED OUT****SOUTH KIRKBY COLLIERY**

The Empties line has been abolished. The Colliery Shunt Spur has been extended to connect with the Run-Round. The connection between the Tippler line and the Bunker Arrival and Departure has been resited 50 yards nearer to the Bunker. (New Item) (27)

**\*\* WRESSLE**

The Down Main Home signal has been repositioned 50 yards before reaching the signal box (48 yards nearer than formerly). The arm has been reduced in height to 18 ft. above rail level and a sighting back board has been provided. (26)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**MISCELLANEOUS INSTRUCTIONS****HARROGATE STATION**

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.  
Drivers to keep a sharp lookout and be prepared to work to Handsignalmans instructions.

**ASKERN COLLIERY AND COALITE WORKS**

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite siding adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.

**PONTEFRACT BAGHILL STATION**

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**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.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## MISCELLANEOUS INSTRUCTIONS – continued

## HESSLE HAVEN

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

## 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.		
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	

## BOTANIC GARDENS MOTIVE POWER DEPOT

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS

York  
21 JUNE, 1974

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****MONDAY 8 JULY – WAKEFIELD KIRKGATE EAST – TURNERS LANE GROUND FRAME**

The ground position light shunting signal (No.1252) applying – Shunt Spur to Down Siding, will now additionally apply towards the Down L & Y Goods Loop, Line occupied. (30)

**MONDAY 8 JULY – MARSH LANE GOODS YARD.**

The siding leading to the Flour Warehouse will be shortened by 90 yards. (30)

**DETAILS OF WORK ALREADY CARRIED OUT****\* \* SOUTH KIRKBY COLLIERY**

The Empties line has been abolished. The Colliery Shunt Spur has been extended to connect with the Run-Round. The connection between the Tippler line and the Bunker Arrival and Departure has been resited 50 yards nearer to the Bunker. (27)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**MISCELLANEOUS INSTRUCTIONS****\*\* HARROGATE STATION**

Contractors will be demolishing the station roof above the Up platform and the Up Bay line.  
Drivers to keep a sharp lookout and be prepared to work to Handsignalman's instructions.

**ASKERN COLLIERY AND COALITE WORKS**

The colliery running line at Askern Colliery and Coalite Works has been blocked by a coal stack slip and fire at the point where it passes the colliery screens.

Until further notice, access to the sidings at the top end of the colliery will be by way of the No. 2 ground frame and the Coalite siding adjacent to the blocked line.

Trains for the top sidings will not be allowed forward beyond the lower (No. 17) signal on the running line until the road is clear throughout, and the shunter has operated the ground frame points and checked the facing points 100 yards in advance of the Ground Frame.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.

**PONTEFRAC T BAGHILL STATION**

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**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.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Healey Mills M.P.D.	Repairing locomotive washing plant Washing plant out of use.		
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS

York  
28 JUNE, 1974

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



**NS**

**EASTERN REGION**

**No.28**

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

**SATURDAY 13 JULY**

**TO**

*17 Day Rtn  
Ryde*

**FRIDAY 19 JULY 1974**

**INCLUSIVE**

*9.7.10*

**NOTICE**

**Supplementary Operating Instructions booklet is being re-issued.**

**ND-22D must be retained and used together with ND-26D until this re-issue dated 27 July 1974 is received.**

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 15 JULY—STOURTON JUNCTION

The six Up side Storage Sidings designated as Stourton New Sidings will be abolished. The slip connection giving access thereto, will be secured out of use in the normal position pending removal, and the associated signalling abolished. (31)

## SUNDAY 14 JULY—BETWEEN GOOLE BRIDGE AND BOOTHFERRY ROAD

The Up Main 3-aspect automatic signal No.U5 will be abolished.

## Boothferry Road

Ground position light shunting signal No.BR.28, applying set back — Down Main to Up Main through the trailing crossover at the Goole Bridge end, will be re-positioned in the cess of the Down Main line. (31)

## DETAILS OF WORK ALREADY CARRIED OUT

## LOW MOOR

A series of wagon marker boards have been provided on the Up Main (height 4 ft. above rail level) as follows:—

The first board, lettered "15 SLU" is installed 105 yards after passing the Low Moor ground frame worked connection in the Up Main, and thereafter boards lettered 20, 25, 30, 35, 40 and 45 SLU's have been installed at a spacing of 35 yards between each board.

A plunger, to operate a loud sounding bell on Nos.15, 30 and 45 boards is provided at the ground frame connection in the Up Main. See also Section D. (New Item) (31)

## WAKEFIELD KIRKGATE EAST — TURNERS LANE GROUND FRAME

The ground position light shunting signal (No.1252) applying — Shunt Spur to Down Siding, now applies towards the Down L & Y Goods Loop, line occupied. (30)

## MARSH LANE GOODS YARD

The siding leading to the Flour Warehouse has been shortened by 90 yards. (30)

## CUTSYKE JN. SIGNAL BOX

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (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

## MONDAY 22 JULY AND UNTIL FURTHER NOTICE – BOOTHFERRY ROAD AND SALTMARSH

Commencing at 03 00 hours, the line between Goole and Gilberdyke will be reopened to traffic. Whilst repairs to Goole Bridge are in progress (engineers' possession on the Down Main on the Bridge), the following arrangements will apply:—

An Electric Token Instrument will be provided at Boothferry Road and at Saltmarshe, and Goole Bridge signal box will temporarily cease to be a Block Post.

A single line will be formed by sluing the Up Main into the Down Main on the West side of Goole Bridge, and the Electric Token Block Regulations will apply over the resultant single line.

Up trains will travel over the Up Main over Goole Bridge, and thence over the Down Main via the slue and regain the Up Main via the East end trailing crossover at Boothferry Road.

Down trains will travel on to the Up Main via the slue, thence over the Up Main, and regain the Down Main line, via the trailing crossover at Saltmarshe.

The following signals will be maintained at either single Yellow or Red as shown below, for the duration of the emergency working.

Signal No.		Aspect displayed
D6	Down Main Auto/Goole Bridge Down Main Distant.	Single Yellow
GB3	Goole Bridge Down Main Home.	Red
U4	Up Main Auto/Goole Bridge Up Main Distant.	Single Yellow
GB2	Goole Bridge Up Main Home.	Red

The hand-signalman will be in attendance at GB.3 and GB.2 signals.

The points on either side of the Goole Bridge leading into the Sand Drags will be secured out of use in the reverse position. (UFN)

## MONDAY 22 JULY – STOURTON UP SIDINGS ✓

The Up Sidings, with the exception of the C & W Sidings and the 4 (Top) Sidings adjacent to the Up Through Siding, will be abolished, and the associated hand-worked points secured out of use pending removal. (32)

## MONDAY 22 JULY – WAKEFIELD ROAD ✓

The connections leading to the former Stourton Motive Power Depot, will be secured out of use pending removal. (32)

## TUESDAY 23 JULY – BEVERLEY PARKS ✓

The Down Main Home signal will be repositioned 102 yards nearer to the signal box.

The semaphore arm Down Main Distant signal, will be replaced by a 2-aspect colour light Distant situated 198 yards further from the signal box.

The distance between the above repositioned signals will then be 1,335 yards. (32)

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

## DETAILS OF WORK ALREADY CARRIED OUT

**POTTERIC CARR**

The Up Main Distant signal has been renewed on a straight post, at an increased height of 30ft. above rail level. (New Item) (32)

**STOURTON JUNCTION**

The six Up side Storage Sidings designated as Stourton New Sidings have been abolished. The slip connection giving access thereto, has been secured out of use in the normal position pending removal, and the associated signalling has been abolished. (31)

**BETWEEN GOOLE BRIDGE AND BOOTHFERRY ROAD**

The Up Main 3-aspect automatic signal No. U5 has been abolished.

**Boothferry Road**

Ground position light shunting signal No. B.R.28, applying set back – Down Main to Up Main through the trailing crossover at the Goole Bridge end, has been re-positioned in the cess of the Down Main line (31)

**LOW MOOR**

A series of wagon marker boards have been provided on the Up Main (height 4 ft. above rail level) as follows:–

The first board, lettered "15 SLU" is installed 105 yards after passing the Low Moor ground frame worked connection in the Up Main, and thereafter boards lettered 20, 25, 30, 35, 40 and 45 SLU's have been installed at a spacing of 35 yards between each board.

A plunger, to operate a loud sounding bell on Nos. 15, 30 and 45 boards is provided at the ground frame connection in the Up Main. See also Section D. (New Item) (31)

**WAKEFIELD KIRKGATE EAST – TURNERS LANE GROUND FRAME**

The ground position light shunting signal (No. 1252) applying – Shunt Spur to Down Siding, now applies towards the Down L & Y Goods Loop, line occupied. (30)

**MARSH LANE GOODS YARD**

The siding leading to the Flour Warehouse has been shortened by 90 yards. (30)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## \* ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

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## LOCAL INSTRUCTIONS

Page 295

**DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION)  
SOUTH KIRKBY COLLIERY SIDINGS**

Paragraph 1

**Amend:**— 'Empties line' in third line to 'Run Round Line'.

Paragraph 7

**Delete and insert:**— 'Trains entering the Colliery which are not to be bunker loaded, must be placed in the Loaded Sidings'.

Paragraph 8

**Delete**

Paragraph 10

**Amend to read:**— 'Movements through the crossover road between the Bunker Arrival/Departure line and the Run-Round line, and in the vicinity of this crossover, must only be made when it has been ascertained that no conflicting movement is in progress'.

Paragraph 12

**Amend to read:**— 'The Run-Round road may be used in both directions'.

Page 305

**LOW MOOR TO THORNHILL JUNCTION**

**Add:**—

**LOW MOOR**

**Running Round.** Trains for the Halifax direction must run round via the Up Sidings line at Low Moor. When the movement is complete and a tail lamp has been fixed to the rearmost vehicle or brake van, the Guard or person-in-charge must operate the Ground Frame to enable the train to draw forward on to the Up Main line.

The Driver must stop at the appropriate marker board provided, having due regard for the length of the train. The Guards "Ready to Start" signal must be given by means of bell communication. The Rule book Section H, clause 3.4.4 (b) is modified accordingly.

## MISCELLANEOUS INSTRUCTIONS

## ★ LEEDS WELLINGTON STREET GOODS YARD

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

## RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

## PONTEFRAC T BAGHILL STATION

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.



**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.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hamerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	

NS-21

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

**MISCELLANEOUS INSTRUCTIONS - continued**

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

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**MO.45/NS**  
**York**  
**12 JULY, 1974**

**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 :-"*

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 28 JULY – WAKEFIELD KIRKGATE EAST**

The Down L&Y set-back miniature arm shunting signal, now on the right-hand doll of the signal gantry 101 yards on the East side of the signal box, will, (together with its associated route indicator) be renewed 7 yards further from the signal box on a straight post, situated between the Down and Up L & Y lines, and with the signal arm at a height of 18ft. above rail level. (33)

**SUNDAY 28 JULY – RAWCLIFFE**

The Up Main 2nd Home signal will be re-positioned 171 yards further from the signal box, with the arm at a reduced height of 14ft. above rail level. (33)

**MONDAY 29 JULY AND UNTIL FURTHER NOTICE—BOOTHFERRY ROAD AND SALTMARSH**

The route between Goole and Gilberdyke will be re-opened to traffic. See Special Notice which will be issued to all concerned. (UFN)

**MONDAY 29 JULY – SKELLOW JUNCTION**

The Up Siding will be secured out of use pending renewal. (33)

**SUNDAY 28 JULY – PONTEFRAC (BAGHILL SOUTH)**

The trailing connection—Up Main to Up Bay will be secured out of use in the normal position pending removal and the associated signalling abolished. (33)

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

The Empty Siding has been secured out of use pending renewal.

The trailing connection in the Up Main at the Leeds end, leading to the Empty Siding and Bullcroft Sidings has been secured out of use in the normal position until completion of the work.

Temporary buffer stops have been erected at the Stainforth end to prevent movements onto the Empty Siding. (New Item) (33)

**STOURTON UP SIDINGS**

The Up Sidings, with the exception of the C & W Sidings and the 4 (Top) Sidings adjacent to the Up Through Siding has been abolished, and the associated hand-worked points have been secured out of use pending removal. (32)

**WAKEFIELD ROAD**

The connections leading to the former Stourton Motive Power Depot, have been secured out of use pending removal. (32)

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

The Down Main Home signal has been repositioned 102 yards nearer to the signal box.

The semaphore arm Down Main Distant signal, has been replaced by a 2-aspect colour light Distant situated 198 yards further from the signal box.

The distance between the above repositioned signals is now 1,335 yards. (32)

**POTTERIC CARR**

The Up Main Distant signal has been renewed on a straight post, at an increased height of 30ft. above rail level. (32)

**STOURTON JUNCTION**

The six Up side Storage Sidings designated as Stourton New Sidings have been abolished. The slip connection giving access thereto, has been secured out of use in the normal position pending removal, and the associated signalling has been abolished. (31)

**BETWEEN GOOLE BRIDGE AND BOOTHFERRY ROAD**

The Up Main 3-aspect automatic signal No. U5 has been abolished.

**Boothferry Road**

Ground position light shunting signal No.B.R.28, applying set back – Down Main to Up Main through the trailing crossover at the Goole Bridge end, has been re-positioned in the cess of the Down Main line. (31)

**LOW MOOR**

A series of wagon marker boards have been provided on the Up Main (height 4 ft. above rail level) as follows:–

The first board, lettered "15 SLU" is installed 105 yards after passing the Low Moor ground frame worked connection in the Up Main, and thereafter boards lettered 20, 25, 30, 35, 40 and 45 SLU's have been installed at a spacing of 35 yards between each board.

A plunger, to operate a loud sounding bell on Nos.15, 30 and 45 boards is provided at the ground frame connection in the Up Main. See also Section D. (31)

**\* \* WAKEFIELD KIRKGATE EAST – TURNERS LANE GROUND FRAME**

The ground position light shunting signal (No.1252) applying – Shunt Spur to Down Siding, now applies towards the Down L & Y Goods Loop, line occupied. (30)

**\* \* MARSH LANE GOODS YARD**

The siding leading to the Flour Warehouse has been shortened by 90 yards. (30)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS

Page 3 Northern Area dated 27 July 1974

## CONTINENTAL FERRY WAGONS

★ Add :-

Special dispensation applies to certain 'S' type vehicles when conveyed on 6S72, 14 55 SX Parkeston Quay - Edinburgh - Glasgow and 6E87, 14 16 ex Glasgow - Edinburgh - Parkeston Quay air-braked services timed to a maximum speed of 60 m.p.h. Details are published in the Sectional Appendix, page 257 Northern and page 330 Southern and apply to these two services only.

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## OTHER GENERAL INSTRUCTIONS

Page 257 (Page 135 S.O.I.)

## AIR-BRAKED NETWORK SERVICES

★ Delete existing instructions and Add :-

**6S72, 14 55 PARKESTON QUAY - EDINBURGH - GLASGOW**  
**6E87, 14 16 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.

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'. 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.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**  
**ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued**  
**AIR-BRAKED NETWORK SERVICES – continued**

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 .....	
<p>I certify that I have examined the Continental Ferry Wagons on*/to be attached to * the above train and that these vehicles are marked 'S' or 'SS' and are not wagons with Single link suspension owned by the Italian Railways (FS wagon numbers commencing with 2183.</p>	
Grade .....	
* Delete as necessary	

MS12/63/1

**TABLE D2**  
**LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND TICKET AND ONE TRAIN ONLY ARRANGEMENTS**

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
<b>Page 165</b>		
<b>Add: – STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION</b>		
Boothferry Road and Saltmarsh	Boothferry Road	Token Messenger. Until 26.8.74

**LOCAL INSTRUCTIONS**

**Page 305**

**LOW MOOR TO THORNHILL JUNCTION**

**Add: – LOW MOOR**

**Running Round.** Trains for the Halifax direction must run round via the Up Sidings line at Low Moor. When the movement is complete and a tail lamp has been fixed to the rearmost vehicle or brake van, the Guard or person-in-charge must operate the Ground Frame to enable the train to draw forward on to the Up Main line.

The Driver must stop at the appropriate marker board provided, having due regard for the length of the train. The Guards "Ready to Start" signal must be given by means of bell communication. The Rule book Section H, clause 3.4.4 (b) is modified accordingly.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS INSTRUCTIONS

## ★ BOOTHFERRY ROAD AND SALTMARSH

The Up line between Goole Bridge (6m.p.) and Boothferry Road East crossover (6m. 40chs.) will be out of use until further notice.

The Down line between Saltmarsh (3m. 44chs.) and Goole Bridge (new slue at 6m.p.) will be out of use until further notice.

## BETWEEN KIRKHAM ABBEY AND MALTON

Commencing Saturday 27 July for two weeks only there will be increased user of the accommodation level crossing at 17m. 75chs.

## LEEDS WELLINGTON STREET GOODS YARD

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

## RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**Drivers to keep a sharp look-out and sound locomotive horn when approaching the level crossing.**

## PONTEFRAC T BAGHILL STATION

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

## 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.**

## GREETLAND AND DRYCLOUGH JUNCTION

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to keep a sharp look out and sound locomotive horns when approaching the crossing.**

## HESSLE HAVEN

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.



## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## MISCELLANEOUS INSTRUCTIONS – continued

## 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	

## BOTANIC GARDENS MOTIVE POWER DEPOT

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS  
York  
19 JULY, 1974

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS No :-"

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****TUESDAY 6 AUGUST - HARROGATE NORTH**

The ground disc applying - Shunting - Up Main to Through Road or to No. 2 Platform, will be repositioned on the opposite side of the Up Main. (34/35)

**DETAILS OF WORK ALREADY CARRIED OUT****PONTEFRACT SOUTH**

The trailing connection Up Main to Up Siding has been secured permanently out of use pending removal and the associated signalling abolished. (New Item) (34/35)

**WAKEFIELD KIRKGATE EAST**

The Down L & Y set-back miniature arm shunting signal, now on the right-hand doll of the signal gantry 101 yards on the East side of the signal box, (together with its associated route indicator) has been renewed 7 yards further from the signal box on a straight post, situated between the Down and Up L & Y lines, and with the signal arm at a height of 18ft. above rail level. (33)

**RAWCLIFFE**

The Up Main 2nd Home signal has been re-positioned 171 yards further from the signal box, with the arm at a reduced height of 14ft. above rail level. (33)

**SKELLOW JUNCTION**

The Up Siding has been secured out of use pending renewal. (33)

**PONTEFRACT (BAGHILL SOUTH)**

The trailing connection - Up Main to Up Bay has been secured out of use in the normal position pending removal and the associated signalling abolished. (33)

**SKELLOW JUNCTION**

The Empty Siding has been secured out of use pending renewal.

The trailing connection in the Up Main at the Leeds end, leading to the Empty Siding and Bullcroft Sidings has been secured out of use in the normal position until completion of the work.

Temporary buffer stops have been erected at the Stainforth end to prevent movements onto the Empty Siding. (33)

**STOURTON UP SIDINGS**

The Up Sidings, with the exception of the C & W Sidings and the 4 (Top) Sidings adjacent to the Up Through Siding has been abolished, and the associated hand-worked points have been secured out of use pending removal. (32)

**WAKEFIELD ROAD**

The connections leading to the former Stourton Motive Power Depot, have been secured out of use pending removal. (32)

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

The Down Main Home signal has been repositioned 102 yards nearer to the signal box.

The semaphore arm Down Main Distant signal, has been replaced by a 2-aspect colour light Distant situated 198 yards further from the signal box.

The distance between the above repositioned signals is now 1,335 yards. (32)

**POTTERIC CARR**

The Up Main Distant signal has been renewed on a straight post, at an increased height of 30ft. above rail level. (32)

**\* STOURTON JUNCTION**

The six Up side Storage Sidings designated as Stourton New Sidings have been abolished. The slip connection giving access thereto, has been secured out of use in the normal position pending removal, and the associated signalling has been abolished. (31)

**\* \* BETWEEN GOOLE BRIDGE AND BOOTHFERRY ROAD**

The Up Main 3-aspect automatic signal No. U5 has been abolished.

**Boothferry Road**

Ground position light shunting signal No.B.R.28, applying set back – Down Main to Up Main through the trailing crossover at the Goole Bridge end, has been re-positioned in the cess of the Down Main line. (31)

**\* LOW MOOR**

A series of wagon marker boards have been provided on the Up Main (height 4 ft. above rail level) as follows:–

The first board, lettered "15 SLU" is installed 105 yards after passing the Low Moor ground frame worked connection in the Up Main, and thereafter boards lettered 20, 25, 30, 35, 40 and 45 SLU's have been installed at a spacing of 35 yards between each board.

A plunger, to operate a loud sounding bell on Nos.15, 30 and 45 boards is provided at the ground frame connection in the Up Main. See also Section D. (31)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS

Page 3 Northern Area dated 27 July 1974

## CONTINENTAL FERRY WAGONS

Add :-

Special dispensation applies to certain 'S' type vehicles when conveyed on 6S72, 14 55 SX Parkeston Quay - Edinburgh - Glasgow and 6E87, 14 16 ex Glasgow - Edinburgh - Parkeston Quay air-braked services timed to a maximum speed of 60 m.p.h. Details are published in the Sectional Appendix, page 257 Northern and page 330 Southern and apply to these two services only. (34)

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## OTHER GENERAL INSTRUCTIONS

Page 257 (Page 135 S.O.I.)

## AIR-BRAKED NETWORK SERVICES

Delete existing instructions and Add :-

**6S72, 14 55 PARKESTON QUAY - EDINBURGH - GLASGOW**  
**6E87, 14 16 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.

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'. 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.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**  
**ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued**  
**AIR-BRAKED NETWORK SERVICES – continued**

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 .....	
<p>I certify that I have examined the Continental Ferry Wagons on*/to be attached to * the above train and that these vehicles are marked 'S' or 'SS' and are not wagons with Single link suspension owned by the Italian Railways (FS wagon numbers commencing with 2183.</p>	
Grade .....	
* Delete as necessary	

MS12/63/1  
(34)

**LOCAL INSTRUCTIONS**

\*\* Page 305

**LOW MOOR TO THORNHILL JUNCTION**

Add:-  
**LOW MOOR**

**Running Round.** Trains for the Halifax direction must run round via the Up Sidings line at Low Moor. When the movement is complete and a tail lamp has been fixed to the rearmost vehicle or brake van, the Guard or person-in-charge must operate the Ground Frame to enable the train to draw forward on to the Up Main line.

The Driver must stop at the appropriate marker board provided, having due regard for the length of the train. The Guards "Ready to Start" signal must be given by means of bell communication. The Rule book Section H, clause 3.4.4 (b) is modified accordingly.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS****BETWEEN KIRKHAM ABBEY AND MALTON**

There will be increased user of the accommodation level crossing at 17m. 75chs. until Saturday 10 August.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

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

**PONTEFRACT BAGHILL STATION**

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**Drivers to sound locomotive horns when approaching the crossing.**

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**Drivers to sound locomotive horns when approaching the crossing.**

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**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.

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

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MO.45/NS  
York  
26 JULY, 1974

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 :-"*

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**NS**

**EASTERN REGION**

**No.32**

**TEMPORARY SPEED RESTRICTIONS**

**PERMANENT WAY OPERATIONS**

**SIGNAL ALTERATIONS**

**APPENDIX INSTRUCTIONS, ETC.**

*See N. 57*

**SATURDAY 10 AUGUST**

**TO**

**FRIDAY 16 AUGUST 1974**

**INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****GOOLE (BOOTHFERRY ROAD) AND SALTMARSH**

**UNTIL FURTHER NOTICE** the through route between Goole and Hull will be reopened to traffic.

Whilst repairs to Goole Bridge are in progress (Engineer's possession on the Down line over the bridge) the following arrangements will apply:—

Goole Bridge signal box will cease to be a block post and the section of line between Boothferry Road and Saltmarshe will become a single line worked in accordance with the Electric Token Block Regulations. The single line will be formed by sluicing the Down line into the Up line in the vicinity of the 6 mile post.

Down trains will travel onto the former Up line via the slue, thence over the former Up line and will regain the Down line via the crossover at Saltmarshe.

Up trains will travel via the former Up line over the bridge, thence to the Down line via the slue and will regain the Up line via the East end crossover at Boothferry Road.

For the duration of this work certain signals will be altered in application or will display restrictive aspects and details are shown on the Sketch included in this notice.

Down trains must be brought to a stand at Saltmarshe signal. SA.7. (UFN)

**DETAILS OF WORK ALREADY CARRIED OUT****UNTIL FURTHER NOTICE – BOOTHFERRY ROAD AND SALTMARSH**

The route between Goole and Gilberdyke has been re-opened to traffic. See Special Notice which has been issued to all concerned. (New Item) (UFN)

**HARROGATE NORTH**

The ground disc applying – Shunting – Up Main to Through Road or to No. 2 Platform, has been repositioned on the opposite side of the Up Main. (34/35)

**PONTEFRACT SOUTH**

The trailing connection Up Main to Up Siding has been secured permanently out of use pending removal and the associated signalling abolished. (34/35)

**WAKEFIELD KIRKGATE EAST**

The Down L & Y set-back miniature arm shunting signal, now on the right-hand doll of the signal gantry 101 yards on the East side of the signal box, (together with its associated route indicator) has been renewed 7 yards further from the signal box on a straight post, situated between the Down and Up L & Y lines, and with the signal arm at a height of 18ft. above rail level. (33)

**RAWCLIFFE**

The Up Main 2nd Home signal has been re-positioned 171 yards further from the signal box, with the arm at a reduced height of 14ft. above rail level. (33)

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

The Up Siding has been secured out of use pending renewal. (33)

**PONTEFRACT (BAGHILL SOUTH)**

The trailing connection—Up Main to Up Bay has been secured out of use in the normal position pending removal and the associated signalling abolished. (33)

**SKELLOW JUNCTION**

The Empty Siding has been secured out of use pending renewal.

The trailing connection in the Up Main at the Leeds end, leading to the Empty Siding and Bullcroft Sidings has been secured out of use in the normal position until completion of the work.

Temporary buffer stops have been erected at the Stainforth end to prevent movements onto the Empty Siding. (33)

**\*\*STOURTON UP SIDINGS**

The Up Sidings, with the exception of the C & W Sidings and the 4 (Top) Sidings adjacent to the Up Through Siding has been abolished, and the associated hand-worked points have been secured out of use pending removal. (32)

**\*\*WAKEFIELD ROAD**

The connections leading to the former Stourton Motive Power Depot, have been secured out of use pending removal. (32)

**\*\*BEVERLEY PARKS**

The Down Main Home signal has been repositioned 102 yards nearer to the signal box.

The semaphore arm Down Main Distant signal, has been replaced by a 2-aspect colour light Distant situated 198 yards further from the signal box.

The distance between the above repositioned signals is now 1,335 yards. (32)

**\*\*POTTERIC CARR**

The Up Main Distant signal has been renewed on a straight post, at an increased height of 30ft. above rail level. (32)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

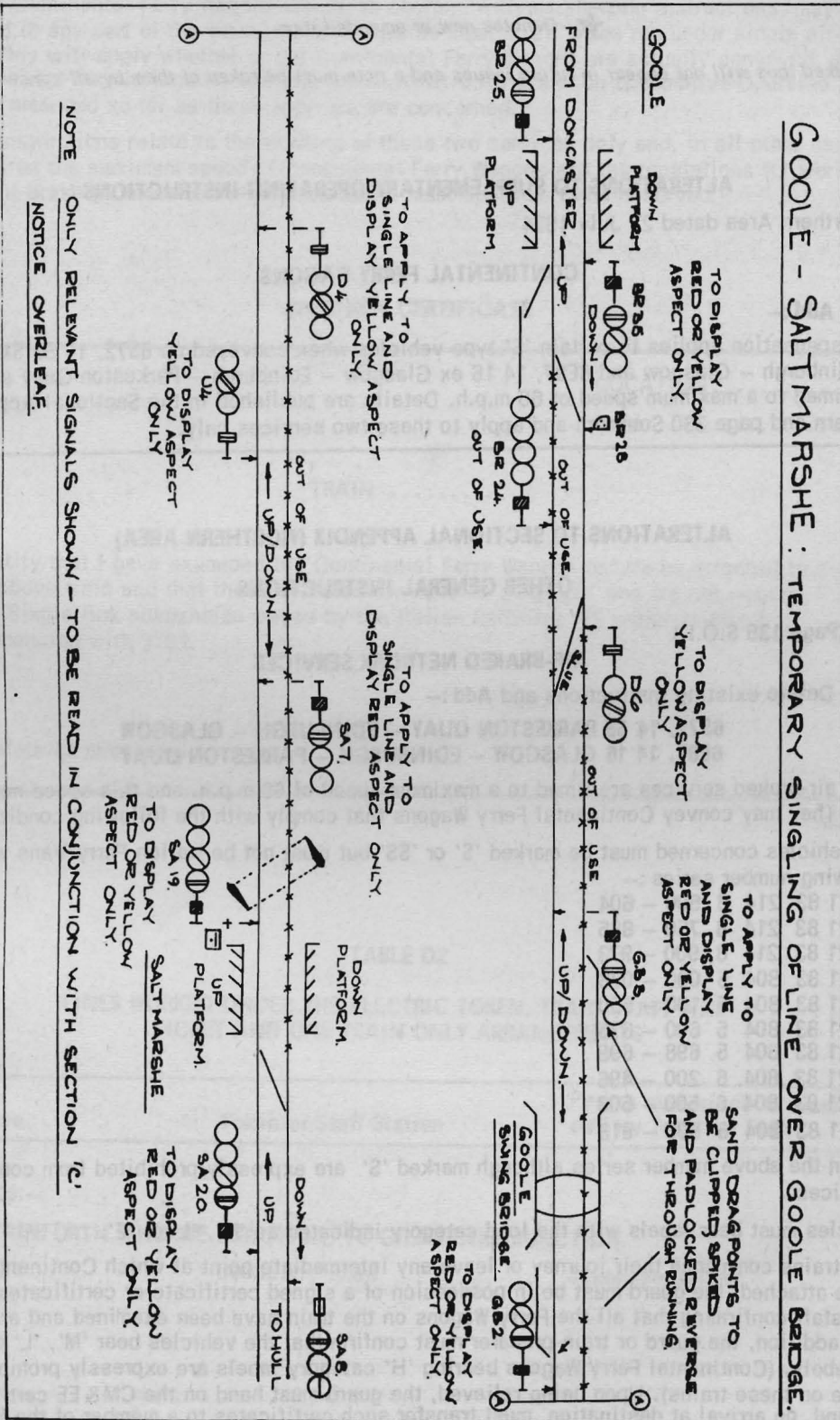
All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

GOOLE - SALT MARSHHE : TEMPORARY SINGLING OF LINE OVER GOOLE BRIDGE.



**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS****★ BOOTHFERRY ROAD AND SALTMARSH**

The Up line between Goole Bridge (6 m.p.) and Boothferry Road East crossover (6m. 40chs.) will be out of use until further notice.

The Down line between Saltmarsh (3m. 44chs.) and Goole Bridge (new slue at 6 m.p.) will be out of use until further notice.

**BETWEEN KIRKHAM ABBEY AND MALTON**

There will be increased user of the accommodation level crossing at 17m. 75chs. until Saturday 10 August.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**RAWCLIFFE STATION AND ENGINE SHED SIGNAL BOX, GOOLE**

A temporary level crossing has been brought into use over the Up and Down lines at 73 miles 13 chains in the vicinity of the former Canal Sidings ground frame.

A crossing keeper will be in attendance during the period of use.

**PONTEFRACT BAGHILL STATION**

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

# FUEL ECONOMY

**FUEL ECONOMY IS VITAL** — The price of traction fuel oil is up 300% in the past year — Eastern Region uses 1,500,000 gallons a week!!

Diesel engines must be shut down whenever possible on main line and shunting locomotives and DMU's to prevent use of oil by idling unnecessarily.

Spillage must be avoided by greater care at fuelling points.

Your co-operation is earnestly requested.

NS 33  
17-23.8.74**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 AUGUST – BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD KIRKGATE EAST**

A.W.S. will be brought into use at the following signals:—

(Wakefield West)

WW.47 – Up Through

WW.55 – Up Platform

WW.59 – Up Passenger Loop

WW.62 – Goods Loop

The semaphore Distant to WW.62.

(Wakefield East)

WE.149 – Down Through

WE.151 – Down Platform

All Commencement of Gap and Termination of Gap signs will be removed.

(37)

**SUNDAY 18 AUGUST – SUDFORTH LANE**

Down Main colour light signal No. 457 will be renewed on a straight post.

(37)

**SUNDAY 18 AUGUST – PONTEFRAC T SOUTH**

The trailing connection between the Down Main and Down Sidings (South of the signal box), will be secured out of use in the normal position pending removal, and the associated signalling abolished.

The Down Siding ground disc shunting signal adjacent to the North end points of this connection will be repositioned in the cress of the Down Siding, 55 yards further from the signal box.

The Down Siding Shunt spur (adjacent to the Down Platform), will be abolished, but the points leading thereto will be retained as traps.

(37)

**MONDAY 19 AUGUST – THORPE MARSH POWER STATION**

The Oil Siding Run Round line will be converted to a cripple siding with buffer stops erected 60 yards from the Adwick Jn. end of the siding. Access to the siding will be from the Adwick Jn. end. (37)

**WEDNESDAY 21 AUGUST – YORK MOTOR POWER DEPOT**

The ground position light shunting signal No.Y.223, on the loco Inlet line will be replaced by a "LIMIT OF SHUNT". (37)

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

**GOOLE (BOOTHFERRY ROAD) AND SALTMARSH HE**

**UNTIL FURTHER NOTICE** the through route between Goole and Hull has been reopened to traffic.

Whilst repairs to Goole Bridge are in progress (Engineer's possession on the Down line over the bridge) the following arrangements will apply:-

Goole Bridge signal box will cease to be a block post and the section of line between Boothferry Road and Saltmarshe will become a single line worked in accordance with the Electric Token Block Regulations. The single line will be formed by sluing the Down line into the Up line in the vicinity of the 6 mile post.

Down trains will travel onto the former Up line via the slue, thence over the former Up line and will regain the Down line via the crossover at Saltmarshe.

Up trains will travel via the former Up line over the bridge, thence to the Down line via the slue and will regain the Up line via the East end crossover at Boothferry Road.

For the duration of this work certain signals will be altered in application or will display restrictive aspects and details are shown on the Sketch included in this notice.

Down trains must be brought to a stand at Saltmarshe signal. SA.7. (UFN)

**UNTIL FURTHER NOTICE – BOOTHFERRY ROAD AND SALTMARSH HE**

The route between Goole and Gilberdyke has been re-opened to traffic. See Special Notice which has been issued to all concerned. (New Item) (UFN)

**HARROGATE NORTH**

The ground disc applying – Shunting – Up Main to Through Road or to No. 2 Platform, has been repositioned on the opposite side of the Up Main. (34/35)

**PONTEFRACT SOUTH**

The trailing connection Up Main to Up Siding has been secured permanently out of use pending removal and the associated signalling abolished. (34/35)

**\*\* WAKEFIELD KIRKGATE EAST**

The Down L & Y set-back miniature arm shunting signal, now on the right-hand doll of the signal gantry 101 yards on the East side of the signal box, (together with its associated route indicator) has been renewed 7 yards further from the signal box on a straight post, situated between the Down and Up L & Y lines, and with the signal arm at a height of 18ft. above rail level. (33)

**\*\* RAWCLIFFE**

The Up Main 2nd Home signal has been re-positioned 171 yards further from the signal box, with the arm at a reduced height of 14ft. above rail level. (33)

**\*\* SKELLOW JUNCTION**

The Up Siding has been secured out of use pending renewal. (33)

**\*\* PONTEFRACT (BAGHILL SOUTH)**

The trailing connection – Up Main to Up Bay has been secured out of use in the normal position pending removal and the associated signalling abolished. (33)

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

The Empty Siding has been secured out of use pending renewal.

The trailing connection in the Up Main at the Leeds end, leading to the Empty Siding and Bullcroft Sidings has been secured out of use in the normal position until completion of the work.

Temporary buffer stops have been erected at the Stainforth end to prevent movements onto the Empty Siding. (33)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SUPPLEMENTARY OPERATING INSTRUCTIONS

Page 3 Northern Area dated 27 July 1974

## CONTINENTAL FERRY WAGONS

Add :-

Special dispensation applies to certain 'S' type vehicles when conveyed on 6S72, 14 55 SX Parkeston Quay - Edinburgh - Glasgow and 6E87, 14 16 ex Glasgow - Edinburgh - Parkeston Quay air-braked services timed to a maximum speed of 60 m.p.h. Details are published in the Sectional Appendix, page 257 Northern and page 330 Southern and apply to these two services only. (34)

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## OTHER GENERAL INSTRUCTIONS

Page 257 (Page 135 S.O.I.)

## AIR-BRAKED NETWORK SERVICES

Delete existing instructions and Add :-

**6S72, 14 55 PARKESTON QUAY - EDINBURGH - GLASGOW**  
**6E87, 14 16 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 :-

- 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.

- 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'. 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.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**  
**ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued**  
**AIR-BRAKED NETWORK SERVICES – continued**

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 .....	
<p>I certify that I have examined the Continental Ferry Wagons on*/to be attached to * the above train and that these vehicles are marked 'S' or 'SS' and are not wagons with Single link suspension owned by the Italian Railways (FS wagon numbers commencing with 2183.</p>	
Grade .....	
* Delete as necessary	

MS12/63/1  
(34)

**TABLE D2**

**LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND TICKET AND ONE TRAIN ONLY ARRANGEMENTS**

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
Page 165 Add:— STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION	Boothferry Road	Token Messenger.
Boothferry Road and Saltmarshe		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS

**BOOTHFERRY ROAD AND SALTMARSH**

The Up line between Goole Bridge (6 m.p.) and Boothferry Road East crossover (6m. 40chs.) will be out of use until further notice.

The Down line between Saltmarsh (3m. 44chs.) and Goole Bridge (new slue at 6 m.p.) will be out of use until further notice.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRACT BAGHILL STATION**

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## MISCELLANEOUS INSTRUCTIONS – continued

## 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	
Botanic Gardens MPD	Providing new bogie cleaning pit Plant in use.	No. 6 Road Blocked continuously. No. 7 Road Blocked 08 00 to 17 00 daily.	

## BOTANIC GARDENS MOTIVE POWER DEPOT

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS

York  
9 AUGUST, 1974F.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****NS**

EASTERN REGION

**No.34/35***Page 9.***TEMPORARY SPEED RESTRICTIONS****PERMANENT WAY OPERATIONS****SIGNAL ALTERATIONS****APPENDIX INSTRUCTIONS, ETC.****★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS****SATURDAY 24 AUGUST**

TO

**FRIDAY 6 SEPTEMBER 1974****INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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## SECTION B—TEMPORARY ENGINEERING WORKS—continued

At or between	Lines affected	Remarks
<b>HESSLE ROAD TO ALEXANDRA DOCK</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Hessle Road	All	08 00 to 16 00. Signalling work. (74/35) Commencing Monday 2 September.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

NIL

## DETAILS OF WORK ALREADY CARRIED OUT

**WORTLEY JUNCTION**

The connection leading from the Up Shipley Slow to Wellington Street Arrival or Departure Sidings has been temporarily secured out of use in the normal position. | (New Item) (38)

**BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD KIRKGATE EAST**

A.W.S. have been brought into use at the following signals :—

(Wakefield West)

WW.47 — Up Through

WW.55 — Up Platform

WW.59 — Up Passenger Loop

WW.62 — Goods Loop

The semaphore Distant to WW.62.

(Wakefield East)

WE.149 — Down Through

WE.151 — Down Platform

All Commencement of Gap and Termination of Gap signs have been removed. |

(37)

**SUDFORTH LANE**

Down Main colour light signal No.457 has been renewed on a straight post. |

(37)

**PONTEFRAC T SOUTH**

The trailing connection between the Down Main and Down Sidings (South of the signal box), has been secured out of use in the normal position pending removal, and the associated signalling abolished.

The Down Siding ground disc shunting signal adjacent to the North end points of this connection has been repositioned in the cress of the Down Siding, 55 yards further from the signal box.

The Down Siding Shunt spur (adjacent to the Down Platform), has been abolished, but the points leading thereto have been retained as traps. |

(37)

WEST

PRIVATE AND NOT FOR PUBLICATION

B.R.31262/1



**British Rail**

**NS**

**EASTERN REGION**

**No. 36**

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

**SATURDAY 7 SEPTEMBER**

**TO**

**FRIDAY 13 SEPTEMBER 1974**

**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.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY to SUNDAY 7 to 8 SEPTEMBER – HARROGATE NORTH**

The facing connection (from York direction), leading from the Down Main to Down Goods (former Up Goods), will be secured out of use in the normal position pending removal.

The Slip connection, leading from the Down Goods (former Up Goods) to Up Main, will be secured out of use in the normal position pending removal, and the associated disc shunting signals abolished.

The two adjacent disc shunting signals, situated approximately opposite the signal box, and applying :-

Through Road to Up Main and  
No.1 Platform to Up Main.

will also be abolished.

**Altered Signal**

The disc signal applying from No. 2 Platform to Up Main, or to Up Sidings, will now apply towards the Up Sidings only. (39)

**SUNDAY 8 SEPTEMBER – GOOSE HILL JUNCTION AND ALTOFTS JUNCTION**

The temporary signalling arrangements associated with the closure of Normanton signal box will be superseded by the following permanent arrangements:-

**Signals Abolished**

The semaphore arm signal formerly acting as the Normanton Down Fast Home, together with the Altofts Jn. intermediate colour-light Distant below.

The semaphore arm signal formerly acting as the Normanton Up Fast starting signal, together with the Goose Hill Jn. Up Fast Inner Distant signal below.

The Goose Hill Up Fast Outer Distant (below the signal formerly acting as the Normanton Up Fast 2nd Home).

**Altered Signals**

The Goose Hill Jn. Down Fast Starting will become the Down Fast 3rd Home from Down Main (2nd Home from Down L. & Y. Main), and the semaphore signal formerly acting as the Normanton Down Fast Starting, will become the Goose Jn. Down Fast Starting.

The Goose Hill Jn. Up Fast Home will become the 3rd Home, and the signals formerly acting as the Normanton Up Fast 1st and 2nd Home, will become the Goose Hill Jn. Up Fast 1st and 2nd Homes respectively.

Signal-post telephones connected to Goose Hill Jn. signal box will be provided on the Down Fast Starting and also on the Up Fast 1st and 2nd Homes. The colour light Up Fast 1st Home will be replated **GJ64**.

The Altofts Jn. Up colour light Home signals from both Leeds and York directions, will now also act as Goose Hill Jn. Up Fast Distant to GJ64 signal.

The 'Tarmac' Sidings Ground frame, (at present padlocked), will in future be released by Goose Hill Jn. signal box and the adjacent telephone will be connected to that signal box. (39)

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

The connection leading from the Up Shipley Slow to Wellington Street Arrival or Departure Sidings has been temporarily secured out of use in the normal position. (38)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD KIRKGATE EAST**

A.W.S. have been brought into use at the following signals :-

(Wakefield West)

WW.47 – Up Through

WW.55 – Up Platform

WW.59 – Up Passenger Loop

WW.62 – Goods Loop

The semaphore Distant to WW.62.

(Wakefield East)

WE.149 – Down Through

WE.151 – Down Platform

All Commencement of Gap and Termination of Gap signs have been removed. | (37)

**SUDFORTH LANE**

Down Main colour light signal No.457 has been renewed on a straight post. | (37)

**PONTEFRACT SOUTH**

The trailing connection between the Down Main and Down Sidings (South of the signal box), has been secured out of use in the normal position pending removal, and the associated signalling abolished.

The Down Siding ground disc shunting signal adjacent to the North end points of this connection has been repositioned in the cress of the Down Siding, 55 yards further from the signal box.

The Down Siding Shunt spur (adjacent to the Down Platform), has been abolished, but the points leading thereto have been retained as traps. | (37)

**THORPE MARSH POWER STATION**

The Oil Siding Run Round line has been converted to a cripple siding with buffer stops erected 60 yards from the Adwick Jn. end of the siding. Access to the siding is from the Adwick Jn. end. | (37)

**YORK MOTIVE POWER DEPOT**

The ground position light shunting signal No.Y223, on the loco Inlet line has been replaced by a "LIMIT OF SHUNT". | (37)

**GOOLE (BOOTHFERRY ROAD) AND SALTMARSH**

**UNTIL FURTHER NOTICE** the through route between Goole and Hull has been reopened to traffic.

Whilst repairs to Goole Bridge are in progress (Engineer's possession on the Down line over the bridge) the following arrangements will apply:-

Goole Bridge signal box will cease to be a block post and the section of line between Boothferry Road and Saltmarsh will become a single line worked in accordance with the Electric Token Block Regulations. The single line will be formed by sluing the Down line into the Up line in the vicinity of the 6 mile post.

Down trains will travel onto the former Up line via the slue, thence over the former Up line and will regain the Down line via the crossover at Saltmarsh.

Up trains will travel via the former Up line over the bridge, thence to the Down line via the slue and will regain the Up line via the East end crossover at Boothferry Road.

For the duration of this work certain signals will be altered in application or will display restrictive aspects and details are shown on the Sketch included in this notice.

Down trains must be brought to a stand at Saltmarsh signal. SA.7. | (UFN)

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

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

**UNTIL FURTHER NOTICE – BOOTHFERRY ROAD AND SALTMARSHE**

The route between Goole and Gilberdyke has been re-opened to traffic. See Special Notice which has been issued to all concerned. (U.F.N)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

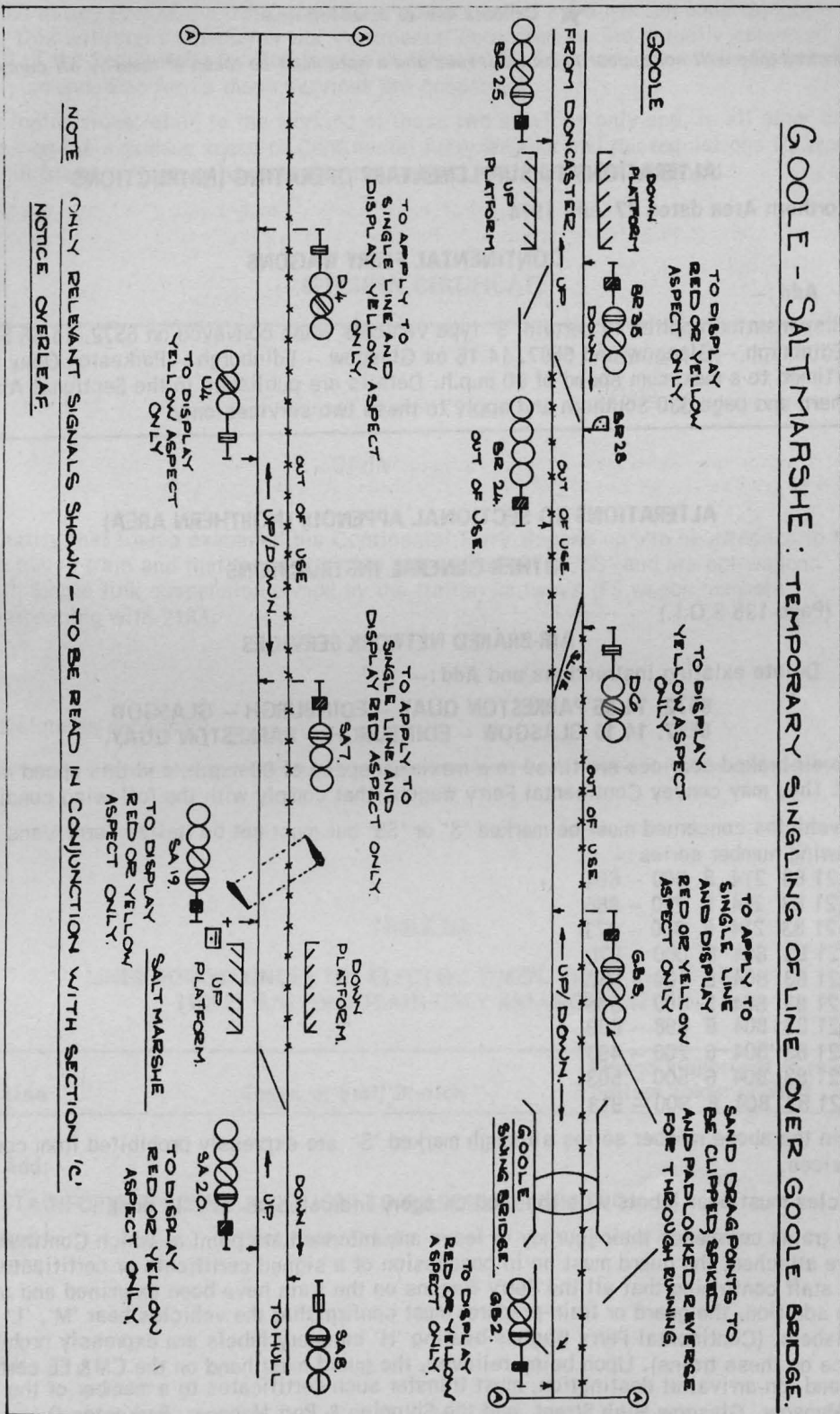
For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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NOTE ONLY RELEVANT SIGNALS SHOWN - TO BE READ IN CONJUNCTION WITH SECTION 'C' NOTICE OVERLEAF.

# THIS CONCERNS YOU

**COULD YOU —**

HELP AN INJURED COLLEAGUE?

ATTEND TO A PERSON TAKEN ILL? AT WORK? AT HOME?

GIVE CLEAR AND PRECISE INSTRUCTIONS IN THE CASE OF AN ACCIDENT?

**IF NOT —**

ARE YOU HAPPY TO LEAVE THESE JOBS TO SOMEBODY ELSE?

THERE MAY NOT BE ANYONE ELSE!!

WHY NOT JOIN YOUR LOCAL FIRST AID CLASS?

CONTACT YOUR STAFF OFFICE FOR DETAILS OR ONE OF THE DIVISIONAL AMBULANCE SECRETARIES. THEY WILL BE PLEASED TO HELP YOU TO HELP OTHERS.

*6/10/73  
10/2/73  
8/2/73*

NS37  
14-20/7/74

### 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 14 SEPTEMBER – BRADFORD FORSTER SQUARE AND BRADFORD VALLEY GOODS

Bradford Forster Square East Carriage Sidings will be abandoned and the present connection from number 6 platform or Shunt Neck will be extended to Potters Sidings, Bradford Valley Goods.  
Potters Sidings numbers 2,3,4 and 5 will be shortened by 50 yards. (40)

#### DETAILS OF WORK ALREADY CARRIED OUT

##### WAKEFIELD EXCHANGE SIDINGS

Sidings 1,2,3,4 and 6 have been secured out of use pending removal. Sidings 5 and 7 to remain available for emergency use only. (New Item)(40)

##### BETWEEN TURNERS LANE AND WAKEFIELD EAST

Up Siding (formerly known as Up Loop No.2 and Up L & Y Loop No.2) has been secured, clamped out of use pending removal. (New Item)(40)

##### HARROGATE NORTH

The facing connection (from York direction), leading from the Down Main to Down Goods (former Up Goods), has been secured out of use in the normal position pending removal.

The Slip connection, leading from the Down Goods (former Up Goods) to Up Main, has been secured out of use in the normal position pending removal, and the associated disc shunting signals abolished.

The two adjacent disc shunting signals, situated approximately opposite the signal box, and applying :-

Through Road to Up Main and  
No.1 Platform to Up Main.

have also been abolished.

##### Altered Signal

The disc signal formerly applying from No. 2 Platform to Up Main, or to Up Sidings, now applies towards the Up Sidings only. (39)

##### GOOSE HILL JUNCTION AND ALTOFTS JUNCTION

The temporary signalling arrangements associated with the closure of Normanton signal box have been superseded by the following permanent arrangements:-

##### Signals Abolished

The semaphore arm signal formerly acting as the Normanton Down Fast Home, together with the Altofts Jn. intermediate colour-light Distant below.

The semaphore arm signal formerly acting as the Normanton Up Fast starting signal, together with the Goose Hill Jn. Up Fast Inner Distant signal below.

The Goose Hill Up Fast Outer Distant (below the signal formerly acting as the Normanton Up Fast 2nd Home).

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****GOOSE HILL JUNCTION AND ALTOFTS JUNCTION—continued****Altered Signals**

The Goose Hill Jn. Down Fast Starting has become the Down Fast 3rd Home from Down Main (2nd Home from Down L. & Y. Main), and the semaphore signal formerly acting as the Normanton Down Fast Starting, has become the Goose Hill Jn. Down Fast Starting.

The Goose Hill Jn. Up Fast Home has become the 3rd Home, and the signals formerly acting as the Normanton Up Fast 1st and 2nd Home, have become the Goose Hill Jn. Up Fast 1st and 2nd Homes respectively.

Signal-post telephones connected to Goose Hill Jn. signal box have been provided on the Down Fast Starting and also on the Up Fast 1st and 2nd Homes. The colour light Up Fast 1st Home has been replated GJ64.

The Altofts Jn. Up colour light Home signals from both Leeds and York directions, now also acts as Goose Hill Jn. Up Fast Distant to GJ64 signal.

The 'Tamac' Sidings Ground frame, (formerly padlocked), is now released by Goose Hill Jn. signal box and the adjacent telephone has been connected to that signal box. (39)

**WORTLEY JUNCTION**

The connection leading from the Up Shipley Slow to Wellington Street Arrival or Departure Sidings has been temporarily secured out of use in the normal position. (38)

**BETWEEN WAKEFIELD (KIRKGATE) WEST AND WAKEFIELD KIRKGATE EAST**

A.W.S. have been brought into use at the following signals :-

(Wakefield West)

WW.47 – Up Through

WW.55 – Up Platform

WW.59 – Up Passenger Loop

WW.62 – Goods Loop

The semaphore Distant to WW.62.

(Wakefield East)

WE.149 – Down Through

WE.151 – Down Platform

All Commencement of Gap and Termination of Gap signs have been removed. (37)

**SUDFORTH LANE**

Down Main colour light signal No.457 has been renewed on a straight post. (37)

**PONTEFRACT SOUTH**

The trailing connection between the Down Main and Down Sidings (South of the signal box), has been secured out of use in the normal position pending removal, and the associated signalling abolished.

The Down Siding ground disc shunting signal adjacent to the North end points of this connection has been repositioned in the cress of the Down Siding, 55 yards further from the signal box.

The Down Siding Shunt spur (adjacent to the Down Platform), has been abolished, but the points leading thereto have been retained as traps. (37)

**THORPE MARSH POWER STATION**

The Oil Siding Run Round line has been converted to a cripple siding with buffer stops erected 60 yards from the Adwick Jn. end of the siding. Access to the siding is from the Adwick Jn. end. (37)

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

**\*\*YORK MOTIVE POWER DEPOT**

The ground position light shunting signal No.Y223, on the loco Inlet line has been replaced by a "LIMIT OF SHUNT". (37)

**GOOLE (BOOTHFERRY ROAD) AND SALTMARSH HE**

**UNTIL FURTHER NOTICE** the through route between Goole and Hull has been reopened to traffic.

Whilst repairs to Goole Bridge are in progress (Engineer's possession on the Up line over the bridge) the following arrangements will apply:—

Goole Bridge signal box will cease to be a block post and the section of line between Boothferry Road and Saltmarshe will become a single line worked in accordance with the Electric Token Block Regulations. The single line will be formed by slewing the Down Line into the Up Line at 4 miles 70 chains.

Down trains will travel over the Down Line from Boothferry Road across the bridge and then on to the Up Line via the slew at 4 miles 70 chains regaining the Down Line via the crossover at Saltmarshe.

Up trains will travel over the Up Line to 4 miles 70 chains and then on to the Down Line via the slew and continue on the Down Line across the bridge and will regain the Up Line via the East End crossover at Boothferry Road.

For the duration of this work, certain signals will be altered in application or will display restrictive aspects, and details are shown on the sketch included in this notice.

Down trains must be brought to a stand at Saltmarshe signal SA7.

The Up Line from the East side of Goole Bridge (4 miles 70 chains) and Boothferry Road East crossover (6 miles 40 chains) will be out of use until further notice.

The Down Line between Saltmarshe (3 miles 44 chains) and Goole Bridge (new slew at 4 miles 70 chains) will be out of use until further notice. (AMENDED ITEM) (UFN)

**UNTIL FURTHER NOTICE – BOOTHFERRY ROAD AND SALTMARSH HE**

The route between Goole and Gilberdyke has been re-opened to traffic. See Special Notice 69, which has been issued to all concerned. (UFN)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

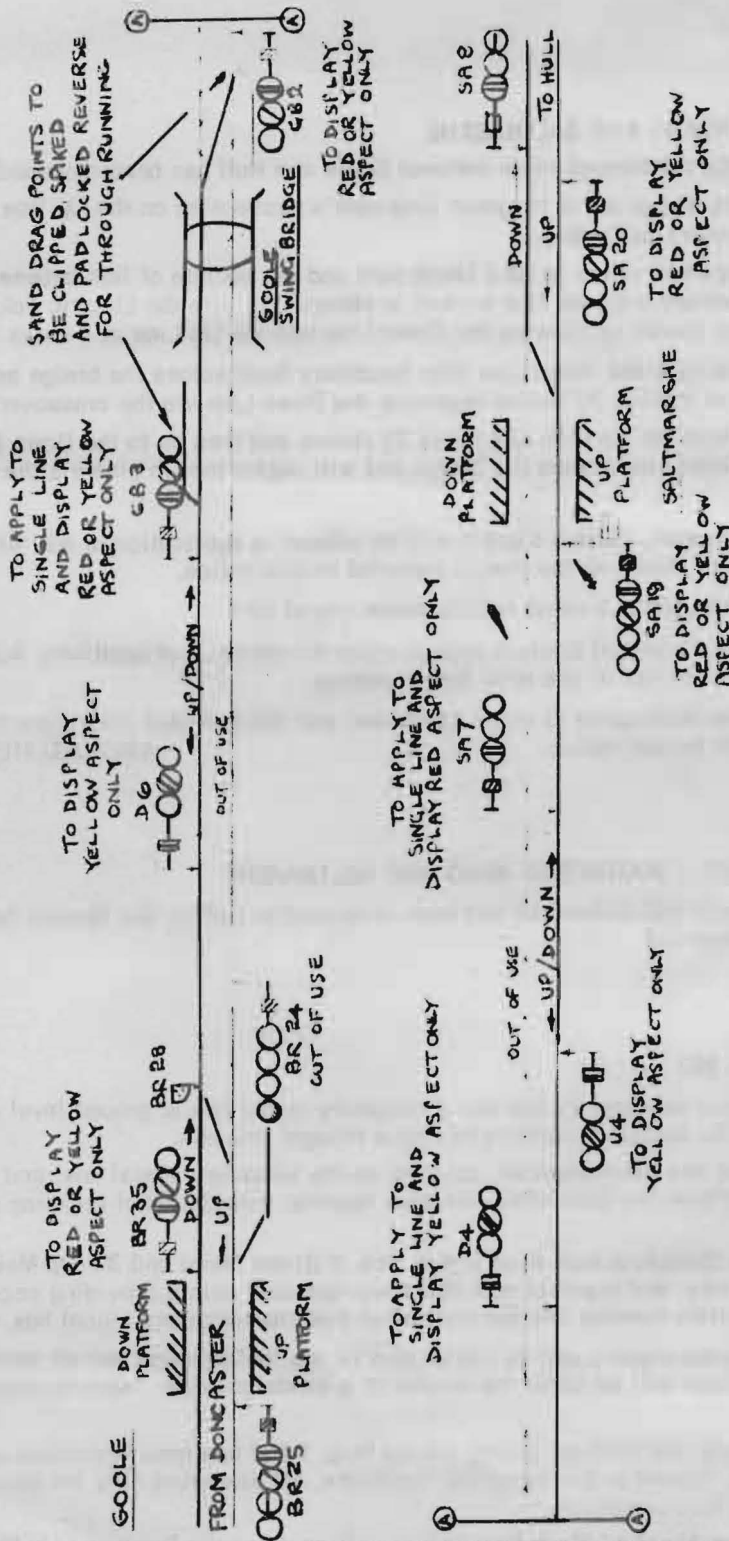
All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)



GOOLE - SALTMARSHES: TEMPORARY SINGLING OF LINE OVER GOOLE BRIDGE



NOTE: ONLY RELEVANT SIGNALS SHOWN - TO BE READ IN CONJUNCTION WITH SECTION 'C' NOTICE OVERLEAF

## 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 SUPPLEMENTARY OPERATING INSTRUCTIONS

Page 3 Northern Area dated 27 July 1974

## CONTINENTAL FERRY WAGONS

Add :-

Special dispensation applies to certain 'S' type vehicles when conveyed on 6S72, 14 55 SX Parkeston Quay - Edinburgh - Glasgow and 6E87, 14 16 ex Glasgow - Edinburgh - Parkeston Quay air-braked services timed to a maximum speed of 60 m.p.h. Details are published in the Sectional Appendix, page 257 Northern and page 330 Southern and apply to these two services only. (38)

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## OTHER GENERAL INSTRUCTIONS

Page 257 (Page 135 S.O.I.)

## AIR-BRAKED NETWORK SERVICES

Delete existing instructions and Add :-

**6S72, 14 55 PARKESTON QUAY - EDINBURGH - GLASGOW**  
**6E87, 14 16 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 :-

- 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.

- 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'. 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.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**  
**ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) – continued**  
**AIR-BRAKED NETWORK SERVICES – continued**

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 .....	
<p>I certify that I have examined the Continental Ferry Wagons on*/to be attached to * the above train and that these vehicles are marked 'S' or 'SS' and are not wagons with Single link suspension owned by the Italian Railways (FS wagon numbers commencing with 2183.</p>	
Grade .....	
* Delete as necessary	

MS12/63/1  
(38)

**TABLE D2**

**LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND TICKET AND ONE TRAIN ONLY ARRANGEMENTS**

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
<b>Page 165</b>		
<b>Add:-</b>		
<b>STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION</b>		
Boothferry Road and Saltmarshe	Boothferry Road	Token Messenger.

## SECTION D -- GENERAL INSTRUCTIONS AND NOTICES -- continued

## MISCELLANEOUS INSTRUCTIONS

**PROTOTYPE MARK 11 VEHICLE FK.E 13252 FITTED WITH CHEMICAL TOILET**

"Eastern Region FK13252 working in the 07 58 Newcastle -- Liverpool/15 10 Liverpool -- Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

**THORNHILL JN.**

A temporary lead has been installed in the Up Slow at 40¾ m.p. for engineers use to give access to the siding adjacent to the Up Slow.

This connection has been clipped and padlocked and movements between the Up Slow and this temporary siding must only be carried out under the authority of a movements supervisor.

**BOOTHFERRY ROAD AND SALTMARSH**

The Up line between Goole Bridge (4m. 70chs.) and Boothferry Road East crossover (6m. 40chs.) will be out of use until further notice.

The Down line between Saltmarsh (3m. 44chs.) and Goole Bridge (new slue at 4m. 70chs.) will be out of use until further notice.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRACT BAGHILL STATION**

The Ferrybridge end of the Up platform has been temporarily shortened by 70 yards for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the temporary wooden platform between the marker boards provided.

The Up Refuge Siding has been temporarily secured out of use during reconstruction of the Up platform.

**Until 08 00 Sunday 15 September.**

**★ PONTEFRACT BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**Commencing 08 00 Sunday 15 September.**

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	
Botanic Gardens MPD	Providing new bogie cleaning pit Plant in use.	No.6 Road Blocked continuously. No.7 Road Blocked 08 00 to 17 00 daily.	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS  
York  
6 SEPTEMBER 1974

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows :-

"NILE SIG. NOTICE NS No :-"

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 22 SEPTEMBER – HEALEY MILLS**

The Up Slow colour light signal H.M.57 will be re-positioned as a straight post along with associated routes with the red aspect 12ft. above rail level. (41)

**DETAILS OF WORK ALREADY CARRIED OUT****KEIGHLEY GOODS YARD**

No.8 Siding has been removed pending construction of a further coal stacking area. (New Item) (41)

**BRADFORD FORSTER SQUARE AND BRADFORD VALLEY GOODS**

Bradford Forster Square East Carriage Sidings have been abandoned and the present connection from number 6 platform or Shunt Neck has been extended to Potters Sidings, Bradford Valley Goods.

Potters Sidings numbers 2,3,4 and 5 have been shortened by 50 yards. (40)

**WAKEFIELD EXCHANGE SIDINGS**

Sidings 1,2,3,4 and 6 have been secured out of use pending removal. Sidings 5 and 7 to remain available for emergency use only. (40)

**BETWEEN TURNERS LANE AND WAKEFIELD EAST**

Up Siding (formerly known as Up Loop No.2 and Up L & Y Loop No.2) has been secured, clamped out of use pending removal. (40)

**HARROGATE NORTH**

The facing connection (from York direction), leading from the Down Main to Down Goods (former Up Goods), has been secured out of use in the normal position pending removal.

The Slip connection, leading from the Down Goods (former Up Goods) to Up Main, has been secured out of use in the normal position pending removal, and the associated disc shunting signals abolished.

two adjacent disc shunting signals, situated approximately opposite the signal box, and applying :-

Through Road to Up Main and  
No.1 Platform to Up Main.

have also been abolished.

**Altered Signal**

The disc signal formerly applying from No. 2 Platform to Up Main, or to Up Sidings, now applies towards the Up Sidings only. (39)

**GOOSE HILL JUNCTION AND ALTOFTS JUNCTION**

The temporary signalling arrangements associated with the closure of Normanton signal box have been superseded by the following permanent arrangements:-

**Signals Abolished**

The semaphore arm signal formerly acting as the Normanton Down Fast Home, together with the Altofts Jn. intermediate colour-light Distant below.

The semaphore arm signal formerly acting as the Normanton Up Fast starting signal, together with the Goose Hill Jn. Up Fast Inner Distant signal below.

The Goose Hill Up Fast Outer Distant (below the signal formerly acting as the Normanton Up Fast 2nd Home).

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****GOOSE HILL JUNCTION AND ALTOFTS JUNCTION—continued****Altered Signals**

The Goose Hill Jn. Down Fast Starting has become the Down Fast 3rd Home from Down Main (2nd Home from Down L. & Y. Main), and the semaphore signal formerly acting as the Normanton Down Fast Starting, has become the Goose Hill Jn. Down Fast Starting.

The Goose Hill Jn. Up Fast Home has become the 3rd Home, and the signals formerly acting as the Normanton Up Fast 1st and 2nd Home, have become the Goose Hill Jn. Up Fast 1st and 2nd Homes respectively.

Signal-post telephones connected to Goose Hill Jn. signal box have been provided on the Down Fast Starting and also on the Up Fast 1st and 2nd Homes. The colour light Up Fast 1st Home has been replated **GJ64**.

The Altofts Jn. Up colour light Home signals from both Leeds and York directions, now also acts as Goose Hill Jn. Up Fast Distant to GJ64 signal.

The 'Tamac' Sidings Ground frame, (formerly padlocked), is now released by Goose Hill Jn. signal box and the adjacent telephone has been connected to that signal box. (39)

\*  
\* \* **WORTLEY JUNCTION**

The connection leading from the Up Shipley Slow to Wellington Street Arrival or Departure Sidings has been temporarily secured out of use in the normal position. (38)

**GOOLE (BOOTHFERRY ROAD) AND SALTMARSHHE**

**UNTIL FURTHER NOTICE** the through route between Goole and Hull has been reopened to traffic.

Whilst repairs to Goole Bridge are in progress (Engineer's possession on the Up line over the bridge) the following arrangements will apply:—

Goole Bridge signal box will cease to be a block post and the section of line between Boothferry Road and Saltmarshe will become a single line worked in accordance with the Electric Token Block Regulations. The single line will be formed by slewing the Down Line into the Up Line at 4 miles 70 chains.

Down trains will travel over the Down Line from Boothferry Road across the bridge and then on to the Up Line via the slew at 4 miles 70 chains regaining the Down Line via the crossover at Saltmarshe.

Up trains will travel over the Up Line to 4 miles 70 chains and then on to the Down Line via the slew and continue on the Down Line across the bridge and will regain the Up Line via the East End crossover at Boothferry Road.

For the duration of this work, certain signals will be altered in application or will display restrictive aspects, and details are shown on the sketch included in this notice.

Down trains must be brought to a stand at Saltmarshe signal SA7.

The Up Line from the East side of Goole Bridge (4 miles 70 chains) and Boothferry Road East crossover (6 miles 40 chains) will be out of use until further notice.

The Down Line between Saltmarshe (3 miles 44 chains) and Goole Bridge (new slew at 4 miles 70 chains) will be out of use until further notice. (UFN)

**BOOTHFERRY ROAD AND SALTMARSHHE**

The route between Goole and Gilberdyke has been re-opened to traffic. See Special Notice 69, which has been issued to all concerned. (UFN)

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

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

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

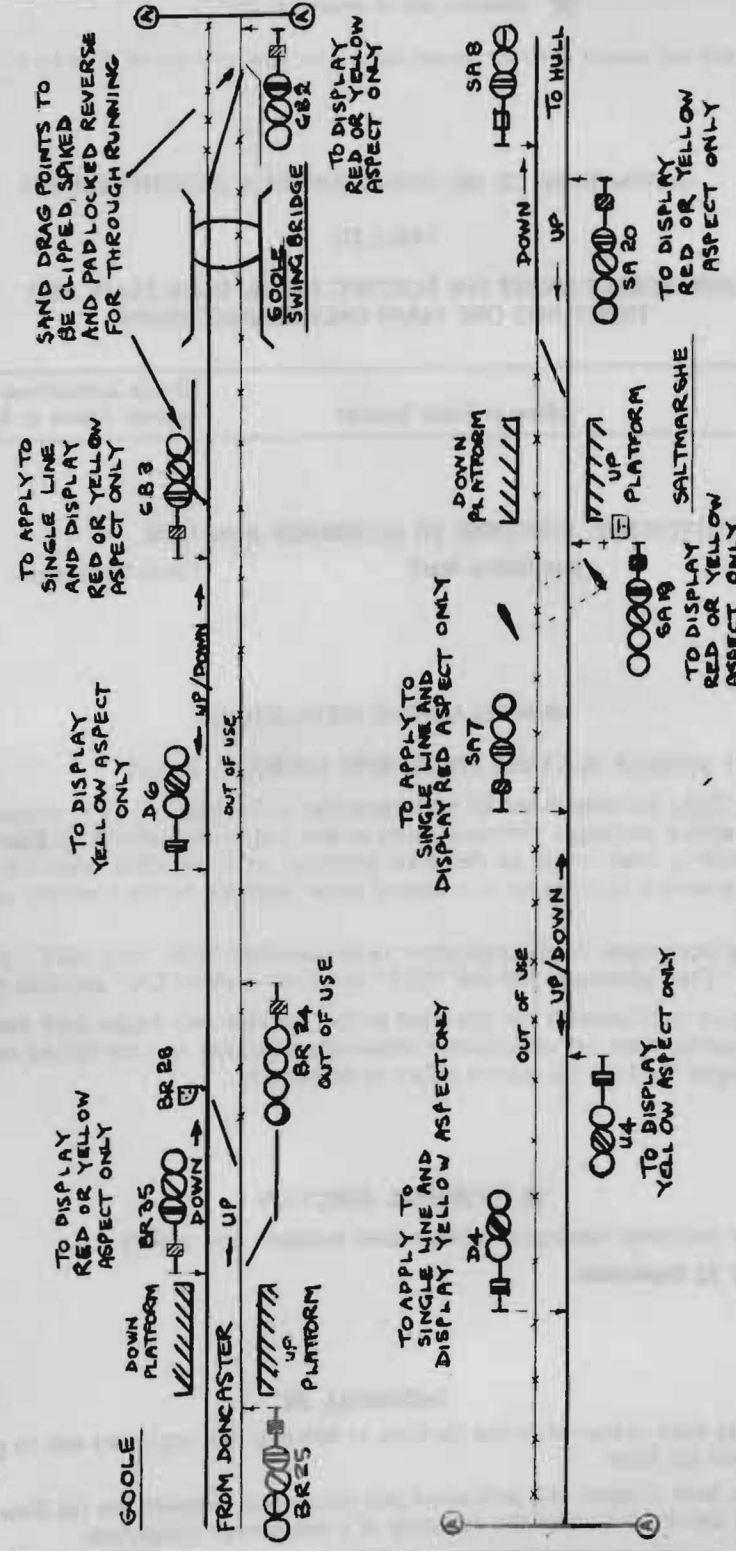
The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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GOOLE - SALTMARSHES: TEMPORARY SINGLING OF LINE OVER GOOLE BRIDGE



NOTE: ONLY RELEVANT SIGNALS SHOWN - TO BE READ IN CONJUNCTION WITH SECTION 'C' NOTICE OVERLEAF

## 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 D2

LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND  
TICKET AND ONE TRAIN ONLY ARRANGEMENTS

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
Page 165 Add:- STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION		
Boothferry Road and Saltmarshe	Boothferry Road	Token Messenger.

## MISCELLANEOUS INSTRUCTIONS

## PROTOTYPE MARK 11 VEHICLE FK.E 13252 FITTED WITH CHEMICAL TOILET

"Eastern Region FK 13252 working in the 07 58 Newcastle – Liverpool/15 10 Liverpool – Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

## ★ THORNHILL JUNCTION

The Up Slow will be realigned towards the Down Slow between 40½ and 41 m.p.  
Commencing Sunday 22 September.

## THORNHILL JN.

A temporary lead has been installed in the Up Slow at 40½ m.p. for engineers use to give access to the siding adjacent to the Up Slow.

This connection has been clipped and padlocked and movements between the Up Slow and this temporary siding must only be carried out under the authority of a movements supervisor.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****BOOTHFERRY ROAD AND SALTARSHE**

The Up line between Goole Bridge (4 m. 70 chs.) and Boothferry Road East crossover (6 m. 40 chs.) will be out of use until further notice.

The Down line between Saltmarshe (3 m. 44 chs.) and Goole Bridge (new slue at (4 m. 70 chs.) will be out of use until further notice.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRACT BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38 m. 49 chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1 m. 5 chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4 m. 25 chs.

A Crossing Keeper will be in attendance during the period of use.

**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.

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No. 10, 9 and 8 Roads.	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens M.P.D.	Laying cables under tracks	06 00 to 18 00 daily	
Botanic Gardens MPD	Providing new bogie cleaning pit Plant in use.	No.6 Road Blocked continuously. No. 7 Road Blocked 08 00 to 17 00 daily.	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

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**MO.45/NS**  
**York**  
**13 SEPTEMBER, 1974**

**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 :-"*

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NS 39

28.9-4.10.74

NS-17

**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**

**HEALEY MILLS**

The Up Slow colour light signal H.M.57 will be re-positioned as a straight post along with associated routes with the red aspect 12ft. above rail level. (41)

**KEIGHLEY GOODS YARD**

No.8 Siding has been removed pending construction of a further coal stacking area. (41)

**BRADFORD FORSTER SQUARE AND BRADFORD VALLEY GOODS**

Bradford Forster Square East Carriage Sidings have been abandoned and the present connection from number 6 platform or Shunt Neck has been extended to Potters Sidings, Bradford Valley Goods.

Potters Sidings numbers 2,3,4 and 5 have been shortened by 50 yards. (40)

**WAKEFIELD EXCHANGE SIDINGS**

Sidings 1,2,3,4 and 6 have been secured out of use pending removal. Sidings 5 and 7 to remain available for emergency use only. (40)

**BETWEEN TURNERS LANE AND WAKEFIELD EAST**

Up Siding (formerly known as Up Loop No.2 and Up L & Y Loop No.2) has been secured, clamped out of use pending removal. (40)

**\* HARROGATE NORTH**

The facing connection (from York direction), leading from the Down Main to Down Goods (former Up Goods), has been secured out of use in the normal position pending removal.

The Slip connection, leading from the Down Goods (former Up Goods) to Up Main, has been secured out of use in the normal position pending removal, and the associated disc shunting signals abolished.

The two adjacent disc shunting signals, situated approximately opposite the signal box, and applying :-

Through Road to Up Main and  
No.1 Platform to Up Main.

have also been abolished.

**Altered Signal**

The disc signal formerly applying from No. 2 Platform to Up Main, or to Up Sidings, now applies towards the Up Sidings only. (39)

**\* GOOSE HILL JUNCTION AND ALTOFTS JUNCTION**

The temporary signalling arrangements associated with the closure of Normanton signal box have been superseded by the following permanent arrangements:-

**Signals Abolished**

The semaphore arm signal formerly acting as the Normanton Down Fast Home, together with the Altofts Jn. intermediate colour-light Distant below.

The semaphore arm signal formerly acting as the Normanton Up Fast starting signal, together with the Goose Hill Jn. Up Fast Inner Distant signal below.

The Goose Hill Up Fast Outer Distant (below the signal formerly acting as the Normanton Up Fast 2nd Home).

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORKS ALREADY CARRIED OUT – continued****\*\* GOOSE HILL JUNCTION AND ALTOFTS JUNCTION—continued****Altered Signals**

The Goose Hill Jn. Down Fast Starting has become the Down Fast 3rd Home from Down Main (2nd Home from Down L. & Y. Main), and the semaphore signal formerly acting as the Normanton Down Fast Starting, has become the Goose Hill Jn. Down Fast Starting.

The Goose Hill Jn. Up Fast Home has become the 3rd Home, and the signals formerly acting as the Normanton Up Fast 1st and 2nd Home, have become the Goose Hill Jn. Up Fast 1st and 2nd Homes respectively.

Signal-post telephones connected to Goose Hill Jn. signal box have been provided on the Down Fast Starting and also on the Up Fast 1st and 2nd Homes. The colour light Up Fast 1st Home has been replated GJ64.

The Altofts Jn. Up colour light Home signals from both Leeds and York directions, now also acts as Goose Hill Jn. Up Fast Distant to GJ64 signal.

The 'Tamac' Sidings Ground frame, (formerly padlocked), is now released by Goose Hill Jn. signal box and the adjacent telephone has been connected to that signal box. (39)

**GOOLE (BOOTHFERRY ROAD) AND SALTMARSH HE**

**UNTIL FURTHER NOTICE** the through route between Goole and Hull has been reopened to traffic.

Whilst repairs to Goole Bridge are in progress (Engineer's possession on the Up line over the bridge) the following arrangements will apply:—

Goole Bridge signal box will cease to be a block post and the section of line between Boothferry Road and Saltmarshe will become a single line worked in accordance with the Electric Token Block Regulations. The single line will be formed by slewing the Down Line into the Up Line at 4 miles 70 chains.

Down trains will travel over the Down Line from Boothferry Road across the bridge and then on to the Up Line via the slew at 4 miles 70 chains regaining the Down Line via the crossover at Saltmarshe.

Up trains will travel over the Up Line to 4 miles 70 chains and then on to the Down Line via the slew and continue on the Down Line across the bridge and will regain the Up Line via the East End crossover at Boothferry Road.

For the duration of this work, certain signals will be altered in application or will display restrictive aspects, and details are shown on the sketch included in this notice.

Down trains must be brought to a stand at Saltmarshe signal SA7.

The Up Line from the East side of Goole Bridge (4 miles 70 chains) and Boothferry Road East crossover (6 miles 40 chains) will be out of use until further notice.

The Down Line between Saltmarshe (3 miles 44 chains) and Goole Bridge (new slew at 4 miles 70 chains) will be out of use until further notice. (UFN)

**BOOTHFERRY ROAD AND SALTMARSH HE**

The route between Goole and Gilberdyke has been re-opened to traffic. See Special Notice 69, which has been issued to all concerned. (UFN)

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

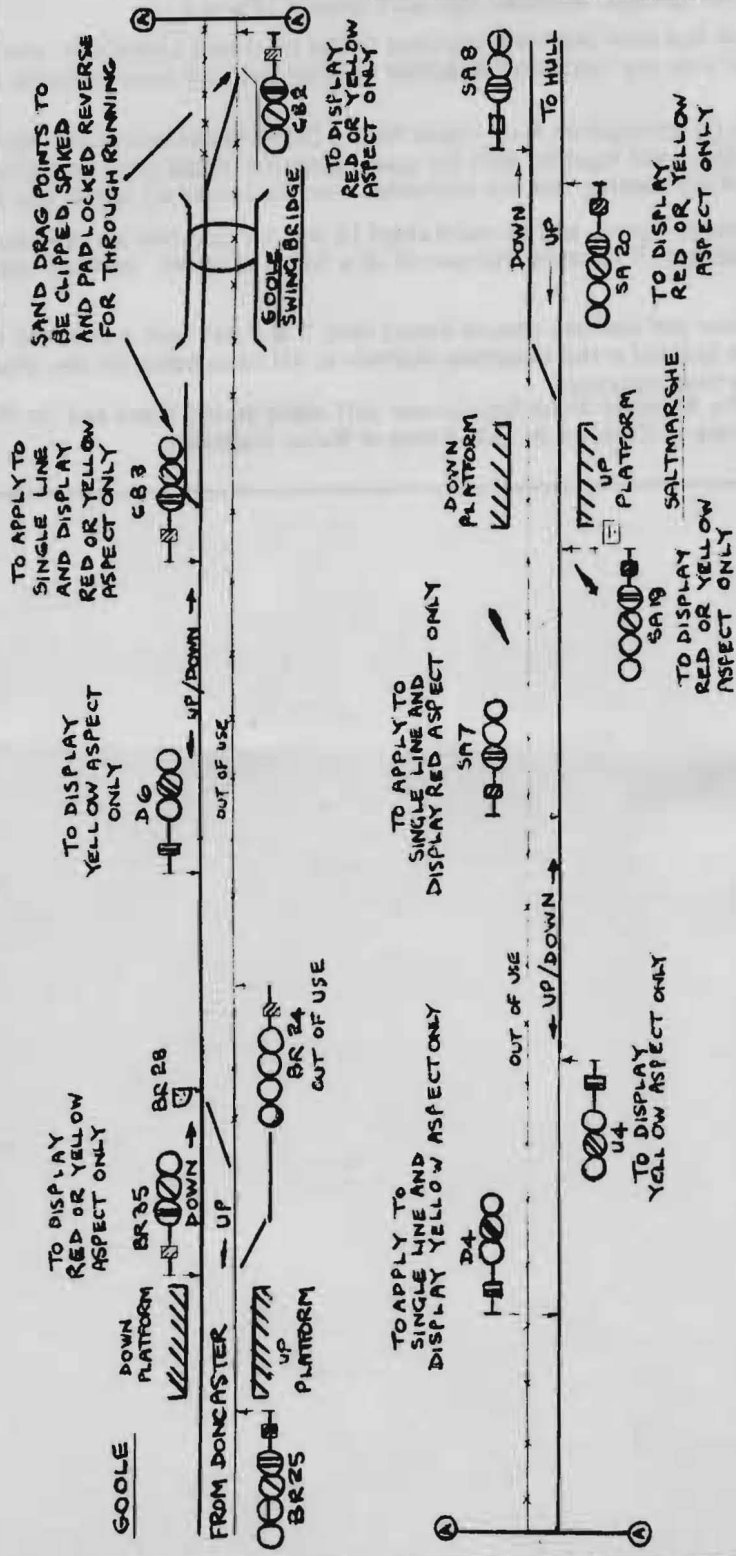
All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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# GOOLE - SALTMARSHES: TEMPORARY SINGLING OF LINE OVER GOOLE BRIDGE



NOTE: ONLY RELEVANT SIGNALS SHOWN - TO BE READ IN CONJUNCTION WITH SECTION 'C' NOTICE OVERLEAF



## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

TABLE D2

LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND  
TICKET AND ONE TRAIN ONLY ARRANGEMENTS

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
-----------------	------------------------	--

Page 165

Add:—

## STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION

Boothferry Road  
and Saltmarshe

Boothferry Road

Token Messenger.

## MISCELLANEOUS INSTRUCTIONS

## PROTOTYPE MARK 11 VEHICLE FK.E 13252 FITTED WITH CHEMICAL TOILET

"Eastern Region FK 13252 working in the 07 58 Newcastle — Liverpool/15 10 Liverpool — Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

## THORNHILL JUNCTION

The Up Slow will be realigned towards the Down Slow between 40½ and 41 m.p.

## THORNHILL JN.

A temporary lead has been installed in the Up Slow at 40½ m.p. for engineers use to give access to the siding adjacent to the Up Slow.

This connection has been clipped and padlocked and movements between the Up Slow and this temporary siding must only be carried out under the authority of a movements supervisor.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****BOOTHFERRY ROAD AND SALTMARSHE**

The Up line between Goole Bridge (4m. 70chs.) and Boothferry Road East crossover (6m. 40chs.) will be out of use until further notice.

The Down line between Saltmarshe (3m. 44chs.) and Goole Bridge (new slue at (4m. 70chs.) will be out of use until further notice.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRAC T BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**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.

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens MPD	Laying cables under tracks	06 00 to 18 00 daily.	
Botanic Gardens MPD	Providing new bogie cleaning pit. Plant in use.	No.6 Road Blocked continuously. No.7 Road Blocked 08 00 to 17 00 daily.	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

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**MO.45/NS**  
**York**  
**20 SEPTEMBER, 1974**

**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:—"*

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# THIS CONCERNS YOU

**COULD YOU —**

HELP AN INJURED COLLEAGUE?

ATTEND TO A PERSON TAKEN ILL? AT WORK? AT HOME?

GIVE CLEAR AND PRECISE INSTRUCTIONS IN THE CASE OF AN ACCIDENT?

**IF NOT —**

ARE YOU HAPPY TO LEAVE THESE JOBS TO SOMEBODY ELSE?

THERE MAY NOT BE ANYONE ELSE!!

WHY NOT JOIN YOUR LOCAL FIRST AID CLASS?

CONTACT YOUR STAFF OFFICE FOR DETAILS OR ONE OF THE DIVISIONAL AMBULANCE SECRETARIES. THEY WILL BE PLEASED TO HELP YOU TO HELP OTHERS.

NS 40  
5-11.10.74

## 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

**HEALEY MILLS**

The Up Slow colour light signal H.M.57 will be re-positioned as a straight post along with associated routes with the red aspect 12ft. above rail level. (41)

**KEIGHLEY GOODS YARD**

No.8 Siding has been removed pending construction of a further coal stacking area. (41)

**\* BRADFORD FORSTER SQUARE AND BRADFORD VALLEY GOODS**

Bradford Forster Square East Carriage Sidings have been abandoned and the present connection from number 6 platform or Shunt Neck has been extended to Potters Sidings, Bradford Valley Goods.

Potters Sidings numbers 2,3,4 and 5 have been shortened by 50 yards. (40)

**\* WAKEFIELD EXCHANGE SIDINGS**

Sidings 1,2,3,4 and 6 have been secured out of use pending removal. Sidings 5 and 7 to remain available for emergency use only. (40)

**\* BETWEEN TURNERS LANE AND WAKEFIELD EAST**

Up Siding (formerly known as Up Loop No.2 and Up L & Y Loop No.2) has been secured, clamped out of use pending removal. (40)

**GOOLE (BOOTHFERRY ROAD) AND SALTMARSH**

**UNTIL FURTHER NOTICE** the through route between Goole and Hull has been reopened to traffic.

Whilst repairs to Goole Bridge are in progress (Engineer's possession on the Up line over the bridge) the following arrangements will apply:-

The Bridge signal box will cease to be a block post and the section of line between Boothferry Road and Saltmarshe will become a single line worked in accordance with the Electric Token Block Regulations. The single line will be formed by slewing the Down Line into the Up Line at 4 miles 70 chains.

Down trains will travel over the Down Line from Boothferry Road across the bridge and then on to the Up Line via the slew at 4 miles 70 chains regaining the Down Line via the crossover at Saltmarshe.

Up trains will travel over the Up Line to 4 miles 70 chains and then on to the Down Line via the slew and continue on the Down Line across the bridge and will regain the Up Line via the East End crossover at Boothferry Road.

For the duration of this work, certain signals will be altered in application or will display restrictive aspects, and details are shown on the sketch included in this notice.

Down trains must be brought to a stand at Saltmarshe signal SA7.

The Up Line from the East side of Goole Bridge (4 miles 70 chains) and Boothferry Road East crossover (6 miles 40 chains) will be out of use until further notice.

The Down Line between Saltmarshe (3 miles 44 chains) and Goole Bridge (new slew at 4 miles 70 chains) will be out of use until further notice. (UFN)

**BOOTHFERRY ROAD AND SALTMARSH**

The route between Goole and Gilberdyke has been re-opened to traffic. See Special Notice 69, which has been issued to all concerned. (UFN)

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

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

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

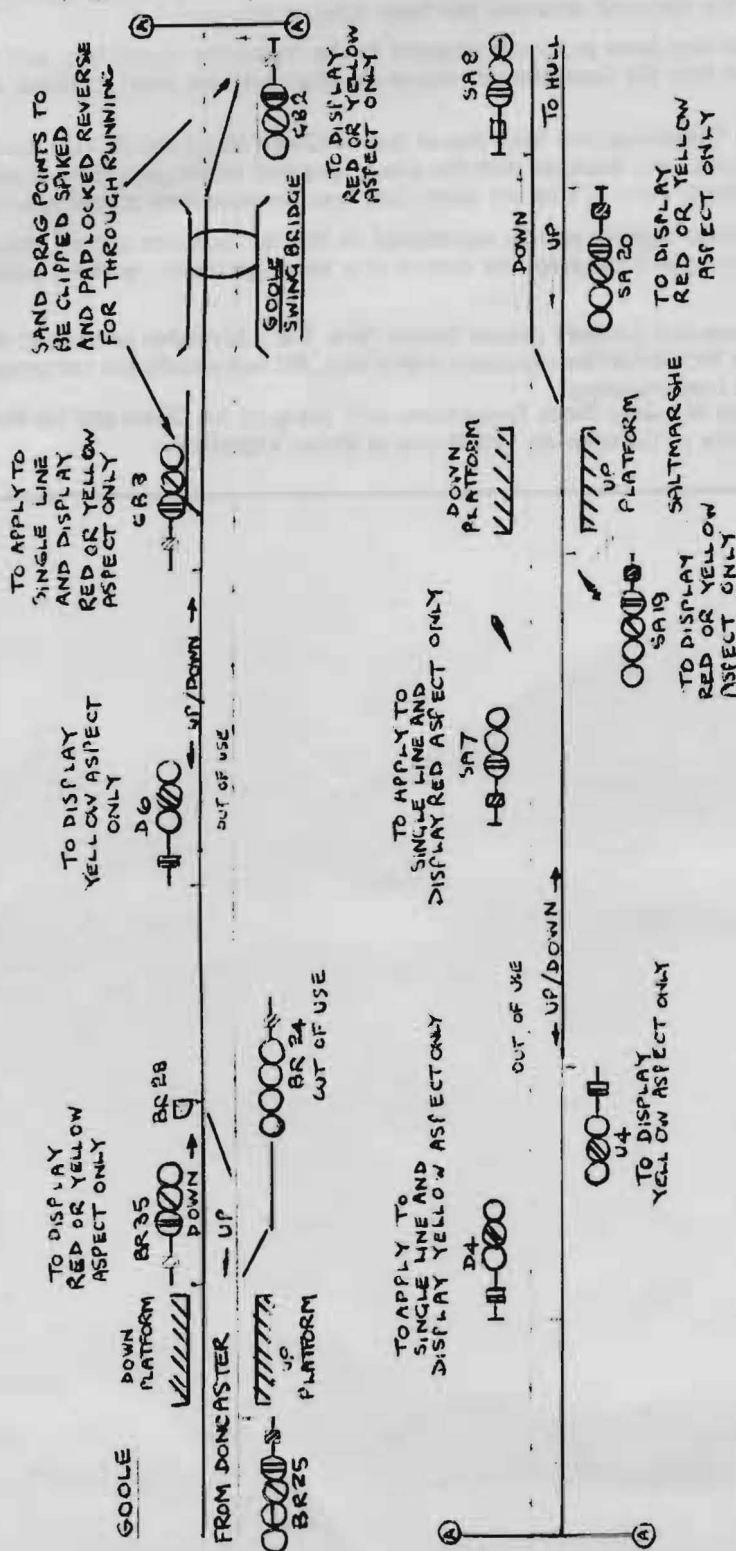
The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

GOOLE - SALT MARSHES: TEMPORARY SINGLING OF LINE OVER GOOLE BRIDGE



NOTE: ONLY RELEVANT SIGNALS SHOWN - TO BE READ IN CONJUNCTION WITH SECTION 'C' NOTICE OVERLEAF

## 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 D2

LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND  
TICKET AND ONE TRAIN ONLY ARRANGEMENTS

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
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Page 165

Add:—

## STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION

Boothferry Road  
and Saltmarshe

Boothferry Road

Token Messenger.

## MISCELLANEOUS INSTRUCTIONS

## PROTOTYPE MARK 11 VEHICLE FK.E13252 FITTED WITH CHEMICAL TOILET

"Eastern Region FK13252 working in the 07 58 Newcastle — Liverpool/15 10 Liverpool — Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

## THORNHILL JUNCTION

The Up Slow will be realigned towards the Down Slow between 40½ and 41 m.p.

## THORNHILL JN.

A temporary lead has been installed in the Up Slow at 40½ m.p. for engineers use to give access to the siding adjacent to the Up Slow.

This connection has been clipped and padlocked and movements between the Up Slow and this temporary siding must only be carried out under the authority of a movements supervisor.

## ★ BOOTHFERRY ROAD AND SALTMARSHES

As from 03 00 Monday 7 October the single line working between Boothferry Road and Saltmarshe will be discontinued and both lines will be re-opened to traffic.

## LEEDS WELLINGTON STREET GOODS YARD

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.



**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS - continued****PONTEFRAC T BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**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.

## 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
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Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens MPD	Laying cables under tracks	06 00 to 18 00 daily.	
Botanic Gardens MPD	Providing new bogie cleaning pit. Plant in use.	No.6 Road Blocked continuously. No.7 Road Blocked 08 00 to 17 00 daily.	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

---

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

---

**MO.45/NS**  
**York**  
**27 SEPTEMBER, 1974**

**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:-"*

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## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

**SUNDAY 18 OCTOBER : GILBERDYKE JUNCTION**

The Up Slow Line will be dispensed with between the Up Slow to Up Main facing connection and the trailing points Up Slow/Up Branch.

The facing crossover Down Main to Down Slow, on the Eastrington side of the Signalbox, together with the disc signal applying shunting Down Slow to Down Sidings will be abolished.

The Up Slow starting signal (No.3) to Up Branch will be abolished. The points in the Up Slow of the facing connection to the Up Main, will be secured in the reverse position for through running from Up Slow to Up Main or Up Branch via the Up Main.

**Signalling Alterations**

The signal gantry carrying the Up Fast and Up Slow second home signals will be abolished and the following signals only will be renewed :-

The Up Slow second home to Up Branch, and the Up Slow second home to Up Main, will be renewed as separate straight post signals mounted on the Up Platform 141 yards before reaching the signalbox, with the signal arms at a height of 6ft. above Platform level. (The Up Slow Inner Home to Up Main, will be on the right-hand side of the Up Slow Inner Home to Up Branch).

The Up Slow first home signal, will be re-positioned 581 yards before reaching the signalbox (116 yards nearer) with the arm at a reduced height of 15 ft. above rail level, and a signal-post telephone will be provided.

A right-hand bracket will be provided on the Up Fast first home signal and this signal will also be re-positioned 581 yards before reaching the signalbox, and will become (on the straight post), the Up Fast Home to Up Branch, and the signal on the right-hand bracket newly provided, the Up Fast Home to Up Main. A signal post telephone will also be provided on this signal.

The disc signal applying shunting Up Slow to Horse Dock will be re-positioned on the right-hand side of the Up Main line and apply shunting Up Branch or Up Main to Horse Dock. The disc signal applying shunting Up Main to Horse Dock, will now apply to this re-positioned disc signal.

The disc signal applying shunting Down Slow to Up Main will now read Down Slow to Up Main or Down Sidings.

## DETAILS OF WORK ALREADY CARRIED OUT

**\*\* HEALEY MILLS**

The Up Slow colour light signal H.M.57 will be re-positioned as a straight post along with associated routes with the red aspect 12ft. above rail level. (41)

**\*\* KEIGHLEY GOODS YARD**

No.8 Siding has been removed pending construction of a further coal stacking area. (41)

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

**MISCELLANEOUS INSTRUCTIONS - continued**

**★ GASGOIGNE WOOD SIDINGS**

Sidings 7, 8 and 9 have been secured out of use owing to condition of track. (UFN)

**THORNHILL JUNCTION**

The Up Slow will be realigned towards the Down Slow between 40½ and 41 m.p.

**THORNHILL JN.**

A temporary lead has been installed in the Up Slow at 40½ m.p. for engineers use to give access to the siding adjacent to the Up Slow.

This connection has been clipped and padlocked and movements between the Up Slow and this temporary siding must only be carried out under the authority of a movements supervisor.

**BOOTHFERRY ROAD AND SALTMARSH**

The single line working between Boothferry Road and Saltmarsh has been discontinued and both lines have been re-opened to traffic.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRACT BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs. A Crossing Keeper will be in attendance during the period of use.

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## MISCELLANEOUS INSTRUCTIONS – continued

## 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens MPD	Laying cables under tracks	06 00 to 18 00 daily.	
Botanic Gardens MPD	Providing new bogie cleaning pit. Plant in use.	No.6 Road Blocked continuously. No.7 Road Blocked 08 00 to 17 00 daily.	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS  
York  
4 OCTOBER, 1974

F.J. BURGE  
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your superior Officer by telegram as follows:—

"NILE SIG. NOTICE NS No:—"

**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SATURDAY 19 TO SUNDAY 20 OCTOBER – PONTEFRACT PRINCE OF WALES**

The disc signal Shunting Down Main to Up Main or Colliery will be moved 72 yards further from the Signal box.

**BETWEEN BROUGH EAST AND MELTON LANE \***

On Sunday 20 October the S & T will replace auto gate catches with Keylocks on hand operated Gate at Welton Gate Box.

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

The Up Slow Line has been dispensed with between the Up Slow to Up Main facing connection and the trailing points Up Slow/Up Branch.

The facing crossover Down Main to Down Slow, on the Eastington side of the signal box, together with the disc signal applying shunting Down Slow to Down Sidings has been abolished.

The Up Slow starting signal (No.3) to Up Branch has been abolished. The points in the Up Slow of the facing connection to the Up Main, have been secured in the reverse position for through running from Up Slow to Up Main or Up Branch via the Up Main.

**Signalling Alterations**

The signal gantry carrying the Up Fast and Up Slow second home signals has been abolished and the following signals only have been renewed:—

The Up Slow second home to Up Branch, and the Up Slow second home to Up Main, have been renewed as separate straight post signals mounted on the Up Platform 141 yards before reaching the signal box, with the signal arms at a height of 6ft. above Platform level. (The Up Slow Inner Home to Up Main, being on the right-hand side of the Up Slow Inner Home to Up Branch).

The Up Slow first home signal, has been re-positioned 581 yards before reaching the signal box (116 yards nearer) with the arm at a reduced height of 15ft. above rail level, and a signal-post telephone has been provided.

A right-hand bracket has been provided on the Up Fast first home signal and this signal has also been re-positioned 581 yards before reaching the signal box, and has become (on the straight post), the Up Fast Home to Up Branch, and the signal on the right-hand bracket newly provided, the Up Fast Home to Up Main. A signal post telephone has also been provided on this signal.

The disc signal applying shunting Up Slow to Horse Dock has been re-positioned on the right-hand side of the Up Main line and applies shunting Up Branch or Up Main to Horse Dock. The disc signal applying shunting Up Main to Horse Dock, now applies to this re-positioned disc signal.

The disc signal applying shunting Down Slow to Up Main now reads Down Slow to Up Main or Down Sidings.

(44)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUTSYKE JN. SIGNAL BOX – continued**

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**SECTION D****GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)****TABLE D2****LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND TICKET AND ONE TRAIN ONLY ARRANGEMENTS**

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
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Add:–

**STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION**

Boothferry Road and Saltmarshe	Boothferry Road	Token Messenger.
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**MISCELLANEOUS INSTRUCTIONS****PROTOTYPE MARK 11 VEHICLE FK.E 13252 FITTED WITH CHEMICAL TOILET**

"Eastern Region FK 13252 working in the 07 58 Newcastle – Liverpool/15 10 Liverpool – Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

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

**MISCELLANEOUS INSTRUCTIONS - continued**

**GASGOIGNE WOOD SIDINGS**

Sidings 7, 8 and 9 have been secured out of use owing to condition of track.

(UFN)

**THORNHILL JUNCTION**

The Up Slow will be realigned towards the Down Slow between 40¼ and 41 m.p.

**THORNHILL JN.**

A temporary lead has been installed in the Up Slow at 40¼ m.p. for engineers use to give access to the siding adjacent to the Up Slow.

This connection has been clipped and padlocked and movements between the Up Slow and this temporary siding must only be carried out under the authority of a movements supervisor.

**BOOTHFERRY ROAD AND SALTMARSH**

The single line working between Boothferry Road and Saltmarsh has been discontinued and both lines have been re-opened to traffic.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRACT BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.



## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## MISCELLANEOUS INSTRUCTIONS – continued

## 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens MPD	Laying cables under tracks	06 00 to 18 00 daily.	
Botanic Gardens MPD	Providing new bogie cleaning pit. Plant in use.	No.6 Road Blocked continuously. No.7 Road Blocked 08 00 to 17 00 daily.	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.45/NS  
York  
11 OCTOBER, 1974

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****MONDAY 4 NOVEMBER – WANSFORD**

The points Up Main to Up Siding North at 19m. 53chs. will be secured permanently out of use in the normal position pending removal. The associated signalling will be abolished.

**MONDAY 4 NOVEMBER – SHIPLEY GOODS YARD**

The crossover between the through road and the warehouse, also No. 3 Siding (Coal Yard) will be secured permanently out of use in the normal position pending removal.

**DETAILS OF WORK ALREADY CARRIED OUT****PONTEFRAC T PRINCE OF WALES**

The disc signal Shunting Down Main to Up Main or Colliery has been moved 72 yards further from the Signal box.

**BETWEEN BROUGH EAST AND MELTON LANE**

The S & T have replaced auto gate catches with Keylocks on hand operated Gate at Welton Gate Box.

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

## TABLE D2

LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND  
TICKET AND ONE TRAIN ONLY ARRANGEMENTS

Section of Line	Token or Staff Station	Person authorised to receive or deliver Token or Staff
Page 165		
Add:—		
<b>STAINFORTH (THORNE JUNCTION) TO GILBERDYKE JUNCTION</b>		
Boothferry Road and Saltmarshe	Boothferry Road	Token Messenger.

## MISCELLANEOUS INSTRUCTIONS

## PROTOTYPE MARK 11 VEHICLE FK.E13252 FITTED WITH CHEMICAL TOILET

"Eastern Region FK13252 working in the 07 58 Newcastle – Liverpool/15 10 Liverpool – Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

## ★ BETWEEN WOOLEY COAL SIDINGS AND CRIGGLESTONE JUNCTION

A temporary lead will be installed in the Down Main at 46½m.p. for engineers use to give access to a siding adjacent to the Down Main.

This connection will be clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a movements supervisor.

## FRICKLEY COLLIERY

There is increased user of the NCB level crossing situated 100 yards on the east side of the rapid loading bunker. **Drivers to keep a sharp lookout.**

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

**MISCELLANEOUS INSTRUCTIONS - continued**

**YORK STATION SOUTH - QUEEN STREET SIDINGS**

The turntable is temporarily out of use and No.4 Siding adjacent to the former Railway Museum is temporarily shortened by 10 yds.

**★ GASCOIGNE WOOD SIDINGS**

Sidings 6, 7, 8 and 9 have been secured out of use owing to condition of track.

(UFN)

**THORNHILL JUNCTION**

The Up Slow will be realigned towards the Down Slow between 40½ and 41 m.p.

**BOOTHFERRY ROAD AND SALTMARSH**

The single line working between Boothferry Road and Saltmarsh has been discontinued and both lines have been re-opened to traffic.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRAC T BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.



**NS**

**EASTERN REGION**

**No. 44**

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

**SATURDAY 2 NOVEMBER  
TO  
FRIDAY 8 NOVEMBER 1974  
INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****MONDAY 4 NOVEMBER – WANSFORD**

The points Up Main to Up Siding North at 19m. 53chs. will be secured permanently out of use in the normal position pending removal. The associated signalling will be abolished.

**MONDAY 4 NOVEMBER – SHIPLEY GOODS YARD**

The crossover between the through road and the warehouse, also No. 3 Siding (Coal Yard) will be secured permanently out of use in the normal position pending removal.

**DETAILS OF WORK ALREADY CARRIED OUT****PONTEFRACT PRINCE OF WALES**

The disc signal Shunting Down Main to Up Main or Colliery has been moved 72 yards further from the Signal box.

**BETWEEN BROUGH EAST AND MELTON LANE**

The S & T have replaced auto gate catches with Keylocks on hand operated Gate at Welton Gate Box.

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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## **WARNING TO STAFF**

**If you see objects such as string, rope, wire, etc., suspended from overhead line equipment or from its vicinity—**

**DO NOT ATTEMPT TO APPROACH OR REMOVE THEM — YOU COULD BE KILLED.**

**REPORT IMMEDIATELY TO THE ELECTRICAL CONTROL OPERATOR WHO WILL ARRANGE FOR THEIR REMOVAL.**

**(See Instruction 15 of the Working Instructions for AC Electrified Lines, BR29987 and Instruction 4 of the Working Instructions for the Manchester-Sheffield-Wath Electrified Lines.)**



**NS**

**EASTERN REGION**

**No. 45**

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

**SATURDAY 9 NOVEMBER  
TO  
FRIDAY 15 NOVEMBER 1974  
INCLUSIVE**

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Trainmen must pay particular attention to works contained in this notice and keep a good look-out for hand signals, which will be exhibited at the various localities in accordance with the rules and regulations. Work at places other than those mentioned may be in progress, of which it may not have been possible to give previous notice, and drivers must be on the lookout and be prepared to stop or run at reduced speed when and where hand signals may be exhibited.

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1500 RSTH/T SAT



## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD (MILL LANE JN.) - continued</b>		
<b>DAILY UNTIL FURTHER NOTICE-continued</b>		
Halifax and Low Moor	All	07 00 to 17 00. Demolition of former Lightcliffe signal box at 34m. 58chs. Off track machines in use.
Halifax and Low Moor	Down and Up	07 00 to 18 00. Tunnel work in Beacon Hill Tunnel. On track machines in use. (74/23)
<b>SUNDAY 10 NOVEMBER</b>		
Halifax and Low Moor	00 30 to 12 00 Down and Up <b>BLOCKED</b> 12 00 to 16 00 Up <b>BLOCKED</b>	00 30 to 16 00. Trackwork between 37m. 11chs. and 37m. 57chs. <b>00 30 to 12 00. All trains diverted. 12 00 to 16 00. Single line working on the Down.</b> Cranes in use.
Low Moor and Bowling Jn.	Down and Up <b>BLOCKED</b>	00 30 to 12 00. Earthwork between 38m. 17chs. and 39m. 13chs. <b>Trains diverted.</b> Crane in use.
<b>WEDNESDAY 13 to FRIDAY 15 NOVEMBER</b>		
Bowling Jn. and Halifax	Down and Up <b>BLOCKED</b>	23 00 Wed and Thu to 05 00 Thu and Fri. Trackwork between 34¼ and 32½m.p. and 38 and 39m.p. <b>Possession given up to pass 1L02, 22 50 Kings Cross to Bradford, 1L89, 03 08 Huddersfield to Bradford and 1L66, 03 20 Huddersfield to Bradford on the Down and 0L66, 01 36 Bradford to Huddersfield on the Up.</b> On track machines in use.

**DIGGLE (REGIONAL BOUNDARY AT 15 m. 11 chs.) TO HEALEY MILLS (HEATON LODGE JN.)****DAILY UNTIL FURTHER NOTICE**

Diggle and Marsden	All	07 00 to 17 00. Tunnelwork in Standedge Tunnel. <b>Clearance reduced.</b> Ladders in use.
Marsden	Sidings and Up Loop	08 00 to 16 00. Trackwork and Platform work. Off track machines in use.
Marsden and Gledholt	Down Main	08 00 to 17 00. Earthwork between 20½ and 20¾m.p.
Springwood Jn. and Huddersfield	Down and Up Fast	08 00 to 17 00. Tunnelwork in Huddersfield East tunnel. <b>Clearance reduced.</b> Ladders and scaffolding in use.
Hillhouse Jn. and Heaton Lodge Jn.	All	08 00 to 17 30. Bridgework at 28m. 28chs. Crane and off track machines in use.
Huddersfield	All	07 30 to 17 00. Bridgework between 25½ and 25¾ m.p. On track machine in use. (74/41)
<b>SUNDAY 10 NOVEMBER</b>		
Marsden	All	07 30 to 16 30. Signalling work.

**PENISTONE (HUDDERSFIELD JN.) TO HUDDERSFIELD (SPRINGWOOD JN.)****DAILY UNTIL FURTHER NOTICE**

Clayton West Jn.	All	07 30 to 17 00. Signalling work.
<b>SUNDAY 10 NOVEMBER</b>		
Clayton West Jn. and Huddersfield Jn.	Single <b>BLOCKED</b>	07 30 to 17 00. Bridgework at 10m. 10chs. Scaffold and ladders in use.
Clayton West Jn. and Huddersfield Jn.	All	07 30 to 16 30. Signalling work in Thurstonland tunnel.

SECTION B - TEMPORARY ENGINEERING WORKS - continued NS-15

At or between	Lines affected	Remarks
<b>LEEDS CITY TO HULL (PARAGON) - continued</b>		
<b>DAILY UNTIL FURTHER NOTICE - continued</b>		
Eastrington and Gilberdyke	Down and Up	06 00 to 18 00. Bridgework at 18m. 49chs. Off track machines in use. (74/30)
Gilberdyke	Up Slow	08 00 to 16 00. Signalling work. (74/45) <b>Commencing Monday 11 November.</b>
Hessle Haven	All	08 00 to 16 00. Signalling work.
Hessle Road	All	07 30 to 17 00. Signalling work. (74/35)
<b>SUNDAY 10 NOVEMBER</b>		
Neville Hill Coaching Stock Depot	Up Local and Shunt Spur <b>BLOCKED</b>	00 01 to 12 00. Trackwork between 18m. 75chs. and 19m. 18chs. Trains to and from Neville Hill C.S. Depot may cross the blocked line at Neville Hill West Jn. On track machines in use.
Neville Hill West Jn. (Signals L773 and L184) and Peckfield	Down and Up <b>BLOCKED</b>	00 01 to 18 00. Trackwork between 19m. 22chs. and 11¼ m.p. Trains diverted. Trains to and from Neville Hill C.S. Depot may cross the blocked line at Neville Hill West Jn. On track machines in use.
Cross Gates Station	Up Main <b>BLOCKED</b>	07 30 to 17 00. Building work at 16m. 17chs. Trains diverted. Crane and off track machines in use.
Garforth and Peckfield	Down and Up <b>BLOCKED</b>	18 00 to 24 00. Trackwork between 12¼ and 11¼m.p. Crossing facilities available at Garforth for D.M.U. shuttle service. Other trains diverted. On track machines in use.
Peckfield and Micklefield Station Jn.	Down and Up <b>BLOCKED</b>	00 01 to 24 00. Bridgework at 10m. 71chs. Trains diverted. Cranes and off track machines in use.
Micklefield Station Jn. and Gascoigne Wood	Down and Up <b>BLOCKED</b>	07 00 to 17 00. Trimming overhanging bushes between 10m. 50chs. and 6½ m.p. Trains diverted. Off track machine in use.
Wressle and Gilberdyke	Down and Up	07 00 to 16 00. Trimming Bushes between 25 and 17¼m.p. Off track machines in use.
Ferriby Station Signal Box	Up Main	08 00 to 16 00. Signalling work. (See Section 'C').
Hull Paragon	Nos. 3 & 4 Platform Line <b>BLOCKED</b>	08 00 to 17 00. Trackwork between 0m. 19chs. and 0m. 14chs. Trains re-platformed as necessary.
<b>THURSDAY 14 NOVEMBER</b>		
Hessle Haven and Brough West	00 45 to 02 30 Down <b>BLOCKED</b> 02 30 to 04 45 Up <b>BLOCKED</b>	00 45 to 04 45. Trackwork between 4m. 20chs. and 10½m.p. Crane in use.
<b>LEEDS NEVILLE HILL, WEST JN. TO HUNSLET (GOODS LINES)</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Neville Hill West Jn. and Hunslet East	Down and Up	07 00 to 17 00. Bridgework at ¼m.p. (74/45) <b>Commencing Monday 11 November.</b>
<b>MICKLEFIELD TO CHURCH FENTON</b>		
<b>SUNDAY 10 NOVEMBER</b>		
Micklefield Station Jn. and Church Fenton	Down and Up <b>BLOCKED</b>	07 00 to 17 00. Trackwork between 15½m.p. and 10m. 45chs. Trains diverted.

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 10 NOVEMBER - FERRIBY STATION

The Up Main Home Semaphore Signals applying Up Main to Up Fast and Up Main to Up Slow will be abolished and replaced by a new colour light signal, capable of displaying red and green aspects together with a junction indicator position 1 applying Up Main to Up Slow. The new signal will be situated 80 yards nearer the signal box with the red aspect 12 feet above rail level. (48)

## DETAILS OF WORK ALREADY CARRIED OUT

## WANSFORD

The points Up Main to Up Siding North at 19m. 53chs. have been secured permanently out of use in the normal position pending removal. The associated signalling has been abolished.

## SHIPLEY GOODS YARD

The crossover between the through road and the warehouse, also No.3 Siding (Coal Yard) has been secured permanently out of use in the normal position pending removal.

## PONTEFRAC T PRINCE OF WALES

The disc signal Shunting Down Main to Up Main or Colliery has been moved 72 yards further from the Signal box.

## BETWEEN BROUGH EAST AND MELTON LANE

The S & T have replaced auto gate catches with Keylocks on hand operated Gate at Welton Gate Box.

## CUTSYKE JN. SIGNAL BOX

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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**SECTION D**

**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**MISCELLANEOUS INSTRUCTIONS**

**PROTOTYPE MARK 11 VEHICLE FK.E 13252 FITTED WITH CHEMICAL TOILET**

"Eastern Region FK 13252 working in the 07 58 Newcastle - Liverpool/15 10 Liverpool - Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

**BETWEEN WOOLEY COAL SIDINGS AND CRIGGLESTONE JUNCTION**

A temporary lead will be installed in the Down Main at 46½m.p. for engineers use to give access to a siding adjacent to the Down Main.

This connection will be clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a movements supervisor.

**FRICKLEY COLLIERY**

There is increased user of the NCB level crossing situated 100 yards on the east side of the rapid loading bunker. **Drivers to keep a sharp lookout.**

**YORK STATION SOUTH - QUEEN STREET SIDINGS**

The turntable is temporarily out of use and No.4 Siding adjacent to the former Railway Museum is temporarily shortened by 10 yds.

**GASCOIGNE WOOD SIDINGS**

Sidings 6, 7, 8 and 9 have been secured out of use owing to condition of track.

(UFN)

**THORNHILL JUNCTION**

The Up Slow will be realigned towards the Down Slow between 40¼ and 41 m.p.

**SECTION D  
MISCELLANEOUS**

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

NS-19

**BOOTHFERRY ROAD AND SALTMARSH**  
The single line working between Boothferry Road and Saltmarsh has been discontinued and both lines have been re-opened to traffic.

**LEEDS WELLINGTON STREET GOODS YARD**  
The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRACT BAGHILL STATION**  
The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**  
There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**  
Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**  
A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.  
A Crossing Keeper will be in attendance during the period of use.

**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.

## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>LEEDS CITY TO SKIPTON STATION SOUTH LMR (REGIONAL BOUNDARY AT 219m. 5chs.) - continued</b>		
<b>SUNDAY 17 NOVEMBER</b>		
Leeds City West Jn.	All	07 30 to 17 00. Trackwork.
Leeds City North Jn. and Whitehall Jn.	Down and Up Main <b>BLOCKED</b>	00 01 to 24 00. Bridgework and Trackwork at 195m 52chs. Arrangements made to pass trains calling at Dewsbury on the Down Huddersfield/Up Main between Leeds City North Jn. and Morley under Single line Working Conditions. Other trains diverted or to travel over the Down and Up Shipley. Off track machines in use.
Apperley Jn.	Down	07 00 to 17 00. Trackwork at 202 m.p.
Thackley Jn. and Leeds Jn.	Down and Up Slow <b>BLOCKED</b>	07 00 to 17 00. Trackwork between 205½ m.p. and 205m 45chs. Trains to travel on Fast lines.
Bingley Jn. and Keighley Station	Down <b>BLOCKED</b>	04 30 to 14 30. Trackwork between 209½ and 210¾ m.p. Single line working on the Up line.
Kildwick	All	07 30 to 20 00. Signalling work.

**LEEDS CITY (WORTLEY JN.) TO HARROGATE NORTH****DAILY UNTIL FURTHER NOTICE**

Horsforth and Wortley Jn.	Up	08 00 to 18 00. Trackwork between 1¼m.p. and 0m. 76chs. Crane and off track machines in use. (74/31)
Wortley Jn. and Horsforth	All	07 30 to 17 00. Bridgework at ¼m.p. (74/39)

**SATURDAY 16 to SUNDAY 17 NOVEMBER**

Horsforth and Rigton	Down and Up <b>BLOCKED</b>	23 45 Sat to 09 15 Sun. Tunnelwork in Bramhope Tunnel. On and off track machines in use.
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**SUNDAY 17 NOVEMBER**

Harrogate South and Harrogate North	All	07 00 to 17 00. Bridgework at 18m. 35chs.
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**SUNDAY 17 to FRIDAY 22 NOVEMBER**

Horsforth and Rigton	Down and Up <b>BLOCKED</b>	23 45 Sun to Thu to 06 15 Mon to Fri. Tunnelwork in Bramhope Tunnel. Possession given up to pass 1L75, 04 10 Leeds to Harrogate and relief if required on the Down. On and off track machines in use.
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**APPERLEY JN. TO ILKLEY****SUNDAY 17 NOVEMBER**

Guiseley Station and Burley Jn.	Down and Up	08 00 to 17 00. Removing overhead cables at 207m. 06chs.
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**SHIPLEY (GUISELEY JN.) TO GUISELEY (ESHOLT TUNNEL)****SATURDAY 16 to MONDAY 18 NOVEMBER**

Guiseley Jn. and Esholt Jn.	Down and Up <b>BLOCKED</b>	22 00 Sat to 06 00 Mon. Tunnelwork in Esholt Tunnel between 0m. 52chs. and 0m. 27chs. Clearance reduced. Possession given up to pass Sanding Engine as necessary. On track machine in use.
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## SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
<b>SHIPLEY (GUISELEY JN.) TO GUISELEY (ESHOLT TUNNEL) - continued</b>		
<b>MONDAY 18 to SATURDAY 23 NOVEMBER</b>		
Guisseley Jn. and Esholt Jn.	Down and Up <b>BLOCKED</b>	22 00 Mon to Fri to 06 00 Tue to Sat. Tunnelwork in Esholt Tunnel between 0m. 52chs. and 0m. 27chs. Clearance reduced. <b>Possession given up to pass Sanding Engine as necessary.</b> On track machines in use.

**SHIPLEY (LEEDS JN.) TO BRADFORD (FORSTER SQUARE STATION)****DAILY UNTIL FURTHER NOTICE**

ShipleY Goods Yard	All Sidings	08 00 to 16 00. Bridgework at 206m 17chs. (74/41)
Manningham Station Jn.	All	08 00 to 18 00. Bridgework at 207m. 61chs. Crane and off track machines in use.

**LEEDS CITY TO HULL (PARAGON)****DAILY UNTIL FURTHER NOTICE**

Leeds City Station	Platforms 8, 9 and 11 East End	08 00 to 16 30. Earthwork. (74/38)
Leeds City East Jn. and Marsh Lane Jn.	All	07 30 to 16 30. Bridgework and building work between 19m. 00chs. and 20m. 2chs. Crane and off track machines in use. (74/28)
Cross Gates and Garforth	Down and Up	08 00 to 17 00. Building work. Off track machines in use. (74/26)
Peckfield and Micklefield Station Jn.	All	07 00 to 17 00. Bridgework at 10m. 71chs. Off track machines in use. (74/41)
Eastrington and Gilberdyke	Down and Up	06 00 to 18 00. Bridgework at 18m. 49chs. Off track machines in use. (74/30)
Gilberdyke	Up Slow	08 00 to 16 00. Signalling work. (74/45)
Hessle Haven	All	08 00 to 16 00. Signalling work.
Hessle Road	All	07 30 to 17 00. Signalling work. (74/35)
West Parade	All	08 00 to 16 00. Signalling work. (74/32)
Paragon Station	All	08 00 to 16 00. Signalling work (74/32)
<b>SUNDAY 17 NOVEMBER</b>		
Cross Gates Station	Up	07 30 to 17 00. Earthwork at 16m. 7chs.
Hessle Haven	All	07 30 to 16 30. Signalling work.
Hessle Haven and Melton Lane	23 30 Sat to 07 00 Sun Up Main <b>BLOCKED</b> 07 00 to 16 00 Up Main Between Trains	23 30 Sat to 16 00 Sun. Trackwork between 4¼m. and 5¼m. Crane in use.

**LEEDS NEVILLE HILL, WEST JN. TO HUNSLET (GOODS LINES)****DAILY UNTIL FURTHER NOTICE**

Neville Hill West Jn. and Hunslet East	Down and Up	07 00 to 17 00. Bridgework at ¼m.p. (74/45)
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## SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
<b>STAINFORTH (THORNE JN.) TO GILBERDYKE JN.</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Boothferry Road and Potters Grange	Nos. 1 and 2 Up Goods <b>BLOCKED</b> Up Main Between Trains	08 00 to 16 00 daily. Trackwork. Crane in use. (74/26)
<b>SUNDAY 17 NOVEMBER</b>		
Thorne Moor and Boothferry Road	Down <b>BLOCKED</b>	07 50 to 16 15. Bridgework at 7m. 65chs. <b>Single line working over Up line.</b> Ladders and trestles in use.
Boothferry Road and Saltmarshe	Down and Up	07 00 to 17 00. Bridgework between 5m. 15chs. and 5m. 1chs. <b>Trains diverted.</b>
<b>HULL (WEST PARADE) TO SEAMER WEST</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
West Parade	All	08 00 to 16 00. Signalling work. (74/32)
Bridlington South	All	08 00 to 16 00. Signalling work. (74/41)
<b>SUNDAY 17 NOVEMBER</b>		
Beverley North and Lockington	Down and Up <b>BLOCKED</b>	07 00 to 18 00. Earthwork at 9m. 71chs. Off track machines in use.
<b>HESSLE ROAD TO ALEXANDRA DOCK</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Hessle Road	All	07 30 to 17 00. Signalling work.

## SECTION C

## SIGNALLING AND PERMANENT WAY ALTERATIONS

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

## DETAILS OF WORK REFERRED TO IN SECTION B

## SUNDAY 17 NOVEMBER – FRYSTON

The trailing connection from the Colliery Sidings to the Down Goods Loop will be secured permanently out of use in the normal position pending removal.

The shunt spur will be dispensed with and the facing connection from Down Goods Loop to Down Main will become trap points.

The following signals will be abolished:—

- Disc Signal Shunting Shunt Spur to Down Goods Loop
- Disc Signal Shunting Shunt Spur to Colliery Sidings.
- Disc Signal Shunting Colliery Sidings to Shunt Spur
- Disc Signal Shunting Down Goods Loop to Shunt Spur
- Miniature Arm Signal Colliery Sidings to Down Main.



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

**DETAILS OF WORK REFERRED TO IN SECTION B – continued**

**SUNDAY 17 NOVEMBER – STOURTON JUNCTION**

The Copper Works Siding together with associated points and signals will be abolished. (49)

**MONDAY 18 NOVEMBER – BOOTHFERRY ROAD AND SALTMARSH**

New run-back catch points in the Down Main at 5 miles 68chains 754 yards before reaching GB3 signal and in the Up Main at 4 miles 35 chains 757 yards before reaching GB2 signal will be brought into use. (49)

**MONDAY 18 NOVEMBER – LAISTERDYKE**

The ground frame operated facing connection from Hall Lane single line to Bowling Private Sidings together with the ground frame will be abolished. (49)

**DETAILS OF WORK ALREADY CARRIED OUT**

**FERRIBY STATION**

The Up Main Home Semaphore Signals applying Up Main to Up Fast and Up Main to Up Slow have been abolished and replaced by a new colour light signal, capable of displaying red, yellow and green aspects together with a junction indicator position 1 applying Up Main to Up Slow. The new signal has been situated 80 yards nearer the signal box with the red aspect 12 feet above rail level. (48)

**WANSFORD**

The points Up Main to Up Siding North at 19m. 53chs. have been secured permanently out of use in the normal position pending removal. The associated signalling has been abolished.

**SHIPLEY GOODS YARD**

The crossover between the through road and the warehouse, also No.3 Siding (Coal Yard) has been secured permanently out of use in the normal position pending removal.

**PONTEFRACT PRINCE OF WALES**

The disc signal Shunting Down Main to Up Main or Colliery has been moved 72 yards further from the Signal box.

**BETWEEN BROUGH EAST AND MELTON LANE**

The S & T have replaced auto gate catches with Keylocks on hand operated Gate at Welton Gate Box.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**SECTION D****GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**MISCELLANEOUS INSTRUCTIONS****PROTOTYPE MARK 11 VEHICLE FK.E 13252 FITTED WITH CHEMICAL TOILET**

"Eastern Region FK13252 working in the 07 58 Newcastle – Liverpool/15 10 Liverpool – Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

**STOURTON UP SIDINGS – REMODELLING**

"Stourton Up and New Sidings have been recovered and the C & W Shops area has been remodelled. A crossover road has been constructed between the Shops road and the former number one road – the new layout is now:—

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****STOURTON UP SIDINGS—REMODELLING –continued****Shops Line**

Run round line

No. 1 buffered line – length limit 45 SLU' s

No. 2 buffered line – length limit 40 SLU' s

The buffered lines are to be utilised for stabling surplus Cripple wagons awaiting acceptance by Stourton C. & W. Shops.

The temporary method of drawing wagons from the C & W area and propelling to the Down Through Siding will cease as from 18th November and the former method of running round trains from the C & W area on the Up Side will be adopted."

**YORK. N.C.L. DEPOT**

From Tuesday 19 November, No.3 Warehouse Line will be abandoned and the new access to the Goods Warehouse will be via a re-routed No.2 Warehouse Line.

**BETWEEN CRIGGLESTONE JN AND DARTON**

On Sunday, 17 November, the Up Line will be re-aligned approaching Woolley Tunnel between 46½ and 46¾ m.p.

**BETWEEN WOOLEY COAL SIDINGS AND CRIGGLESTONE JUNCTION**

A temporary lead will be installed in the Down Main at 46¼m.p. for engineers use to give access to a siding adjacent to the Down Main.

This connection will be clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a movements supervisor.

**FRICKLEY COLLIERY**

There is increased user of the NCB level crossing situated 100 yards on the east side of the rapid loading bunker. **Drivers to keep a sharp lookout.**

**YORK STATION SOUTH – QUEEN STREET SIDINGS**

The turntable is temporarily out of use and No.4 Siding adjacent to the former Railway Museum is temporarily shortened by 10 yds.

**GASCOIGNE WOOD SIDINGS**

Sidings 6, 7, 8 and 9 have been secured out of use owing to condition of track.

(UFN)

**THORNHILL JUNCTION**

The Up Slow will be realigned towards the Down Slow between 40¾ and 41 m.p.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****BOOTHFERRY ROAD AND SALTMARSH**

The single line working between Boothferry Road and Saltmarsh has been discontinued and both lines have been re-opened to traffic.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRACT BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.  
A Crossing Keeper will be in attendance during the period of use.

**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.

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD, No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens MPD	Laying cables under tracks	06 00 to 18 00 daily.	
Botanic Gardens MPD	Providing new bogie cleaning pit. Plant in use.	No.6 Road Blocked continuously. No.7 Road Blocked 08 00 to 17 00 daily.	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

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MO.46/NS  
York  
8 NOVEMBER 1974

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:-"*

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**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

**DETAILS OF WORK REFERRED TO IN SECTION B****SUNDAY 24 NOVEMBER – CASTLEFORD GATES**

The Down Main to Glass Works Sidings connections will be secured permanently out of use in the normal position pending removal. The Glass Works Sidings will be abolished.

The ground disc signal applying:— Glass Works Sidings to Down Main will be abolished and the ground disc signal west of the signal box will now apply only Down Main to Up Main or Down Main limit of shunt.

**SUNDAY 24 NOVEMBER – STEETON**

The present Main to Main trailing crossover and associated ground disc signals will be abolished.

A new Main to Main trailing crossover controlled by a two lever Ground Frame released from the signal box will be installed 91 yards on the approach side of S14 signal Telephone communication with the signal box will be provided.

Automatic signal D214 will become a controlled signal and be renumbered S11.

**SUNDAY 24 NOVEMBER – FERRIBY STATION**

The Up Main Home Semaphore signals applying Up Main to Up Fast and Up Main to Up Slow will be abolished and replaced by a new colour light signal capable of displaying red, yellow and green aspects together with a junction indicator position 1 applying Up Main to Up Slow. The new signal will be situated 80 yards nearer the signal box with the red aspect 12 feet above rail level. (48)

**DETAILS OF WORK ALREADY CARRIED OUT****FRYSTON**

The trailing connection from the Colliery Sidings to the Down Goods Loop has been secured permanently out of use in the normal position pending removal.

The shunt spur has been dispensed with and the facing connection from Down Goods Loop to Down Main has become trap points.

The following signals have been abolished :—

- Disc Signal Shunting Shunt Spur to Down Goods Loop
- Disc Signal Shunting Shunt Spur to Colliery Sidings.
- Disc Signal Shunting Colliery Sidings to Shunt Spur
- Disc Signal Shunting Down Goods Loop to Shunt Spur
- Miniature Arm Signal Colliery Sidings to Down Main.

(49)

**STOURTON JUNCTION**

The Copper Works Siding together with associated points and signals has been abolished.

(49)

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

New run-back catch points in the Down Main at 5 miles 68 chains 754 yards before reaching GB3 signal and in the Up Main at 4 miles 35 chains 757 yards before reaching GB2 signal have been brought into use.  
(49)

**LAISTERDYKE**

The ground frame operated facing connection from Hall Lane single line to Bowling Private Sidings together with the ground frame has been abolished.  
(49)

**WANSFORD**

The points Up Main to Up Siding North at 19m. 53chs. have been secured permanently out of use in the normal position pending removal. The associated signalling has been abolished.

**SHIPLEY GOODS YARD**

The crossover between the through road and the warehouse, also No.3 Siding (Coal Yard) has been secured permanently out of use in the normal position pending removal.

**PONTEFRAC T PRINCE OF WALES**

The disc signal Shunting Down Main to Up Main or Colliery has been moved 72 yards further from the Signal box.

**BETWEEN BROUGH EAST AND MELTON LANE**

The S & T have replaced auto gate catches with Keylocks on hand operated Gate at Welton Gate Box.

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox.  
(U.F.N.)

**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

**MISCELLANEOUS INSTRUCTIONS****PROTOTYPE MARK 11 VEHICLE FK.E13252 FITTED WITH CHEMICAL TOILET**

"Eastern Region FK13252 working in the 07 58 Newcastle – Liverpool/15 10 Liverpool – Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

★ **BRIDLINGTON SOUTH**

As from Monday 25 November, Nos.71 and 72 points will be converted to plain line and carriage sidings Nos.1 and 2 will be out of use until further notice.

The double slip (Nos.55 and 57 points) will be converted to a single slip to provide a route from the Down Excursion Line to the Up Main.

**STOURTON UP SIDINGS – REMODELLING**

"Stourton Up and New Sidings have been recovered and the C & W Shops area has been remodelled. A crossover road has been constructed between the Shops road and the former number one road – the new layout is now:–

**Shops Line**

Run round line

No. 1 buffered line – length limit 45 SLU' s

No. 2 buffered line – length limit 40 SLU' s

The buffered lines are to be utilised for stabling surplus Cripple wagons awaiting acceptance by Stourton C. & W. Shops.

The temporary method of drawing wagons from the C & W area and propelling to the Down Through Siding will cease as from 18th November and the former method of running round trains from the C & W area on the Up Side will be adopted."

**YORK. N.C.L. DEPOT**

From Tuesday 19 November, No.3 Warehouse Line will be abandoned and the new access to the Goods Warehouse will be via a re-routed No.2 Warehouse Line.



**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****BETWEEN CRIGGLESTONE JN AND DARTON**

On Sunday, 17 November, the Up Line will be re-aligned approaching Woolley Tunnel between 46½ and 46¾ m.p.

**BETWEEN WOOLEY COAL SIDINGS AND CRIGGLESTONE JUNCTION**

A temporary lead will be installed in the Down Main at 46¼m.p. for engineers use to give access to a siding adjacent to the Down Main.

This connection will be clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a movements supervisor.

**FRICKLEY COLLIERY**

There is increased user of the NCB level crossing situated 100 yards on the east side of the rapid loading bunker. **Drivers to keep a sharp lookout.**

**YORK STATION SOUTH – QUEEN STREET SIDINGS**

The turntable is temporarily out of use and No.4 Siding adjacent to the former Railway Museum is temporarily shortened by 10 yds.

**GASCOIGNE WOOD SIDINGS**

Sidings 6, 7, 8 and 9 have been secured out of use owing to condition of track. (UFN)

**THORNHILL JUNCTION**

The Up Slow has been realigned towards the Down Slow between 40¾ and 41 m.p.

**BOOTHFERRY ROAD AND SALTARSHE**

The single line working between Boothferry Road and Saltmarshe has been discontinued and both lines have been re-opened to traffic.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**PONTEFRAC T BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****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.33056/31 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	
Botanic Gardens MPD	Laying cables under tracks	06 00 to 18 00 daily.	
Botanic Gardens MPD	Providing new bogie cleaning pit. Plant in use.	No.6 Road Blocked continuously. No.7 Road Blocked 08 00 to 17 00 daily.	

**BOTANIC GARDENS MOTIVE POWER DEPOT**

No.6 Road has been closed to traffic for the provision of a new Bogie Cleaning Pit until further notice.

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

MO.46/NS  
York  
15 NOVEMBER 1974

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 48  
30.11 - 6.12.74**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 DECEMBER - BRIDLINGTON QUAY ✓**

A new subsidiary Calling On Signal will be provided situated directly below No.36/37 Up Main Colour light signal applying :-

Calling On Up Main to No.5 Platform

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

The Copper Works Siding together with associated points and signals has been abolished. (49)

**CASTLEFORD GATES**

The Down Main to Glass Works Sidings connections has been secured permanently out of use in the normal position pending removal. The Glass Works Sidings have been abolished.

The ground disc signal applying :- Glass Works Sidings to Down Main has been abolished and the ground disc signal west of the signal box now applies only Down Main to Up Main or Down Main limit of shunt. (51)

**FRYSTON**

The trailing connection from the Colliery Sidings to the Down Goods Loop has been secured permanently out of use in the normal position pending removal.

The shunt spur has been dispensed with and the facing connection from Down Goods Loop to Down Main has become trap points.

The following signals have been abolished :-

- Disc Signal Shunting Shunt Spur to Down Goods Loop
- Disc Signal Shunting Shunt Spur to Colliery Sidings.
- Disc Signal Shunting Colliery Sidings to Shunt Spur
- Disc Signal Shunting Down Goods Loop to Shunt Spur
- Miniature Arm Signal Colliery Sidings to Down Main.

(49)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUTSYKE JN. SIGNAL BOX – continued**

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**PONTEFRACT PRINCE OF WALES**

The disc signal Shunting Down Main to Up Main or Colliery has been moved 72 yards further from the Signal box.

**LAISTERDYKE**

The ground frame operated facing connection from Hall Lane single line to Bowling Private Sidings together with the ground frame has been abolished. (49)

**STEETON**

The present Main to Main trailing crossover and associated ground disc signals have been abolished:-

A new Main to Main trailing crossover controlled by a two lever Ground Frame released from the signal box has been installed 91 yards on the approach side of S14 signal. Telephone communication with the signal box has been provided.

Automatic signal D214 has become a controlled signal and is renumbered S11. (51)

**SHIPLEY GOODS YARD**

The crossover between the through road and the warehouse, also No.3 Siding (Coal Yard) has been secured permanently out of use in the normal position pending removal.

**FERRIBY STATION**

The Up Main Home Semaphore signals applying Up Main to Up Fast and Up Main to Up Slow have been abolished and replaced by a new colour light signal capable of displaying red, yellow and green aspects together with a junction indicator position 1 applying Up Main to Up Slow. The new signal has been situated 80 yards nearer the signal box with the red aspect 12 feet above rail level. (51)

**BOOTHFERRY ROAD AND SALTMARSHE**

New run-back catch points in the Down Main at 5 miles 68 chains 754 yards before reaching GB3 signal and in the Up Main at 4 miles 35 chains 757 yards before reaching GB2 signal have been brought into use. (49)

**WANSFORD**

The points Up Main to Up Siding North at 19m. 53chs. have been secured permanently out of use in the normal position pending removal. The associated signalling has been abolished.

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## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS INSTRUCTIONS

## PROTOTYPE MARK 11 VEHICLE FK.E 13252 FITTED WITH CHEMICAL TOILET

"Eastern Region FK13252 working in the 07 58 Newcastle – Liverpool/15 10 Liverpool – Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

## YORK STATION SOUTH – QUEEN STREET SIDINGS

The turntable is temporarily out of use and No.4 Siding adjacent to the former Railway Museum is temporarily shortened by 10 yds.

## YORK. N.C.L. DEPOT

From Tuesday 19 November, No.3 Warehouse Line will be abandoned and the new access to the Goods Warehouse will be via a re-routed No.2 Warehouse Line.

## FRICKLEY COLLIERY

There is increased user of the NCB level crossing situated 100 yards on the east side of the rapid loading bunker. **Drivers to keep a sharp lookout.**

## BETWEEN MORLEY LOW AND FARNLEY JN.

There is increased user of the occupation level crossing at 38m. 49chs.

## GREETLAND AND DRYCLOUGH JUNCTION

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

## BETWEEN CRIGGLESTONE JN AND DARTON

On Sunday, 17 November, the Up line was re-aligned approaching Woolley Tunnel between 46½ and 46¾m.p.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****BETWEEN WOOLEY COAL SIDINGS AND CRIGGLESTONE JUNCTION**

A temporary lead has been installed in the Down Main at 46¼m.p. for engineers use to give access to a siding adjacent to the Down Main.

This connection has been clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a movements supervisor.

**THORNHILL JUNCTION**

The Up Slow has been realigned towards the Down Slow between 40¾ and 41 m.p.

**STOURTON UP SIDINGS – REMODELLING**

“Stourton Up and New Sidings have been recovered and the C & W Shops area has been remodelled. A crossover road has been constructed between the Shops road and the former number one road – the new layout is now:—

**Shops Line**

Run round line

No. 1 buffered line – length limit 45 SLU' s

No. 2 buffered line – length limit 40 SLU' s

The buffered lines are to be utilised for stabling surplus Cripple wagons awaiting acceptance by Stourton C. & W. Shops.

The temporary method of drawing wagons from the C & W area and propelling to the Down Through Siding will cease as from 18th November and the former method of running round trains from the C & W area on the Up Side will be adopted.”

**GASCOIGNE WOOD SIDINGS**

Sidings 7, 8 and 9 have been secured out of use owing to condition of track.

(UFN)

**PONTEFRAC T BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**BOOTHFERRY ROAD AND SALT MARSHE**

The single line working between Boothferry Road and Saltmarshe has been discontinued and both lines have been re-opened to traffic.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**★ BRIDLINGTON SOUTH ✓**

As from Monday 25 November, Nos.71 and 72 points have been converted to plain line and carriage sidings Nos.1 and 2 will be out of use until further notice.

The double slip (Nos.55 and 57 points) have been converted to a single slip to provide a route from the Down Excursion Line to the Up Main.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

## MISCELLANEOUS INSTRUCTIONS - continued

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.33056/31 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	

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

MO.46/NS  
York  
22 NOVEMBER, 1974

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:-"*

LET'S MAKE **SAFETY TICK**

**T** HROUGH RULES KNOWLEDGE

**I** NJURY FREE CONDITIONS

**C** ONTROL OF UNSAFE PRACTICES

**K** EEPING ALERT



**SECTION B - TEMPORARY ENGINEERING WORKS - continued**

At or between	Lines affected	Remarks
<b>HULL (WEST PARADE) TO SEAMER WEST</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
West Parade	All	08 00 to 16 00. Signalling work. (74/32)
Bridlington South	All	07 00 to 17 00. Signalling work. Trackwork between 30m. 58chs. and 30m. 78chs. Crane in use.
<b>SATURDAY 7 to SUNDAY 8 DECEMBER</b>		
Bridlington South	All	10 00 Sat to 23 59 Sun. Alteration to signalling. (See Section 'C').
<b>SUNDAY 8 DECEMBER</b>		
Carnaby and Bridlington South	Down and Up <b>BLOCKED</b>	07 00 to 17 00. Earthwork at 29m. 65chs. Off track machine in use.
<b>HESSLE ROAD TO ALEXANDRA DOCK</b>		
<b>DAILY UNTIL FURTHER NOTICE</b>		
Hessle Road	All	07 30 to 17 00. Signalling work.

**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 7 AND SUNDAY 8 DECEMBER—BRIDLINGTON SOUTH**

The following signals will be abolished:-

- Up Main to Excursion Line Home
- Up Excursion to Carriage Siding 2
- Up Excursion Line to Up Main
- Up Main Home
- Backing Up Main to No.1 Platform
- Backing Up Main to No.2 Platform
- Platform No.2 to Down Main
- Backing Up Main to No.6 Platform
- Up Main to Carriage Sidings No.1
- Up Excursion to Up Main
- Up Excursion Line to Shunt Neck
- Down Excursion to Carriage Siding No.1
- Up Excursion to No.7 & 8 Platforms
- Shunt neck outlet signal
- Carriage Sidings No.2
- Down Main Platform Starter No.1
- Carriage Sidings No.1
- On Main Platform Starter No.2
- Down Main Home
- Down Main to Excursion Outer Home
- Down Excursion to Up Main Inner Home
- Down Excursion Line to Platform No.8
- Down Excursion Line to Platform No.7

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS— continued****DETAILS OF WORK REFERRED TO IN SECTION 'B' – continued****SATURDAY 7 AND SUNDAY 8 DECEMBER—BRIDLINGTON SOUTH—continued**

The following points will be abolished:—

- Up Excursion Line to Up Main
- Down Excursion Line to Down Main
- Trap Points on Carriage Sidings 2
- Trap Points on Carriage Siding No.1

The following new semaphore signals will be brought into use:—

Down Main Home Straight Post signal together with a 5-way route indicator 241 yards from the signal box applying:—

- 1 – No.1 platform
- 2 – No.2 platform
- U – Up Main
- 7 – No.7 platform
- 8 – No.8 platform

Up Main Home Straight Post signal 63 yards from the signal box.

Up Main Backing signal straight post signal 60 yards from the signal box applying to No.6 platform.

Up Main Miniature Arm Shunt Ahead signal situated below the Up Main Backing signal applying to No.6 platform.

Up Excursion straight post signal 68 yards from the signal box applying Up Excursion to Up Main.

A straight post carrying 3 miniature arms signals will be erected 7' 5" from the Shunt Neck 128 yards from the signal box applying:—

- Shunt Neck to Up Main
- Shunt Neck to 7 or 8 platforms
- Shunt Neck to Spur

Ground Disc signals will be brought into use as follows:—

- Backing Up Main to No.1 Platform
- Backing Up Main to No.2 Platform

These signals will be situated 3' and 4' 6" respectively from the Up Main 60 yards from the signal box.

Up Excursion to Shunt Neck or Carriage Sidings situated 7' from the Up Excursion Line 58 yards from the signal box.

**SUNDAY 8 DECEMBER – CALDER BRIDGE**

The Down Sidings will be abolished. The following points will be secured permanently out of use in the normal position pending removal:—

- Down Goole to Down Sidings
- Spur to Down Sidings

The following miniature arm signals will be abolished:—

- Down Goole to Down Sidings
- Down Sidings to Spur
- Down Sidings to Up Fast Curve
- Down Sidings to Up Goole

The double disc signal applying to movements from the Spur will become a single disc signal applying Shunt Spur – Coal Siding.

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

The Copper Works Siding together with associated points and signals has been abolished. (49)

**CASTLEFORD GATES**

The Down Main to Glass Works Sidings connections has been secured permanently out of use in the normal position pending removal. The Glass Works Sidings have been abolished.

The ground disc signal applying :- Glass Works Sidings to Down Main has been abolished and the ground disc signal west of the signal box now applies only Down Main to Up Main or Down Main limit of shunt. (51)

**\*\* FRYSTON**

The trailing connection from the Colliery Sidings to the Down Goods Loop has been secured permanently out of use in the normal position pending removal.

The shunt spur has been dispensed with and the facing connection from Down Goods Loop to Down Main has become trap points.

The following signals have been abolished :-

- Disc Signal Shunting Shunt Spur to Down Goods Loop
- Disc Signal Shunting Shunt Spur to Colliery Sidings.
- Disc Signal Shunting Colliery Sidings to Shunt Spur
- Disc Signal Shunting Down Goods Loop to Shunt Spur
- Miniature Arm Signal Colliery Sidings to Down Main.

(49)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

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

The disc signal Shunting Down Main to Up Main or Colliery has been moved 72 yards further from the Signal box.

**\* LAISTERDYKE**

The ground frame operated facing connection from Hall Lane single line to Bowling Private Sidings together with the ground frame has been abolished. (49)

**STEETON**

The present Main to Main trailing crossover and associated ground disc signals have been abolished:-

A new Main to Main trailing crossover controlled by a two lever Ground Frame released from the signal box has been installed 91 yards on the approach side of S14 signal. Telephone communication with the signal box has been provided.

Automatic signal D214 has become a controlled signal and is renumbered S11. (51)

**SHIPLEY GOODS YARD**

The crossover between the through road and the warehouse, also No.3 Siding (Coal Yard) has been secured permanently out of use in the normal position pending removal.

**FERRIBY STATION**

The Up Main Home Semaphore signals applying Up Main to Up Fast and Up Main to Up Slow have been abolished and replaced by a new colour light signal capable of displaying red, yellow and green aspects together with a junction indicator position 1 applying Up Main to Up Slow. The new signal has been situated 80 yards nearer the signal box with the red aspect 12 feet above rail level. (51)

**\*\* BOOTHFERRY ROAD AND SALTMARSHE**

New run-back catch points in the Down Main at 5 miles 68 chains 754 yards before reaching GB3 signal, and in the Up Main at 4 miles 35 chains 757 yards before reaching GB2 signal have been brought into use. (49)

**WANSFORD**

The points Up Main to Up Siding North at 19m. 53chs. have been secured permanently out of use in the normal position pending removal. The associated signalling has been abolished.

**BRIDLINGTON QUAY**

A new subsidiary Calling On Signal has been provided situated directly below No. 36/37 Up Main Colour light signal applying :-

Calling On Up Main to No.5 Platform

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## SECTION D

## GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

## MISCELLANEOUS INSTRUCTIONS

## PROTOTYPE MARK 11 VEHICLE FK.E13252 FITTED WITH CHEMICAL TOILET

"Eastern Region FK13252 working in the 07 58 Newcastle – Liverpool/15 10 Liverpool – Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

## YORK STATION SOUTH – QUEEN STREET SIDINGS

The turntable is temporarily out of use and No.4 Siding adjacent to the former Railway Museum is temporarily shortened by 10 yds.

## YORK. N.C.L. DEPOT

From Tuesday 19 November, No.3 Warehouse Line will be abandoned and the new access to the Goods Warehouse will be via a re-routed No.2 Warehouse Line.

## FRICKLEY COLLIERY

There is increased user of the NCB level crossing situated 100 yards on the east side of the rapid loading bunker. **Drivers to keep a sharp lookout.**

## BETWEEN MORLEY LOW AND FARNLEY JN.

There is increased user of the occupation level crossing at 38m. 49chs.

## GREETLAND AND DRYCLOUGH JUNCTION

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

## BETWEEN CRIGGLESTONE JN AND DARTON

On Sunday, 17 November, the Up line was re-aligned approaching Woolley Tunnel between 46½ and 46¾m.p.

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

**BETWEEN WOOLEY COAL SIDINGS AND CRIGGLESTONE JUNCTION**

A temporary lead has been installed in the Down Main at 46¼m.p. for engineers use to give access to a siding adjacent to the Down Main.

This connection has been clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a movements supervisor.

**THORNHILL JUNCTION**

The Up Slow has been realigned towards the Down Slow between 40¾ and 41 m.p.

**STOURTON UP SIDINGS – REMODELLING**

“Stourton Up and New Sidings have been recovered and the C & W Shops area has been remodelled. A crossover road has been constructed between the Shops road and the former number one road – the new layout is now:—

**Shops Line**

Run round line

No. 1 buffered line – length limit 45 SLU' s

No. 2 buffered line – length limit 40 SLU' s

The buffered lines are to be utilised for stabling surplus Cripple wagons awaiting acceptance by Stourton C. & W. Shops.

The temporary method of drawing wagons from the C & W area and propelling to the Down Through Siding will cease as from 18th November and the former method of running round trains from the C & W area on the Up Side will be adopted.”

**GASCOIGNE WOOD SIDINGS**

Sidings 7, 8 and 9 have been secured out of use owing to condition of track.

(UFN)

**PONTEFRACT BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**BOOTHFERRY ROAD AND SALTMARSH**

The single-line working between Boothferry Road and Saltmarshe has been discontinued and both lines have been re-opened to traffic.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**BRIDLINGTON SOUTH**

As from Monday 25 November, Nos.71 and 72 points have been converted to plain line and carriage sidings Nos.1 and 2 will be out of use until further notice.

The double slip (Nos.55 and 57 points) have been converted to a single slip to provide a route from the Down Excursion Line to the Up Main.

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## MISCELLANEOUS INSTRUCTIONS – continued

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.33056/31 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	

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

MO.46/NS

York

29 NOVEMBER, 1974

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****ARKSEY**

The former two aspect colour light signal A13 applying Down Loop to Down Main has been abolished. A new three aspect colour light signal applying Down Loop to Down Main plated A13 has been provided 200 yards in rear of the former signal. The new signal is capable of displaying red or yellow aspects only at this stage. The red aspect is 8 feet above rail level. (New item) (2)

**CALDER BRIDGE**

The Down sidings have been abolished. The following points have been secured permanently out of use in the normal position pending removal:-

Down Goole to Down Sidings  
Spur to Down Sidings

The following miniature arm signals have been abolished:-

Down Goole to Down Sidings  
Down Sidings to Spur  
Down Sidings to Up Fast Curve  
Down Sidings to Up Goole

The double disc signal applying to movements from the Spur has become a single disc signal applying Shunt Spur - Coal Siding. (1)

**CASTLEFORD GATES**

The Down Main to Glass Works Sidings connections has been secured permanently out of use in the normal position pending removal. The Glass Works Sidings have been abolished.

The ground disc signal applying :- Glass Works Sidings to Down Main has been abolished and the ground disc signal west of the signal box now applies only Down Main to Up Main or Down Main limit of shunt. (51)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.



**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUTSYKE JN. SIGNAL BOX – continued**

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a hand signalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a hand signalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**\*\* PONTEFRACT PRINCE OF WALES**

The disc signal Shunting Down Main to Up Main or Colliery has been moved 72 yards further from the Signal box.

**STEETON**

The present Main to Main trailing crossover and associated ground disc signals have been abolished:-

A new Main to Main trailing crossover controlled by a two lever Ground Frame released from the signal box has been installed 91 yards on the approach side of S14 signal. Telephone communication with the signal box has been provided.

Automatic signal D214 has become a controlled signal and is renumbered S11. (51)

**\*\* SHIPLEY GOODS YARD**

The crossover between the through road and the warehouse, also No.3 Siding (Coal Yard) has been secured permanently out of use in the normal position pending removal.

**FERRIBY STATION**

The Up Main Home Semaphore signals applying Up Main to Up Fast and Up Main to Up Slow have been abolished and replaced by a new colour light signal capable of displaying red, yellow and green aspects together with a junction indicator position 1 applying Up Main to Up Slow. The new signal has been situated 80 yards nearer the signal box with the red aspect 12 feet above rail level. (51)

**BOOTHFERRY ROAD AND SALTMARSHE**

New run-back catch points in the Down Main at 5 miles 68 chains 754 yards before reaching GB3 signal and in the Up Main at 4 miles 35 chains 757 yards before reaching GB2 signal have been brought into use.

(1)

**\*\* WANSFORD**

The points Up Main to Up Siding North at 19m. 53chs. have been secured permanently out of use in the normal position pending removal. The associated signalling has been abolished.

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

The following signals have been abolished :-

- Up Main to Excursion Line Home ✓
- Up Excursion to Carriage Siding 2 ✓
- Up Excursion Line to Up Main ✓
- Up Main Home ✓
- Backing Up Main to No.1 Platform ✓
- Backing Up Main to No.2 Platform ✓
- Platform No.2 to Down Main ✓
- Backing Up Main to No.6 Platform ✓
- Up Main to Carriage Sidings No.1 ✓
- Up Excursion to Up Main ✓
- Up Excursion Line to Shunt Neck ✓
- Down Excursion to Carriage Siding No.1 ✓
- Up Excursion to No.7 & 8 Platforms ✓
- Shunt neck outlet signal ✗
- Carriage Sidings No.2 ✗
- Down Main Platform Starter No.1 ✓
- Carriage Sidings No.1 ✓
- On Main Platform Starter No.2 ✓
- Down Main Home ✓
- Down Main to Excursion Outer Home ✓
- Down Excursion to Up Main Inner Home ✓
- Down Excursion Line to Platform No.8 ✓
- Down Excursion Line to Platform No.7 ✓

The following points have been abolished:-

- Up Excursion Line to Up Main
- Down Excursion Line to Down Main
- Trap Points on Carriage Sidings 2
- Trap Points on Carriage Siding No.1

The following new semaphore signals have been brought into use :-

Down Main Home Straight Post signal together with a 5-way route indicator 241 yards from the signal box applying:-

- 1 – No.1 platform
- 2 – No.2 platform
- U – Up Main
- 7 – No.7 platform
- 8 – No.8 platform

Up Main Home Straight Post signal 63 yards from the signal box.

Up Main Backing signal straight post signal 60 yards from the signal box applying to No.6 platform.

Up Main Miniature Arm Shunt Ahead signal situated below the Up Main Backing signal applying to No.6 platform.

Up Excursion straight post signal 68 yards from the signal box applying Up Excursion to Up Main.

A straight post carrying 3 miniature arms signals has been erected 7' 5" from the Shunt Neck 128 yards from the signal box applying :-

- Shunt Neck to Up Main
- Shunt Neck to 7 or 8 platforms
- Shunt Neck to Spur

Ground Disc signals have been brought into use as follows :-

- Backing Up Main to No.1 Platform
- Backing Up Main to No.2 Platform

These signals are situated 3' and 4'6" respectively from the Up Main 60 yards from the signal box.

Up Excursion to Shunt Neck or Carriage Sidings situated 7' from the Up Excursion Line 58 yards from the signal box.

(1)

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

A new subsidiary Calling On Signal has been provided situated directly below No. 36/37 Up Main Colour light signal applying :-

Calling On Up Main to No.5 Platform

(51)

**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****PROTOTYPE MARK 11 VEHICLE FK.E13252 FITTED WITH CHEMICAL TOILET**

"Eastern Region FK13252 working in the 07 58 Newcastle – Liverpool/15 10 Liverpool – Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

**★ SELBY SWING BRIDGE**

Walkways in both the four-foot ways have been removed.

All concerned who use the bridge for pedestrian access must walk in the Down and Up cess ways.

**YORK STATION SOUTH – QUEEN STREET SIDINGS**

The turntable is temporarily out of use and No.4 Siding adjacent to the former Railway Museum is temporarily shortened by 10 yds.

**YORK. N.C.L. DEPOT**

From Tuesday 19 November, No.3 Warehouse Line will be abandoned and the new access to the Goods Warehouse will be via a re-routed No.2 Warehouse Line.

**FRICKLEY COLLIERY**

There is increased user of the NCB level crossing situated 100 yards on the east side of the rapid loading bunker. **Drivers to keep a sharp lookout.**

**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.

**GRFFET AND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**BETWEEN CRIGGLESTONE JN AND DARTON**

On Sunday, 17 November, the Up line was re-aligned approaching Woolley Tunnel between 46½ and 46¾m.p.

**BETWEEN WOOLEY COAL SIDINGS AND CRIGGLESTONE JUNCTION**

A temporary lead has been installed in the Down Main at 46¼m.p. for engineers use to give access to a siding adjacent to the Down Main.

This connection has been clipped and padlocked and movements between the Down Main and this temporary siding must only be carried out under the authority of a movements supervisor.

**THORNHILL JUNCTION**

The Up Slow has been realigned towards the Down Slow between 40¾ and 41 m.p.

**STOURTON UP SIDINGS – REMODELLING**

“Stourton Up and New Sidings have been recovered and the C & W Shops area has been remodelled. A crossover road has been constructed between the Shops road and the former number one road – the new layout is now :-

**Shops Line**

Run round line

No. 1 buffered line – length limit 45 SLU' s

No. 2 buffered line – length limit 40 SLU' s

The buffered lines are to be utilised for stabling surplus Cripple wagons awaiting acceptance by Stourton C. & W. Shops.

The temporary method of drawing wagons from the C & W area and propelling to the Down Through Siding will cease as from 18th November and the former method of running round trains from the C & W area on the Up Side will be adopted.”

**GASCOIGNE WOOD SIDINGS**

Sidings 7, 8 and 9 have been secured out of use owing to condition of track.

**PONTEFRAC T BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued****MISCELLANEOUS INSTRUCTIONS - continued****BOOTHFERRY ROAD AND SALTMARSH**

The single line working between Boothferry Road and Saltmarsh has been discontinued and both lines have been re-opened to traffic.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs.

A Crossing Keeper will be in attendance during the period of use.

**BRIDLINGTON SOUTH**

As from Monday 25 November, Nos.71 and 72 points have been converted to plain line and carriage sidings Nos.1 and 2 will be out of use until further notice.

The double slip (Nos.55 and 57 points) have been converted to a single slip to provide a route from the Down Excursion Line to the Up Main.

**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.33056/31 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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	

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

**MO.46/NS  
York  
6 DECEMBER, 1974**

**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 51/52  
21.12.74 to  
3.1.1975

**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 23 DECEMBER – HORSFORTH SIDINGS**

The Shunt Spur will be shortened by 100 yards (3)

**DETAILS OF WORK ALREADY CARRIED OUT****ARKSEY**

The former two aspect colour light signal A13 applying Down Loop to Down Main has been abolished. A new three aspect colour light signal applying Down Loop to Down Main plated A13 has been provided 200 yards in rear of the former signal. The new signal is capable of displaying red or yellow aspects only at this stage. The red aspect is 8 feet above-rail level. (2)

**CALDER BRIDGE**

The Down sidings have been abolished. The following points have been secured permanently out of use in the normal position pending removal:-

Down Goole to Down Sidings  
Spur to Down Sidings

The following miniature arm signals have been abolished:-

Down Goole to Down Sidings  
Down Sidings to Spur  
Down Sidings to Up Fast Curve  
Down Sidings to Up Goole

The double disc signal applying to movements from the Spur has become a single disc signal applying Shunt Spur – Coal Siding. (1)

**\*\* CASTLEFORD GATES**

The Down Main to Glass Works Sidings connections has been secured permanently out of use in the normal position pending removal. The Glass Works Sidings have been abolished.

The ground disc signal applying :- Glass Works Sidings to Down Main has been abolished and the ground disc signal west of the signal box now applies only Down Main to Up Main or Down Main limit of shunt. (51)

**CUTSYKE JN. SIGNAL BOX**

The signal box has been damaged by fire and a temporary signal box at ground level on the Down Side of the Line opposite the damaged structure has been brought into use.

A 6 lever ground frame has been provided, adjacent to the temporary signal box, and operates the junction points to and from the Castleford direction together with the level crossing controls and associated signals.

For movements in the Glasshoughton Area signal Nos. 4 (Down Main) and 32 (Up Main) are worked for the main line directions only, and together with the power operated points, providing access between the main lines and/or colliery running line are controlled from the temporary signal box referred to above.

**SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued****DETAILS OF WORK ALREADY CARRIED OUT – continued****CUTSYKE JN. SIGNAL BOX – continued**

All subsidiary and ground signals will be maintained in the 'on' position and all movements between main lines and/or sidings will be under the control of a handsignalman working under the instructions of the signalman.

The Bunker ground frame and Colliery ground frames Nos. 1 & 2 has been padlocked in the normal position and the Keys located in the temporary signalbox. All movements via the ground frames will be under the control of a handsignalman.

Until further notice the Absolute Block Regulations will apply on the Down and Up Main lines between this temporary signalbox at Cutsyke Jn. and Prince of Wales signalbox. (U.F.N.)

**\* \*\*STEETON**

The present Main to Main trailing crossover and associated ground disc signals have been abolished:-

A new Main to Main trailing crossover controlled by a two lever Ground Frame released from the signal box has been installed 91 yards on the approach side of S14 signal. Telephone communication with the signal box has been provided.

Automatic signal D214 has become a controlled signal and is renumbered S11. (51)

**\* \*\*FERRIBY STATION**

The Up Main Home Semaphore signals applying Up Main to Up Fast and Up Main to Up Slow have been abolished and replaced by a new colour light signal capable of displaying red, yellow and green aspects together with a junction indicator position 1 applying Up Main to Up Slow. The new signal has been situated 80 yards nearer the signal box with the red aspect 12 feet above rail level. (51)

**BOOTHFERRY ROAD AND SALTMARSH**

New run-back catch points in the Down Main at 5 miles 68 chains 754 yards before reaching GB3 signal and in the Up Main at 4 miles 35 chains 757 yards before reaching GB2 signal have been brought into use. (1)

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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## BRIDLINGTON SOUTH

The following signals have been abolished :-

Up Main to Excursion Line Home  
 Up Excursion to Carriage Siding 2  
 Up Excursion Line to Up Main  
 Up Main Home  
 Backing Up Main to No.1 Platform  
 Backing Up Main to No.2 Platform  
 Platform No.2 to Down Main  
 Backing Up Main to No.6 Platform  
 Up Main to Carriage Sidings No.1  
 Up Excursion to Up Main  
 Up Excursion Line to Shunt Neck  
 Down Excursion to Carriage Siding No.1  
 Up Excursion to No.7 & 8 Platforms  
 Shunt neck outlet signal  
 Carriage Sidings No.2  
 Down Main Platform Starter No.1  
 Carriage Sidings No.1  
 On Main Platform Starter No.2  
 Down Main Home  
 Down Main to Excursion Outer Home  
 Down Excursion to Up Main Inner Home  
 Down Excursion Line to Platform No.8  
 Down Excursion Line to Platform No.7

The following points have been abolished:-

Up Excursion Line to Up Main  
 Down Excursion Line to Down Main  
 Trap Points on Carriage Sidings 2  
 Trap Points on Carriage Siding No.1

The following new semaphore signals have been brought into use :-

Down Main Home Straight Post signal together with a 5-way route indicator 241 yards from the signal box applying:-

1 – No.1 platform  
 2 – No.2 platform  
 U – Up Main  
 7 – No.7 platform  
 8 – No.8 platform

Up Main Home Straight Post signal 63 yards from the signal box.

Up Main Backing signal straight post signal 60 yards from the signal box applying to No.6 platform.

Up Main Miniature Arm Shunt Ahead signal situated below the Up Main Backing signal applying to No.6 platform.

Up Excursion straight post signal 68 yards from the signal box applying Up Excursion to Up Main.

A straight post carrying 3 miniature arms signals has been erected 7' 5" from the Shunt Neck 128 yards from the signal box applying :-

Shunt Neck to Up Main  
 Shunt Neck to 7 or 8 platforms  
 Shunt Neck to Spur

Ground Disc signals have been brought into use as follows :-

Backing Up Main to No.1 Platform  
 Backing Up Main to No.2 Platform

These signals are situated 3' and 4'6" respectively from the Up Main 60 yards from the signal box.

Up Excursion to Shunt Neck or Carriage Sidings situated 7' from the Up Excursion Line 58 yards from the signal box.



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

## DETAILS OF WORK ALREADY CARRIED OUT – continued

## \* \* BRIDLINGTON QUAY

A new subsidiary Calling On Signal has been provided situated directly below No. 36/37 Up Main Colour light signal applying:—

Calling On Up Main to No.5 Platform

(51)

## 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 NORTHERN AREA SECTIONAL APPENDIX

page 306

## WATH ROAD JN. TO LEEDS CITY (NORTH JN.)

## OAKENSHAW

★ Delete Sub heading and item.

## MISCELLANEOUS INSTRUCTIONS

## PROTOTYPE MARK 11 VEHICLE FK.E13252 FITTED WITH CHEMICAL TOILET

"Eastern Region FK13252 working in the 07 58 Newcastle – Liverpool/15 10 Liverpool – Newcastle circuit is equipped with a prototype chemical toilet at one end of the vehicle. A blue lamp, situated in the transverse corridor at head height on the toilet partition, is illuminated when the equipment is switched "ON". The switch is situated in a control panel adjacent to the pressure ventilation control switch panel."

"Arrangements have been made for the equipment to be switched "ON" and "OFF" daily at Newcastle. The switch has two "ON" positions and one "OFF" position. Either "ON" position may be selected."

"If the blue lamp fails to illuminate the attention of the Carriage and Wagon Staff must be called. Lamp failure during the journey does not necessitate immediate attention, but the failure must be reported to the Carriage and Wagon Staff on the train's return to Newcastle."

## SELBY SWING BRIDGE

Walkways in both the four-foot ways have been removed.

All concerned who use the bridge for pedestrian access must walk in the Down and Up cess ways.

## YORK STATION SOUTH – QUEEN STREET SIDINGS

The turntable is temporarily out of use and No.4 Siding adjacent to the former Railway Museum is temporarily shortened by 10 yds.

## YORK. N.C.L. DEPOT

No.3 Warehouse Line has been abandoned and the new access to the Goods Warehouse is via a re-routed No.2 Warehouse Line.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****FRICKLEY COLLIERY**

There is increased user of the NCB level crossing situated 100 yards on the east side of the rapid loading bunker. **Drivers to keep a sharp lookout.**

**BETWEEN MORLEY LOW AND FARNLEY JN.**

There is increased user of the occupation level crossing at 38m. 49chs.

**GREETLAND AND DRYCLOUGH JUNCTION**

Contractors vehicles and plant are using the level crossing at 1m. 5chs. between 07 30 and 17 00 each day.

**★ HILLHOUSE GOODS YARD**

The Cooperative Coal Siding situated at 26m. 46chs. has been secured out of use pending removal.(3)

**BETWEEN CRIGGLESTONE JN AND DARTON**

The Up line has been re-aligned approaching Woolley Tunnel between 46½ and 46¾m.p.

**BETWEEN WOOLEY COAL SIDINGS AND CRIGGLESTONE JUNCTION**

A temporary lead has been installed in the Down Main at 46¾m.p. for engineers use to give access to a sidina adiacent to the Down Main.

This connection has been clipped and padlocked and movements between the Down Main and this temporary sidina must only be carried out under the authority of a movements supervisor.

**THORNHILL JUNCTION**

The Up Slow has been realigned towards the Down Slow between 40¾ and 41 m.p.

**STOURTON UP SIDINGS – REMODELLING**

“Stourton Up and New Sidings have been recovered and the C & W Shops area has been remodelled. A crossover road has been constructed between the Shops road and the former number one road – the new layout is now:–

**Shops Line**

Run round line

No. 1 buffered line – length limit 45 SLU's

No. 2 buffered line – length limit 40 SLU's

The buffered lines are to be utilised for stabling surplus Cripple wagons awaiting acceptance by Stourton C. & W. Shops.

The temporary method of drawing wagons from the C & W area and propelling to the Down Through Siding has ceased and the former method of running round trains from the C & W area on the Up side has been adopted.”

**GASCOIGNE WOOD SIDINGS**

Sidings 7, 8 and 9 have been secured out of use owing to condition of track.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued****MISCELLANEOUS INSTRUCTIONS – continued****PONTEFRACT BAGHILL STATION**

The Sheffield end of the Up platform will be temporarily shortened for platform rebuilding. Drivers of Up stopping trains must be prepared to stop at the marker board provided and use the Ferry bridge end of the new platform.

**LEEDS WELLINGTON STREET GOODS YARD**

The above Yard has been closed and temporary stop blocks are erected on the Arrival and Departure lines immediately south of the Canal Bridge.

**BOOTHFERRY ROAD AND SALTMARSH**

The single line working between Boothferry Road and Saltmarsh has been discontinued and both lines have been re-opened to traffic.

**HESSLE HAVEN**

A temporary level crossing has been brought into use over the Down and Up Mains at 4m. 25chs. A Crossing Keeper will be in attendance during the period of use.

**BRIDLINGTON SOUTH**

Nos. 71 and 72 points have been converted to plain line and carriage sidings. Nos. 1 and 2 will be out of use until further notice.

The double slip (Nos. 55 and 57 points) have been converted to a single slip to provide a route from the Down Excursion Line to the Up Main.

**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.33056/31 may be carried out.

**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 MPD	Renewing roof of all fitting shops and stores	07 30 to 17 00 daily.	
Bradford Hammerton St. MPD, No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	

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

MO.46/NS

York

13 DECEMBER, 1974

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:-"*

LET'S MAKE **SAFETY TICK**

**T** HROUGH RULES KNOWLEDGE

**I** NJURY FREE CONDITIONS

**C** ONTROL OF UNSAFE PRACTICES

**K** EEPING ALERT