

NS : 1
4-10.1.75**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 JANUARY – LEEDS EAST**

The existing left-hand bracket carrying L.155 signal from Through Road and L.156 from No.9 Platform will be abolished, and replaced by a bridge type structure on same side.

The signals will be replaced on the left-hand side of the Through road and 9 Platform lines with the red aspect at the reduced height of 16 feet 6 inches above rail level. (4)

SUNDAY 5 JANUARY – BROOMFLEET

The Up Main Home and Up Main to Up Slow Home signals will be renewed on a left-hand bracket 6' 6" from the Up Main with the arms at 18' and 14' respectively above rail level. (4)

SUNDAY 5 JANUARY – CRABLEY CREEK

The Up Main Distant signal will be renewed as a Straight post signal 531 yards further from the signal box with the arm 14' above rail level. (4)

SUNDAY 5 JANUARY – BROUGH EAST

The Down Loop Platform Starting signal will be renewed as a Straight post signal 3 yards further from the signal signal box with the arm at a reduced height of 14' above rail level. (4)

MONDAY 6 JANUARY – GUISELEY SIDINGS GROUND FRAME

The Down Sidings ground frame will be modified to allow release by an Annetts key (common to both this and Menston Sidings Ground Frame). The removal of this key, locks Ground Frames/Points in reverse position as a protective measure during shunting operations at Menston Sidings ground frame. (4)

MONDAY 6 JANUARY – MENSTON SIDINGS GROUND FRAME

The Ground Frame Down Distant and Down Home signals will be abolished. The Ground Frame will be modified to a 2 lever Ground Frame released by the Annetts Key (common to both this and Guiseley Sidings Ground Frame). Removal of this key, locks Ground Frame points in the normal position. (4)

FRIDAY 10 JANUARY – LEEDS CITY STATION

The existing banner repeater signals for L.157, No.11 platform Starting signal and L.124, No.2 Platform Starting signal will be replaced by a Stencil type indicator exhibiting an illuminated OFF aspect only. (4)

SIGNALLING RECORD SOCIETY

www.s-r-s.org.uk

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

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

To join the Signalling Record Society visit

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

The former level crossing gates have been replaced by lifting barriers worked from the signal box.
(New Item) (4)

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)

FRICKLEY COLLIERY

The connection leading from the Moorhouse Jn. Frickley single line to the colliery conventional sidings has been secured out of use pending removal. All associated signalling has been abolished.
(New Item) (4)

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.)

HORSFORTH SIDINGS

The Shunt Spur has been shortened by 100 yards. (3)

*** * 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.

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 10
 Up Excursion to Carriage Siding 2 11
 Up Excursion Line to Up Main 13
 Up Main Home 7
 Backing Up Main to No.1 Platform 24
 Backing Up Main to No.2 Platform 25
 Platform No.2 to Down Main
 Backing Up Main to No.6 Platform 43
 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.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ALTERATIONS TO NORTHERN AREA SECTIONAL APPENDIX

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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.

BETWEEN MORLEY LOW AND FARNLEY JN.

There is increased user of the occupation level crossing at 38m. 49chs.

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

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.

★ MANSTON, BURLEY AND BEN RHYDDING STATIONS

Commencing 08 00 Sunday 5 January work on the above stations will be in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

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

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.	

MO.46/NS
York
19 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:-"

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IN TWELVE MONTHS TO NOVEMBER 1974
EASTERN REGION ISSUES OF TRACTION FUEL

WERE **71** MILLION GALLONS
IT IS NOW **20p** PER GALLON

NS: 2
11-17. 1. 75**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 12 JANUARY : POTTERS GRANGE**

The trailing main to main crossover at 7 m.p. together with the associated disc signalling will be abolished. (5)

MONDAY 13 JANUARY : GILBERDYKE

The Down Siding trap points will be moved to a position 11 yards from the signal box. The miniature arm signal applying Down Siding to Down Slow will be replaced by a ground disc signal 9 yards from the signal box. (5)

DETAILS OF WORK ALREADY CARRIED OUT**ARKSEY**

The former level crossing gates have been replaced by lifting barriers worked from the signal box. (4)

**** 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)

FRICKLEY COLLIERY

The connection leading from the Moorhouse Jn. Frickley single line to the colliery conventional sidings has been secured out of use pending removal. All associated signalling has been abolished. (4)

PONTEFRAC T MONKHILL

All Up sidings, except No.1, have been spiked out of use pending removal. (New Item) (5)

**** 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.)

LEEDS CITY STATION

The existing banner repeater signals for L.157, No.11 platform Starting signal and L.124, No.2 Platform Starting signal have been replaced by a Stencil type indicator exhibiting an illuminated OFF aspect only. (4)

HORSFORTH SIDINGS

The Shunt Spur has been shortened by 100 yards. (3)

MENSTON SIDINGS GROUND FRAME

The Ground Frame Down Distant and Down Home signals have been abolished. The Ground Frame has been modified to a 2 lever Ground Frame released by the Annetts Key (common to both this and Guisley Sidings Ground Frame). Removal of this key, locks Ground Frame points in the normal position. (4)

GUISLEY SIDINGS GROUND FRAME

The Down Sidings ground frame has been modified to allow release by an Annetts key (common to both this and Menston Sidings Ground Frame). The removal of this key, locks Ground Frames/Points in reverse position as a protective measure during shunting operations at Menston Sidings ground frame. (4)

LEEDS EAST

The existing left-hand bracket carrying L.155 signal from Through Road and L.156 from No.9 Platform has been abolished and replaced by a bridge type structure on same site.

The signal has been replaced on the left-hand side of the Through road and 9 Platform lines with the red aspect at the reduced height of 16 feet 6 inches above rail level. (4)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS— continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BROOMFLEET

The Up Main Home and Up Main to Up Slow Home signals have been renewed on a left-hand bracket 6' 6" from the Up Main with the arms at 18' and 14' respectively above rail level. (4)

5

CRABLEY CREEK

The Up Main Distant signal has been renewed as a Straight post signal 531 yards further from the signal box with the arm 14' above rail level. (4)

BROUGH EAST

The Down Loop Platform Starting signal has been renewed as a Straight post signal 3 yards further from the signal box with the arm at a reduced height of 14' above rail level. (4)

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ALTERATIONS 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

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METHLEY NORTH JUNCTION TO PONTEFRACT (WEST JUNCTION)

★ Amend description of Block Signalling between Cutsyke (LC) and Prince of Wales (LC) to "Absolute Block".

(6D)

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."

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"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

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There is increased user of the occupation level crossing at 38m. 49chs.

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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.

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The Up Slow has been realigned towards the Down Slow between 40¾ and 41 m.p.

STOURTON UP SIDINGS – REMODELLING

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Shops Line

Run round line

No. 1 buffered line – length limit 45 SLU' s

No. 2 buffered line – length limit 40 SLU' s

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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.

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either hand signalmen or notice boards. Guards to advise and conduct passengers detraining as required.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**MISCELLANEOUS INSTRUCTIONS - continued****BOOTHFERRY ROAD AND SALTMARSH**

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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.

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.	

MO.46/NS
York
31 DECEMBER, 1974

F.J. BURGE
Chief Operating Manager

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"NILE SIG. NOTICE NS No:-"

SIGNALLING AND PERMANENT WAY ALTERATIONS

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DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 19 JANUARY-GOOLE ***

Revised signalling will be commissioned. Full details are shown in Supplementary Signalling Notice No.71 and all concerned should be in possession of a copy of this notice.

SUPPLEMENTARY SIGNALLING NOTICE NO.71**Diagram**

The line shown as "Shunt Spur" is to be known as "Eastern Reception Line" and that shown as "Spur" to be "Western Reception Line". (7)

DETAILS OF WORK ALREADY CARRIED OUT**ARKSEY**

The former level crossing gates have been replaced by lifting barriers worked from the signal box. (4)

FRICKLEY COLLIERY

The connection leading from the Moorhouse Jn. Frickley single line to the colliery conventional sidings has been secured out of use pending removal. All associated signalling has been abolished. (4)

BRINGHOUSE YARD AND SIDINGS

The above Yard has been closed. The ground Frame connection on the Down Line has been secured in the normal position pending removal and the associated signalling taken out of use. **(New item)** (7)

PONTEFRACT MONKHILL

All Up sidings, except No.1, have been spiked out of use pending removal. (5)

LEEDS CITY STATION

The existing banner repeater signals for L.157, No.11 platform Starting signal and L.124, No.2 Platform Starting signal have been replaced by a Stencil type indicator exhibiting an illuminated OFF aspect only. (4)

****HORSFORTH SIDINGS**

The Shunt Spur has been shortened by 100 yards. (3)

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

The Ground Frame Down Distant and Down Home signals have been abolished. The Ground Frame has been modified to a 2 lever Ground Frame released by the Annetts Key (common to both this and Guisley Sidings Ground Frame). Removal of this key, locks Ground Frame points in the normal position. (4)

GUISLEY SIDINGS GROUND FRAME

The Down Sidings ground frame has been modified to allow release by an Annetts key (common to both this and Menston Sidings Ground Frame). The removal of this key, locks Ground Frames/Points in reverse position as a protective measure during shunting operations at Menston Sidings ground frame. (4)

LEEDS EAST

The existing left-hand bracket carrying L.155 signal from Through Road and L.156 from No.9 Platform has been abolished and replaced by a bridge type structure on same site.

The signal has been replaced on the left-hand side of the Through road and 9 Platform lines with the red aspect at the reduced height of 16 feet 6 inches above rail level. (4)

GILBERDYKE

The Down Siding trap points have been moved to a position 11 yards from the signal box. The miniature arm shunt signal applying Down Siding to Down Slow has been replaced by a ground disc signal 9 yards from the signal box. (5)

BROOMFLEET

The Up Main Home and Up Main to Up Slow Home signals have been renewed on a left-hand bracket 6' 6" from the Up Main with the arms at 18' and 14' respectively above rail level. (4)

CRABLEY CREEK

The Up Main Distant signal has been renewed as a Straight post signal 531 yards further from the signal box with the arm 14' above rail level. (4)

BROUGH EAST

The Down Loop Platform Starting signal has been renewed as a Straight post signal 3 yards further from the signal box with the arm at a reduced height of 14' above rail level. (4)

POTTERS GRANGE

The trailing main to main crossover at 7m.p. together with the associated disc signalling has been abolished. (5)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS 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 90

METHLEY NORTH JUNCTION TO PONTEFRACT (WEST JUNCTION)

Amend description of Block Signalling between Cutsyke (LC) and Prince of Wales (LC) to "Absolute Block".

(6D)

★ TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
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Page 179 (Page Supp. No.1)

GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE)

Delete heading and item

Add:-

GOOLE (ENGINE SHED) TO GOOLE

From	To	Line	Number of Vehicles and Special Conditions
Goole (Down Main)	Engine Shed Junction	Up Wakefield	45 S.L.U.'s with or without Brake Van.
Engine Shed Junction	Goole (Down and Up Loop)	Down Wakefield	57 S.L.U.'s Clear weather only.

w.e.f.19.1.75 (6D)

★ TABLE H1 – WORKING OF FREIGHT TRAINS WITHOUT A BRAKE VAN IN REAR

From	To	Line	Number of Vehicles and Special Conditions
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Page 189

Amend:-

GOOLE (ENGINE SHED) TO POTTERS GRANGE JUNCTION

From	To	Line	Number of Vehicles and Special Conditions
Goole Potters Grange Junction	Goole Engine Shed	Up	—
Goole Engine Shed	Goole Potters Grange Junction	Down	—

w.e.f.19.1.75 (6D)

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

LOCAL INSTRUCTIONS

Page 329

THORNE JUNCTION TO GILBERDYKE JUNCTION

★ Add :—
 Goole

Working of Freight Trains Terminating at Goole Docks.

Down trains not exceeding 45 SLU must proceed on to the Eastern Reception Line via the Loop and Ground frame connections, and then set back on to the Goole Docks Exchange Line.

When the Loop is occupied down trains not exceeding 45 SLU may be propelled to Engine Shed Junction and then proceed to the Docks via Mineral Junction.

Down trains exceeding 45 SLU but not exceeding 57 SLU must proceed into the Loop. The locomotive run round via the Up Main and then haul the train to Engine Shed Junction and Propel to the Docks via Mineral Junction.

Up trains must proceed to Engine Shed Junction and then propel to Docks via Mineral Junction.

Working of Freight Trains from Goole Docks

In clear weather trains for the up direction not exceeding 57 SLU must propel from Engine Shed Junction to the Loop.

In fog conditions trains must be hauled from Engine Shed Junction to the Loop and the locomotive run round via the Up Main.

Working of Through Freight Trains – Attaching/Detaching at Goole.

Down trains must stop at signal G51 on the Down Main and the locomotive with any traffic for Goole Docks proceed on to the Eastern Reception Line via the Loop and Ground frame connections, to detach into the Western Reception Line or the Goole Docks Exchange Line. The locomotive with any wagons to be attached must draw forward into the Eastern Reception Line and then propel onto the train on the Down Main via the Ground frame and Loop connections.

Up trains not exceeding 57 SLU must proceed into the Loop and attach from the Eastern Reception Line via the Ground frame connection.

Up trains exceeding 57 SLU must stop at signal G.56, the locomotive draw forward to GPL signal 85 and set back into the Eastern Reception Line via the Loop and Ground frame connection to attach/detach. After drawing forward into the Loop, the setback movement on to the train must be made via the Loop and signal G.55.

Additional Instructions.

Trainmen must carry out the provisions of Rule H.3.16 and H.4.12 as appropriate on the Down and Up Main and Loop.

Before any train movement is allowed to foul the Goole Docks Exchange line from the Docks direction, the Guard or person in charge of the movement must first request permission to do so from the Signalman at Goole box.
 w.e.f. 19.1.75 6D

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.”

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

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.

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 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 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****** 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.

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

**** 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.	

MO.46/NS

York

10 JANUARY, 1975

F.J. BURGE

Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
FILEY HOLIDAY CAMP RAILWAY VIA NORTH CURVE		
UNTIL FURTHER NOTICE		
Royal Oak North and Filey Holiday Camp	Down and Up Loop BLOCKED	08 00 to 16 00. Trackwork between 0m. 1ch. and 0m. 22chs. Crane in use. (74/51)
HESSLE ROAD TO ALEXANDRA DOCK		
UNTIL FURTHER NOTICE		
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 26 JANUARY : GOOLE *

The connections Up/Down Goods loop to Up Main, the Dock Ground Frame points together with G52 signal and all the signal routes into the Up/Down Goods loop will be brought into use (Supplementary Signalling Notice No.71 refers).

The temporary connection between the Up/Down Goods loop and Shunt Spur (Eastern Reception line) will be abolished. (7)

SUNDAY 26 JANUARY: NEWLAY

The Trailing Main to Main Crossover and Slip Connection to Up Sidings together with associated signalling will be abolished. (7)

TUESDAY 28 JANUARY : CASTLEFORD CUTSYKE

The Down Branch starting signal will be abolished. (7)

DETAILS OF WORK ALREADY CARRIED OUT

** ARKSEY

The former level crossing gates have been replaced by lifting barriers worked from the signal box. (4)

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

The connection leading from the Moorhouse Jn. Frickley single line to the colliery conventional sidings has been secured out of use pending removal. All associated signalling has been abolished. (4)

BRIGHOUSE YARD AND SIDINGS

The above Yard has been closed. The ground Frame connection on the Down Line has been secured in the normal position pending removal and the associated signalling taken out of use. (7)

PONTEFRACT MONKHILL

All Up sidings, except No.1, have been spiked out of use pending removal. (5)

GOOLE

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.71 and all concerned should be in possession of a copy of this notice.

SUPPLEMENTARY SIGNALLING NOTICE NO.71**Diagram**

The line shown as "Shunt Spur" is to be known as "Eastern Reception Line" and that shown as "Spur" to be "Western Reception Line".

Page 2

Amend fifth paragraph to read:– Absolute Block Working will apply between Goole Engine Shed and Goole and between Thorne Moor and Goole. Track Circuit Block Working will continue to apply between Goole and Goole Bridge Box.

Page 3**Down Direction Running Signals**

Add:– G.57 – Up Platform M – D6(existing)
S – Up Sidings

Up Direction Running Signals

Amend:– G.62(existing) to read GB2(existing).

(Amended Item) (7)

**** LEEDS CITY STATION**

The existing banner repeater signals for L.157, No.11 platform Starting signal and L.124, No.2 Platform Starting signal have been replaced by a Stencil type indicator exhibiting an illuminated OFF aspect only. (4)

**** MENSTON SIDINGS GROUND FRAME**

The Ground Frame Down Distant and Down Home signals have been abolished. The Ground Frame has been modified to a 2 lever Ground Frame released by the Annetts Key (common to both this and Guisley Sidings Ground Frame). Removal of this key, locks Ground Frame points in the normal position. (4)

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

The Down Sidings ground frame has been modified to allow release by an Annetts key (common to both this and Menston Sidings Ground Frame). The removal of this key, locks Ground Frames/Points in reverse position as a protective measure during shunting operations at Menston Sidings ground frame. (4)

**** LEEDS EAST**

The existing left-hand bracket carrying L.155 signal from Through Road and L.156 from No.9 Platform has been abolished and replaced by a bridge type structure on same site.

The signal has been replaced on the left-hand side of the Through road and 9 Platform lines with the red aspect at the reduced height of 16 feet 6 inches above rail level. (4)

GILBERDYKE

The Down Siding trap points have been moved to a position 11 yards from the signal box. The miniature arm shunt signal applying Down Siding to Down Slow has been replaced by a ground disc signal 9 yards from the signal box. (5)

**** BROOMFLEET**

The Up Main Home and Up Main to Up Slow Home signals have been renewed on a left-hand bracket 6' 6" from the Up Main with the arms at 18' and 14' respectively above rail level. (4)

**** CRABLEY CREEK**

The Up Main Distant signal has been renewed as a Straight post signal 531 yards further from the signal box with the arm 14' above rail level. (4)

**** BROUGH EAST**

The Down Loop Platform Starting signal has been renewed as a Straight post signal 3 yards further from the signal box with the arm at a reduced height of 14' above rail level. (4)

GOOLE AND POTTERS GRANGE JN.

The trailing main to main crossover at 7m.p. together with the associated disc signalling has been abolished. (5)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**
*

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

ALTERATIONS 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 90

METHLEY NORTH JUNCTION TO PONTEFRACT (WEST JUNCTION)

Amend description of Block Signalling between Cutsyke (LC) and Prince of Wales (LC) to "Absolute Block".

(6D)

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
------	----	------	---

Page 179 (Page Supp. No.1)

GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE)

Delete heading and item

Add:-

GOOLE (ENGINE SHED) TO GOOLE

Goole (Down Main)	Engine Shed Junction	Up Wakefield	45 S.L.U.'s with or without Brake Van.
Engine Shed Junction	Goole (Down and Up Loop)	Down Wakefield	57 S.L.U.'s Clear weather only.

w.e.f.19.1.75 (6D)

TABLE H1 – WORKING OF FREIGHT TRAINS WITHOUT A BRAKE VAN IN REAR

From	To	Line	Number of Vehicles and Special Conditions
------	----	------	---

Page 189

Amend:-

GOOLE (ENGINE SHED) TO POTTERS GRANGE JUNCTION

Goole Potters Grange Junction	Goole Engine Shed	Up	—
Goole Engine Shed	Goole Potters Grange Junction	Down	—

w.e.f.19.1.75 (6D)

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

LOCAL INSTRUCTIONS

Page 329

THORNE JUNCTION TO GILBERDYKE JUNCTION

Add :-

Goole

Working of Freight Trains Terminating at Goole Docks.

Down trains not exceeding 45 SLU must proceed on to the Eastern Reception Line via the Loop and Ground frame connections, and then set back on to the Goole Docks Exchange Line.

When the Loop is occupied down trains not exceeding 45 SLU may be propelled to Engine Shed Junction and then proceed to the Docks via Mineral Junction.

Down trains exceeding 45 SLU but not exceeding 57 SLU must proceed into the Loop. The locomotive run round via the Up Main and then haul the train to Engine Shed Junction and Propel to the Docks via Mineral Junction.

Up trains must proceed to Engine Shed Junction and then propel to Docks via Mineral Junction.

Working of Freight Trains from Goole Docks

In clear weather trains for the up direction not exceeding 57 SLU must propel from Engine Shed Junction to the Loop.

In fog conditions trains must be hauled from Engine Shed Junction to the Loop and the locomotive run round via the Up Main.

Working of Through Freight Trains – Attaching/Detaching at Goole.

Down trains must stop at signal G51 on the Down Main and the locomotive with any traffic for Goole Docks proceed on to the Eastern Reception Line via the Loop and Ground frame connections, to detach into the Western Reception Line or the Goole Docks Exchange Line. The locomotive with any wagons to be attached must draw forward into the Eastern Reception Line and then propel onto the train on the Down Main via the Ground frame and Loop connections.

Up trains not exceeding 57 SLU must proceed into the Loop and attach from the Eastern Reception Line via the Ground frame connection.

Up trains exceeding 57 SLU must stop at signal G.56, the locomotive draw forward to GPL signal 85 and set back into the Eastern Reception Line via the Loop and Ground frame connection to attach/detach. After drawing forward into the Loop, the setback movement on to the train must be made via the Loop and signal G.55.

Additional Instructions.

Trainmen must carry out the provisions of Rule H.3.16 and H.4.12 as appropriate on the Down and Up Main and Loop.

Before any train movement is allowed to foul the Goole Docks Exchange line from the Docks direction, the Guard or person in charge of the movement must first request permission to do so from the Signalman at Goole box.

w.e.f. 19.1.75 6D

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.”

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

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

*** * 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 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.	

MO.46/NS
York
17 JANUARY, 1975

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 2 FEBRUARY : HEALEY MILLS.

The Down Slow colour light signal D.40S. will be repositioned at the standard distance from running line at the same height and same site, following re-alignment of the Down Slow. (8)

DETAILS OF WORK ALREADY CARRIED OUT

BRIGHOUSE YARD AND SIDINGS

The above yard has been closed. The ground frame connection on the Down Line has been secured in the normal position and the associated signalling taken out of use. **Amended Item (7)**

FEATHERSTONE

The facing connection Up Main to Up Loop at 53 miles 63 chains has been secured out of use, pending removal. The position 1 junction indicator and offset subsidiary signal on 0.348 has been taken out of use. **(New Item) (8)**

** PONTEFRAC MONKHILL

All Up sidings, except No.1, have been spiked out of use pending removal. (5)

GOOLE

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.71 and all concerned should be in possession of a copy of this notice.

SUPPLEMENTARY SIGNALLING NOTICE NO.71

Diagram

The line shown as "Shunt Spur" is to be known as "Eastern Reception Line" and that shown as "Spur" to be "Western Reception Line".

Page 2

Amend fifth paragraph to read:- Absolute Block Working will apply between Goole Engine Shed and Goole and between Thorne Moor and Goole. Track Circuit Block Working will continue to apply between Goole and Goole Bridge Box.

Page 3

Down Direction Running Signals

Add:- G.57 - Up Platform M - D6(existing)
S - Up Sidings

Up Direction Running Signals

Amend:- G.62(existing) to read GB2(existing).

(7)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT—continued

GOOLE

The connections Up/Down Goods loop to Up Main, the Dock Ground Frame points together with G52 signal and all the signal routes into the Up/Down Goods loop have been brought into use (Supplementary Signalling Notice No.71 refers).

The temporary connection between the Up/Down Goods loop and Shunt Spur (Eastern Reception line) has been abolished. (7)

CASTLEFORD CUTSYKE

The Down Branch starting signal has been abolished. (7)

NEWLAY

The Trailing Main to Main Crossover and Slip Connection to Up Sidings together with associated signalling have been abolished. (7)

**GILBERDYKE

The Down Siding trap points have been moved to a position 11 yards from the signal box. The miniature arm shunt signal applying Down Siding to Down Slow has been replaced by a ground disc signal 9 yards from the signal box. (5)

**GOOLE AND POTTERS GRANGE JN.

The trailing main to main crossover at 7m.p. together with the associated disc signalling has been abolished. (5)

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

Page 329

THORNE JUNCTION TO GILBERDYKE JUNCTION
 Add :-

Goole**Working of Freight Trains Terminating at Goole Docks.**

Down trains not exceeding 45 SLU must proceed on to the Eastern Reception Line via the Loop and Ground frame connections, and then set back on to the Goole Docks Exchange Line.

When the Loop is occupied down trains not exceeding 45 SLU may be propelled to Engine Shed Junction and then proceed to the Docks via Mineral Junction.

Down trains exceeding 45 SLU but not exceeding 57 SLU must proceed into the Loop. The locomotive run round via the Up Main and then haul the train to Engine Shed Junction and Propel to the Docks via Mineral Junction.

Up trains must proceed to Engine Shed Junction and then propel to Docks via Mineral Junction.

Working of Freight Trains from Goole Docks

In clear weather trains for the up direction not exceeding 57 SLU must propel from Engine Shed Junction to the Loop.

In fog conditions trains must be hauled from Engine Shed Junction to the Loop and the locomotive run round via the Up Main.

Working of Through Freight Trains – Attaching/Detaching at Goole.

Down trains must stop at signal G51 on the Down Main and the locomotive with any traffic for Goole Docks proceed on to the Eastern Reception Line via the Loop and Ground frame connections, to detach into the Western Reception Line or the Goole Docks Exchange Line. The locomotive with any wagons to be attached must draw forward into the Eastern Reception Line and then propel onto the train on the Down Main via the Ground frame and Loop connections.

Up trains not exceeding 57 SLU must proceed into the Loop and attach from the Eastern Reception Line via the Ground frame connection.

Up trains exceeding 57 SLU must stop at signal G.56, the locomotive draw forward to GPL signal 85 and set back into the Eastern Reception Line via the Loop and Ground frame connection to attach/detach. After drawing forward into the Loop, the setback movement on to the train must be made via the Loop and signal G.55.

Additional Instructions.

Trainmen must carry out the provisions of Rule H.3.16 and H.4.12 as appropriate on the Down and Up Main and Loop.

Before any train movement is allowed to foul the Goole Docks Exchange line from the Docks direction, the Guard or person in charge of the movement must first request permission to do so from the Signaller at Goole box.
 w.e.f. 19.1.75 6D

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."

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. (6D)

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.

★ LEEDS STATION

Commencing Monday 3 February the Leeds Station platforms will be redesignated as shown below:-

Present Platform No.	Redesignated Platforms
1	1B - From Buffer stops to a point 200 feet ahead 1A - Remainder of platform
2	2C - From Buffer stops to a point 150 feet ahead 2B - Between 150 feet and 300 feet from Buffer stops 2A - Remainder of platform
3	3B - From Buffer stops to a point 150 feet ahead 3A - Remainder of platform
4	4A - From Buffer stops to a point 240 feet ahead 4B - Remainder of platform
5	5D - A distance of 400 feet from the East end of platform 5C - From a point 400 feet from East end of platform to No.191 signal 5B - 200 feet to the West of No.191 signal 5A - From a point 200 feet to the West of No.191 signal to West end of platform
6	6B - From No.194 signal to East end of platform 6A - From No.194 signal to West end of platform

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

★ LEEDS STATION - continued

Present Platform No.	Redesignated Platforms
7	7B - From Buffer stops to a point 150 feet ahead 7A - Remainder of platform
8	8C - From East end of platform to No.149 signal 8B - From No.149 signal to a point 240 feet to the West of No.146 signal 8A - Remainder of platform
9	9C - From East end of platform to No.152 signal 9B - From No.152 signal to a point 240 feet to the West of No.148 signal 9A - Remainder of platform
10	10B - From Buffer stops to a point 150 feet ahead 10A - Remainder of platform
11	11A - From Buffer stops to a point 240 feet ahead 11B - Remainder of platform
12	12B - 100 feet in each direction from centre of platform 12C - That portion of platform to the East thereof 12A - That portion of platform to the West thereof

The route indicators at the signals approaching Leeds will remain unaltered. (8)

MONDAY 3 FEBRUARY - MILFORD AND GASCOIGNE WOOD

A temporary open level crossing will be brought into use over the Down and Up Main and Up Siding at 6m 37chs. (8)

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

NEVILLE HILL UP SIDINGS

Commencing Monday 3 February, the Van Sidings will be remodelled. Materials and equipment will be lying about and Drivers must keep a sharp lookout and be prepared to stop as required. (8)

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.	

MO.46/NS
York
24 JANUARY, 1975

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 FEBRUARY : LEEDS EAST**

The double slips from platform 4 and platform sidings will be abolished and replaced by a lead from platform sidings to A line and a lead from A lead to B line.

Signal Alterations

No.167 Ground Signal will be re-positioned 90 feet nearer to the station.

No.168 Ground Signal will be re-positioned 80 feet nearer to the station and will apply to platform 5 or 166 sub. (9)

DETAILS OF WORK ALREADY CARRIED OUT**BRIGHOUSE YARD AND SIDINGS**

The above yard has been closed. The ground frame connection on the Down Line has been secured in the normal position and the associated signalling taken out of use. (7)

HEALEY MILLS

The Down Slow colour light signal D.40S. has been repositioned at the standard distance from running line at the same height and same site, following re-alignment of the Down Slow. (8)

NORMANTON GOOSEHILL JUNCTION

The trailing connection Up Fast to Tarmac Sidings along with associated signalling and wagon marker board has been abolished. (New Item) (9)

BETWEEN HENSALL AND SNAITH

A.W.S. has been brought into use between and including the following signals :-

Up Goole H.498 and S.474.

Down Goole H.473 and H.487. (New Item)(9)

DRAX BRANCH

A.W.S. has been brought into use at the following signals :-

Up Drax Branch H.488 and H.492. (New Item) (9)

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

The facing connection Up Main to Up Loop at 53 miles 63 chains has been secured out of use, pending removal. The position 1 junction indicator and offset subsidiary signal on 0.348 has been taken out of use. (8)

GOOLE

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.71 and all concerned should be in possession of a copy of this notice.

SUPPLEMENTARY SIGNALLING NOTICE NO.71**Diagram**

The line shown as "Shunt Spur" is to be known as "Eastern Reception Line" and that shown as "Spur" to be "Western Reception Line".

Page 2

Amend fifth paragraph to read:— Absolute Block Working will apply between Goole Engine Shed and Goole and between Thorne Moor and Goole. Track Circuit Block Working will continue to apply between Goole and Goole Bridge Box.

Page 3**Down Direction Running Signals**

Add:— G.57 — Up Platform M — D6(existing)
S — Up Sidings

Up Direction Running Signals

Amend:— G.62(existing) to read GB2(existing).

(7)

GOOLE

The connections Up/Down Goods loop to Up Main, the Dock Ground Frame points together with G52 signal and all the signal routes into the Up/Down Goods loop have been brought into use (Supplementary Signalling Notice No.71 refers).

The temporary connection between the Up/Down Goods loop and Shunt Spur (Eastern Reception line) has been abolished. (7)

CASTLEFORD CUTSYKE

The Down Branch starting signal has been abolished. (7)

NEWLAY

The Trailing Main to Main Crossover and Slip Connection to Up Sidings together with associated signalling have been abolished. (7)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

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.

LEEDS STATION

The Leeds Station platforms have been redesignated as shown below :-

Present Platform No.	Redesignated Platforms
1	1B – From Buffer stops to a point 200 feet ahead 1A – Remainder of platform
2	2C – From Buffer stops to a point 150 feet ahead 2B – Between 150 feet and 300 feet from Buffer stops 2A – Remainder of platform
3	3B – From Buffer stops to a point 150 feet ahead 3A – Remainder of platform
4	4A – From Buffer stops to a point 240 feet ahead 4B – Remainder of platform
5	5D – A distance of 400 feet from the East end of platform 5C – From a point 400 feet from East end of platform to No.191 signal 5B – 200 feet to the West of No.191 signal 5A – From a point 200 feet to the West of No.191 signal to West end of platform
6	6B – From No.194 signal to East end of platform 6A – From No.194 signal to West end of platform
7	7B – From Buffer stops to a point 150 feet ahead 7A – Remainder of platform

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

LEEDS STATION - continued

Present

Redesignated Platforms

Platform No.

8	8C - From East end of platform to No.149 signal
	8B - From No.149 signal to a point 240 feet to the West of No.146 signal
	8A - Remainder of platform
9	9C - From East end of platform to No.152 signal
	9B - From No.152 signal to a point 240 feet to the West of No.148 signal
	9A - Remainder of platform
10	10B - From Buffer stops to a point 150 feet ahead
	10A - Remainder of platform
11	11A - From Buffer stops to a point 240 feet ahead
	11B - Remainder of platform
12	12B - 100 feet in each direction from centre of platform
	12C - That portion of platform to the East thereof
	12A - That portion of platform to the West thereof

The route indicators at the signals approaching Leeds will remain unaltered. (8)

MILFORD AND GASCOIGNE WOOD

A temporary open level crossing has been brought into use over the Down and Up Main and Up Siding at 6m. 37chs. (8)

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

NEVILLE HILL UP SIDINGS

Commencing Monday 3 February, the Van Sidings will be remodelled. Materials and equipment will be lying about and Drivers must keep a sharp lookout and be prepared to stop as required. (8)

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.	
Neville Hill M.P.D.	Excavating for undertract duct across Down Sidings	07 00 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.	

MO.46/NS
York
31 JANUARY, 1975

F.J.BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"

SIGNALLING AND PERMANENT WAY ALTERATIONS

**

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 16 FEBRUARY : SKELTON

The facing connection Down Independent leading to Permanent Way Yard will be secured out of use in the normal position pending removal. All associated signals will be abolished. (10)

SUNDAY 17 FEBRUARY : KIRKSTALL JUNCTION

The ground disc and associated semaphore repeating signal reading from the C.E.G.B. works siding will be abolished, and replaced by a miniature arm semaphore signal positioned to the left of the line 286 yards from the signal box.

A new illuminated marker board lettered:-

"PROPELLED TRAINS COMPULSORY LOCOMOTIVE STOP" will be erected 320 yards on the approach side of the new signal. (10)

DETAILS OF WORK ALREADY CARRIED OUT

* BRIGHOUSE YARD AND SIDINGS

The above yard has been closed. The ground frame connection on the Down Line has been secured in the normal position and the associated signalling taken out of use. (7)

HEALEY MILLS

The Down Slow colour light signal D.40S. has been repositioned at the standard distance from running line at the same height and same site, following re-alignment of the Down Slow. (8)

NORMANTON GOOSEHILL JUNCTION

The trailing connection Up Fast to Tarmac Sidings along with associated signalling and wagon marker board has been abolished. (9)

BETWEEN HENSALL AND SNAITH

A.W.S. has been brought into use between and including the following signals :-

Up Goole H.498 and S.474.

Down Goole H.473 and H.487. (9)

DRAX BRANCH

A.W.S. has been brought into use at the following signals :-

Up Drax Branch H.488 and H.492. (9)

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

The facing connection Up Main to Up Loop at 53 miles 63 chains has been secured out of use, pending removal. The position 1 junction indicator and offset subsidiary signal on 0.348 has been taken out of use. (8)

**** GOOLE**

Revised signalling has been commissioned. Full details are shown in Supplementary Signalling Notice No.71 and all concerned should be in possession of a copy of this notice.

SUPPLEMENTARY SIGNALLING NOTICE NO.71**Diagram**

The line shown as "Shunt Spur" is to be known as "Eastern Reception Line" and that shown as "Spur" to be "Western Reception Line".

Page 2

Amend fifth paragraph to read:- Absolute Block Working will apply between Goole Engine Shed and Goole and between Thorne Moor and Goole. Track Circuit Block Working will continue to apply between Goole and Goole Bridge Box.

Page 3**Down Direction Running Signals**

Add:- G.57 - Up Platform M - D6(existing)
S - Up Sidings

Up Direction Running Signals

Amend:- G.62(existing) to read GB2(existing).

(7)

**** GOOLE**

The connections Up/Down Goods loop to Up Main, the Dock Ground Frame points together with G52 signal and all the signal routes into the Up/Down Goods loop have been brought into use (Supplementary Signalling Notice No.71 refers).

The temporary connection between the Up/Down Goods loop and Shunt Spur (Eastern Reception line) has been abolished. (7)

**** CASTLEFORD CUTSYKE**

The Down Branch starting signal has been abolished. (7)

**** NEWLAY**

The Trailing Main to Main Crossover and Slip Connection to Up Sidings together with associated signalling have been abolished. (7)

LEEDS EAST

The double slips from platform 4 and platform sidings have been abolished and replaced by a lead from platform sidings to A line and a lead from A lead to B line.

Signal Alterations

No.167 Ground Signal has been re-positioned 90 feet nearer to the station.

No.168 Ground Signal has been re-positioned 80 feet nearer to the station and applies to platform 5 or 166 sub. (9)

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.

LEEDS STATION

The Leeds Station platforms have been redesignated as shown below:—

Present Platform No.	Redesignated Platforms
1	1B – From Buffer stops to a point 200 feet ahead 1A – Remainder of platform
2	2C – From Buffer stops to a point 150 feet ahead 2B – Between 150 feet and 300 feet from Buffer stops 2A – Remainder of platform
3	3B – From Buffer stops to a point 150 feet ahead 3A – Remainder of platform
4	4A – From Buffer stops to a point 240 feet ahead 4B – Remainder of platform
5	5D – A distance of 400 feet from the East end of platform 5C – From a point 400 feet from East end of platform to No.191 signal 5B – 200 feet to the West of No.191 signal 5A – From a point 200 feet to the West of No.191 signal to West end of platform
6	6B – From No.194 signal to East end of platform 6A – From No.194 signal to West end of platform
7	7B – From Buffer stops to a point 150 feet ahead 7A – Remainder of platform
8	8C – From East end of platform to No.149 signal 8B – From No.149 signal to a point 240 feet to the West of No.146 signal 8A – Remainder of platform

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

LEEDS STATION – continued

Present

Redesignated Platforms

Platform No.

9	9C – From East end of platform to No.152 signal
	9B – From No.152 signal to a point 240 feet to the West of No.148 signal
	9A – Remainder of platform
10	10B – From Buffer stops to a point 150 feet ahead
	10A – Remainder of platform
11	11A – From Buffer stops to a point 240 feet ahead
	11B – Remainder of platform
12	12B – 100 feet in each direction from centre of platform
	12C – That portion of platform to the East thereof
	12A – That portion of platform to the West thereof

The route indicators at the signals approaching Leeds will remain unaltered. (8)

MILFORD AND GASCOIGNE WOOD

A temporary open level crossing has been brought into use over the Down and Up Main and Up Siding at 6m. 37chs. (8)

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

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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.	
Neville Hill M.P.D. All Down Sidings BLOCKED (by local arrangement)	Excavating for undertract duct across Down Sidings	07 00 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.	

MO.46/NS
York
7 FEBRUARY, 1975

F.J.BURGE
Chief Operating Manager

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

“NILE SIG. NOTICE NS No:—”

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

**
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DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SKELTON

The facing connection Down Independent leading to Permanent Way Yard has been secured out of use in the normal position pending removal. All associated signal have been abolished. (10)

HEALEY MILLS

The Down Slow colour light signal D.40S. has been repositioned at the standard distance from running line at the same height and same site, following re-alignment of the Down Slow. (8)

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Up Goole H.498 and S.474.

Down Goole H.473 and H.487. (9)

DRAX BRANCH

A.W.S. has been brought into use at the following signals :-

Up Drax Branch H.488 and H.492. (9)

FEATHERSTONE

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A new illuminated marker board lettered:-

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MISCELLANEOUS INSTRUCTIONS

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3	3B – From Buffer stops to a point 150 feet ahead 3A – Remainder of platform
4	4A – From Buffer stops to a point 240 feet ahead 4B – Remainder of platform
5	5D – A distance of 400 feet from the East end of platform 5C – From a point 400 feet from East end of platform to No.191 signal 5B – 200 feet to the West of No.191 signal 5A – From a point 200 feet to the West of No.191 signal to West end of platform
6	6B – From No.194 signal to East end of platform 6A – From No.194 signal to West end of platform
7	7B – From Buffer stops to a point 150 feet ahead 7A – Remainder of platform
8	8C – From East end of platform to No.149 signal 8B – From No.149 signal to a point 240 feet to the West of No.146 signal 8A – Remainder of platform
9	9C – From East end of platform to No.152 signal 9B – From No.152 signal to a point 240 feet to the West of No.148 signal 9A – Remainder of platform
10	10B – From Buffer stops to a point 150 feet ahead 10A – Remainder of platform

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

**** LEEDS STATION – continued**

Present Platform No.	Redesignated Platforms
11	11A – From Buffer stops to a point 240 feet ahead 11B – Remainder of platform
12	12B – 100 feet in each direction from centre of platform 12C – That portion of platform to the East thereof 12A – That portion of platform to the West thereof

The route indicators at the signals approaching Leeds will remain unaltered. (8)

**** MILFORD AND GASCOIGNE WOOD**

A temporary open level crossing has been brought into use over the Down and Up Main and Up Siding at 6m. 37chs. (8)

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

**** NEVILLE HILL UP SIDINGS**

The Van Sidings have been remodelled. Materials and equipment are lying about and Drivers must keep a sharp lookout and be prepared to stop as required. (8)

★ NEVILLE HILL UP SIDINGS

Commencing Saturday 22 February, two temporary level crossings equipped with barriers, will be brought into use over the Red Road at the east and west end. (11)

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.	
Neville Hill M.P.D. All Down Sidings BLOCKED (by local arrangement)	Excavating for undertract duct across Down Sidings	07 00 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.	

MO.46/NS
York
14 FEBRUARY, 1975

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 2 MARCH : CUDWORTH SOUTH JUNCTION**

A new disc signal will be provided above the existing disc signal at the exit from the Down Arrival Sidings the applications of these signals will be as follows :-

Top Disc - Down Arrival Line to Spur
Lower Disc - Down Arrival Line to Up Goods (12)

DETAILS OF WORK ALREADY CARRIED OUT**SKELTON**

The facing connection Down Independent leading to Permanent Way Yard has been secured out of use in the normal position pending removal. All associated signal have been abolished. (10)

**** NORMANTON GOOSEHILL JUNCTION**

The trailing connection Up Fast to Tarmac Sidings along with associated signalling and wagon marker board has been abolished. (9)

**** BETWEEN HENSALL AND SNAITH**

A.W.S. has been brought into use between and including the following signals :-

Up Goole H.498 and S.474.
Down Goole H.473 and H.487. (9)

**** DRAX BRANCH**

A.W.S. has been brought into use at the following signals :-

Up Drax Branch H.488 and H.492. (9)

KIRKSTALL JUNCTION

The ground disc and associated semaphore repeating signal reading from the C.E.G.B. works siding has been abolished, and replaced by a miniature arm semaphore signal positioned to the left of the line 286 yards from the signal box.

A new illuminated marker board lettered:-

“PROPELLED TRAINS COMPULSORY LOCOMOTIVE STOP” has been erected 320 yards on the approach side of the new signal. (10)

**** LEEDS EAST**

The double slips from platform 4 and platform sidings have been abolished and replaced by a lead from platform sidings to A line and a lead from A lead to B line.

Signal Alterations

No.167 Ground Signal has been re-positioned 90 feet nearer to the station.

No.168 Ground Signal has been re-positioned 80 feet nearer to the station and applies to platform 5 or 166 sub. (9)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

Page 321 (Page 128 Supplement No.1)

LEEDS CITY TO SKIPTON (STATION SOUTH)

KIRKSTALL : SERVICING OF C.E.G.B. SIDINGS : IN CLEAR WEATHER ONLY

delete existing instructions and substitute:—

SERVICING OF C.E.G.B. SIDINGS

During clear weather trains may be propelled both into and out of the Discharge Sidings, but during fog or falling snow, arriving trains, must be hauled into these sidings, departing trains may be propelled.

The following instructions apply to trains which may be propelled:—

Arriving Trains

- (a) When setting back from the Down Main line, Drivers must bring their train to a stand with the locomotive opposite the marker board worded "Propelled Trains Compulsory Locomotive Stop" situated 340 yards from the entrance to the discharge sidings.
- (b) The Guard, having ascertained that it is safe to position the train in accordance with the Instructions contained in Section E2/17 (pink pages) of the working Manual for Rail Staff, must then operate the plunger to actuate the Klaxon horn and flashing lights to warn C.E.G.B. staff, then signal the train into the appropriate siding. When the movement is completed the Guard must operate the plunger to cancel the Klaxon horn and flashing lights.

Departing Trains

- (c) When a train is ready to depart from the discharge sidings, the Guard must advise the Signalman at Kirkstall box, by the telephone located on the outside wall of the pump house, of the required movement and obtain permission to proceed towards the signal controlling movements from the sidings.
- (d) Before authorising the train to start, the Guard must operate the plunger to warn C.E.G.B. staff and cancel when the train is clear of the discharge sidings.
- (e) Drivers must bring their train to a stand with locomotive opposite the illuminated marker board worded — 'Propelled Trains. Compulsory Locomotive Stop' situated 320 yards before reaching the outlet signal. The Guard must ascertain that the signal has been lowered before authorising the Driver to proceed.

EXCEPT IN EMERGENCY NOT MORE THAN ONE TRAIN MUST BE ALLOWED IN THE SIDINGS AT THE SAME TIME. (10D)

MISCELLANEOUS INSTRUCTIONS

★ BRODSWORTH COLLIERY

A temporary level crossing has been brought into use over the shunting line, run-round line and colliery loop lines situated approximately 82 yards on the approach side of No.5 signal. (12)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

MISCELLANEOUS INSTRUCTIONS – continued

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

★ NEVILLE HILL UP SIDINGS

Commencing Saturday 1 March, the Freight Sidings will be remodelled.

(12)

NEVILLE HILL UP SIDINGS

Two temporary level crossings equipped with barriers, have been brought into use over the Red Road at the east and west end.

(11)

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.	
Neville Hill M.P.D. All Down Sidings	Excavating for undertract duct across Down Sidings	07 00 to 17 00 daily	
BLOCKED (by local arrangement)			
Bradford Hammerton St. MPD. No.10,9 and 8 Roads	Demolition and renewal of Diesel Repair Shed Roof	08 00 to 17 00 daily.	

MO.46/NS
York
21 FEBRUARY, 1975

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 10 MARCH: GOOLE**

No.87 Position Light Shunting Signal will be moved 80 yards nearer to the signal box. (13)

DETAILS OF WORK ALREADY CARRIED OUT**** SKELTON**

The facing connection Down Independent leading to Permanent Way Yard has been secured out of use in a normal position pending removal. All associated signal have been abolished. (10)

CLAYTON WEST STATION

The Warehouse siding and Crane sidings at 11 miles 8 chains have been secured out of use pending removal. (New Item) (13)

CUDWORTH SOUTH JUNCTION

A new disc signal has been provided above the existing disc signal at the exit from the Down Arrival Sidings the applications of these signals is as follows:-

Top Disc - Down Arrival Line to Spur
Lower Disc - Down Arrival Line to Up Goods (12)

**** KIRKSTALL JUNCTION**

The ground disc and associated semaphore repeating signal reading from the C.E.G.B. works siding has been abolished, and replaced by a miniature arm semaphore signal positioned to the left of the line 286 yards from the signal box.

A new illuminated marker board lettered:-

"PROPELLED TRAINS COMPULSORY LOCOMOTIVE STOP" has been erected 320 yards on the approach side of the new signal. (10)

MARSH LANE SIDINGS

No. 1 to 11 Warehouse Sidings have been secured out of use pending removal. (New Item) (13)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS**★ MONDAY 10 MARCH : SKELTON JUNCTION**

Points No.25 connecting the Down and Up Independent lines at 1m. 52chs. will be spiked out of use pending removal. (13)

BRODSWORTH COLLIERY

A temporary level crossing has been brought into use over the shunting line, run-round line and colliery loop lines situated approximately 82 yards on the approach side of No.5 signal. (12)

★ SOWERBY BRIDGE COAL DROPS

All shunting of coal wagons in sidings to coal drops to be done manually while coal drops are being repaired. (13)

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

NEVILLE HILL UP SIDINGS

The freight Sidings have been remodelled. (12)

NEVILLE HILL UP SIDINGS

Two temporary level crossings equipped with barriers, have been brought into use over the Red Road at the east and west end. (11)

★ CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of 70 m.p.h. When vehicles of this nature are marshalled as the last vehicle the train concerned must be decelerated to 60 m.p.h.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - 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.	
Neville Hill M.P.D. All Down Sidings BLOCKED (by local arrangement)	Excavating for undertract duct across Down Sidings	07 00 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.	

MO.46/NS
York
28 FEBRUARY, 1975

F.J.BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 16 MARCH : KNOTTINGLEY**

The trailing connection Down Goole to Coal Dock operated by a 3 lever ground frame together with associated signalling will be abolished. (14)

SUNDAY 16 MARCH : HESSLE HAVEN

Number H.14 Up Starting Signal will be renumbered H.H.22. (14)

DETAILS OF WORK ALREADY CARRIED OUT**CLAYTON WEST STATION**

The Warehouse siding and Crane sidings at 11 miles 8 chains have been secured out of use pending removal. (13)

HOUGHTON COLLIERY SIDINGS ✓

The Up Main starting signal has been abolished and the Up Home signal is now also the section signal. (New Item) (14)

CUDWORTH SOUTH JUNCTION ✓

A new disc signal has been provided above the existing disc signal at the exit from the Down Arrival sidings the applications of these signals is as follows:-

Top Disc - Down Arrival Line to Spur
Lower Disc - Down Arrival Line to Up Goods (12)

GOOLE

No.87 Position Light Shunting Signal has been moved 80 yards nearer to the signal box. (13)

MARSH LANE SIDINGS

No. 1 to 11 Warehouse Sidings have been secured out of use pending removal. (13)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

★ **BETWEEN SHAFTHOLME JN. AND CHALONERS WHIN JN.
AND BETWEEN GASCOIGNE WOOD AND HEMINGBROUGH**

During the period 23 45 Saturday 15 to 22 00 Sunday 16 March all signal post telephones to Selby signal box will be disconnected and reconnected as work progresses. (11)

SKELTON JUNCTION

Points No.25 connecting the Down and Up Independent lines at 1m. 52chs. have been spiked out of use pending removal. (13)

BRODSWORTH COLLIERY

A temporary level crossing has been brought into use over the shunting line, run-round line and colliery loop lines situated approximately 82 yards on the approach side of No.5 signal. (12)

SOWERBY BRIDGE COAL DROPS

All shunting of coal wagons in sidings to coal drops to be done manually while coal drops are being repaired. (13)

★ **WAKEFIELD ROAD**

Commencing Sunday 16 March construction of a new British Steel Corporation Private Sidings on the site of the former Stourton MPD will take place.

Access for Engineers trains will be via hand points at present secured towards Freightliner Depot only. These points must remain set, clamped and padlocked for the Freightliner Depot, except when a movement is required into or out of the B.S.C. Private Sidings.

Until commissioned, all movements to or from these sidings must only be made on the authority of the signalman at Wakefield Road.

Handsignalmen will be in attendance while work is in progress.

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

NEVILLE HILL UP SIDINGS

The freight Sidings have been remodelled.

(12)

** NEVILLE HILL UP SIDINGS

Two temporary level crossings equipped with barriers, have been brought into use over the Red Road at the east and west end.

(11)

★ CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of 70 m.p.h.

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.	
Neville Hill M.P.D. All Down Sidings BLOCKED (by local arrangement)	Excavating for undertract duct across Down Sidings	07 00 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.	

MO.46/NS
York
7 MARCH, 1975

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**CLAYTON WEST STATION**

The Warehouse siding and Crane sidings at 11 miles 8 chains have been secured out of use pending removal. (13)

HOUGHTON COLLIERY SIDINGS

The Up Main starting signal has been abolished and the Up Home signal is now also the section signal. (14)

**** CUDWORTH SOUTH JUNCTION**

A new disc signal has been provided above the existing disc signal at the exit from the Down Arrival Sidings the applications of these signals is as follows:-

Top Disc - Down Arrival Line to Spur
Lower Disc - Down Arrival Line to Up Goods (12)

KNOTTINGLEY

The trailing connection Down Goole to Coal Dock operated by a 3 lever ground frame together with associated signalling has been abolished. (14)

GOOLE

No.87 Position Light Shunting Signal has been moved 80 yards nearer to the signal box. (13)

MARSH LANE SIDINGS

No. 1 to 11 Warehouse Sidings have been secured out of use pending removal. (13)

HESSLE HAVEN

Number H.14 Up Starting Signal has been renumbered H.H.22. (14)

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**SKELTON JUNCTION**

Points No.25 connecting the Down and Up Independent lines at 1m. 52chs. have been spiked out of use pending removal. (13)

**** BRODSWORTH COLLIERY**

A temporary level crossing has been brought into use over the shunting line, run-round line and colliery loop lines situated approximately 82 yards on the approach side of No.5 signal. (12)

SOWERBY BRIDGE COAL DROPS

All shunting of coal wagons in sidings to coal drops to be done manually while coal drops are being repaired. (13)

WAKEFIELD ROAD

Construction of a new British Steel Corporation Private Sidings on the site of the former Stourton MPD is taking place.

Access for Engineers trains is via hand points formerly secured towards Freightliner Depot only. These points must remain set, clamped and padlocked for the Freightliner Depot, except when a movement is required into or out of the B.S.C. Private Sidings.

Until commissioned, all movements to or from these sidings must only be made on the authority of the Signalman at Wakefield Road.

Handsignalmen will be in attendance while work is in progress.

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

* * NEVILLE HILL UP SIDINGS

The freight Sidings have been remodelled.

(12)

★ NEVILLE HILL UP SIDINGS

The Freight Sidings and Carriage Sidings (Armley and Marsh Lane Groups) are being remodelled.

Commencing Monday 24 March.

(16)

CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of 70 m.p.h.
(14D)

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.	
Neville Hill M.P.D. All Down Sidings BLOCKED (by local arrangement)	Excavating for undertract duct across Down Sidings	07 00 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.	

MO.46/NS
York
14 MARCH, 1975

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 6 APRIL : CASTLEFORD STATION AND CUTSYKE JUNCTION.**

Cutsyke Junction Up Branch Distant Signal will be abolished. A new 2 aspect colour light signal plated C.J.1020R capable of displaying yellow or green aspect will be positioned below Castleford Station Up Branch starting semaphore signal.

The Castleford Station Up Branch starting semaphore signal will not light when in the "off" position.

Castleford Station Down Branch Distant Signal will be abolished and the Down Branch Home Signal will be replaced by a 3 aspect colour light signal repositioned 402 yards further from the signal box. Telephone communications will be provided at Castleford Station Signal box.

Castleford Station Down Branch Distant Signal will be incorporated into Cutsyke Up Main Home Signal (C.31). The distance between C31 and CS3 will be 1085 yds. (17)

SUNDAY 6 APRIL : HESSLE HAVEN

The following signals will be abolished :-

Down Main Home Semaphore
Down Up Goods Semaphore

The following new signals will be provided :-

No. HH.11 Down Main Home 4-aspect colour light signal located on the straight post, capable of displaying Red, Yellow, Double Yellow or Green aspects together with a left-hand off-set subsidiary signal applying Down Main to New Yard. This signal will be situated 300 yards before reaching the facing points Down Main to Down North Goods and 535 yards from the signal box.

No. 36 Down Distant Colour Light signal will be relocated 1935 yards from the signal box at a reduced height of 11 ft. and will be re-lettered and re-numbered HH.11R. (17)

SUNDAY 6 APRIL : WANSFORD ROAD

The trailing connection Down Main to Down Siding will be moved 37 yards west together with all associated signals. (17)

DETAILS OF WORK ALREADY CARRIED OUT**STARBECK SIGNAL BOX**

Telephone communication has been provided between the Down Home Signal and Starbeck Signal box. (17)

LOCKES SIDINGS

The trailing crossover from the Down L&Y Goods to the Down Sidings (Points No.28) and the through crossover from Down L&Y Goods to Up Main (Points No.23) are to be abandoned and have been secured out of use pending removal. (17)

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

**** CLAYTON WEST STATION**

The Warehouse siding and Crane sidings at 11 miles 8 chains have been secured out of use pending removal. (13)

**** HOUGHTON COLLIERY SIDINGS**

The Up Main starting signal has been abolished and the Up Home signal is now also the section signal. (14)

**** KNOTTINGLEY**

The trailing connection Down Goole to Coal Dock operated by a 3 lever ground frame together with associated signalling has been abolished. (14)

**** GOOLE**

No.87 Position Light Shunting Signal has been moved 80 yards nearer to the signal box. (13)

**** MARSH LANE SIDINGS**

No. 1 to 11 Warehouse Sidings have been secured out of use pending removal. (13)

**** HESSLE HAVEN**

Number H.14 Up Starting Signal has been renumbered H.H.22. (14)

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**★ RIGTON**

A temporary Crossover has been provided at the South side of the road crossing, protected by existing signals.

The points have been secured in the normal position by padlocked dips and scotches and must only be used in connection with Engineering or Emergency working.

**** SOWERBY BRIDGE COAL DROPS**

All shunting of coal wagons in sidings to coal drops to be done manually while coal drops are being repaired. (13)

WAKEFIELD ROAD

Construction of a new British Steel Corporation Private Sidings on the site of the former Stourton MPD is taking place.

Access for Engineers trains is via hand points formerly secured towards Freightliner Depot only. These points must remain set, clamped and padlocked for the Freightliner Depot, except when a movement is required into or out of the B.S.C. Private Sidings.

Until commissioned, all movements to or from these sidings must only be made on the authority of the signalman at Wakefield Road.

Handsignalmen will be in attendance while work is in progress.

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

NEVILLE HILL UP SIDINGS

The Freight Sidings and Carriage Sidings (Armley and Marsh Lane Groups) are being remodelled. (16)

**** CONVEYANCE OF 4-WHEELED VEHICLES IN PASSENGER E.C.S. AND PARCELS TRAINS**

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of 70 m.p.h. (14D)

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.	
Neville Hill M.P.D. All Down Sidings BLOCKED (by local arrangement)	Excavating for undertract duct across Down Sidings	07 00 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.	

MO.46/NS
York
21 MARCH. 1975

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

LOCKES SIDINGS

The trailing crossover from the Down L&Y Goods to the Down Sidings (Points No. 28) and the through crossover from Down L&Y Goods to Up Main (Points No. 23) are to be abandoned and have been secured out of use pending removal. (17)

CASTLEFORD STATION AND CUTSYKE JUNCTION

Cutsyke Junction Up Branch Distant Signal has been abolished. A new 2 aspect colour light signal plated C.J.1020R capable of displaying yellow or green aspect has been positioned below Castleford Station Up Branch starting semaphore signal.

The Castleford Station Up Branch starting semaphore signal will not light when in the "off" position.

Castleford Station Down Branch Distant Signal has been abolished and the Down Branch Home Signal replaced by a 3 aspect colour light signal repositioned 402 yards further from the signal box. Telephone communications have been provided at Castleford Station signal box.

Castleford Station Down Branch Distant Signal has been incorporated into Cutsyke Up Main Home Signal (C.31). The distance between C31 and CS3 is 1085 yards. (17)

STARBECK SIGNAL BOX

Telephone communication has been provided between the Down Home Signal and Starbeck Signal box. (17)

HESSLE HAVEN *

The following signals have been abolished:-

- Down Main Home Semaphore
- Down Main to Down Goods Semaphore

The following new signals have been provided:-

No. HH.11 Down Main Home 4-aspect colour light signal located on the straight post, capable of displaying Red, Yellow, Double Yellow or Green aspects together with a left-hand off-set subsidiary signal applying Down Main to New Yard. This signal is now situated 300 yards before reaching the facing points Down Main to Down North Goods and 535 yards from the signal box.

No.36 Down Distant Colour light signal has been relocated 1935 yards from the signal box at a reduced height of 11 ft. and re-lettered and re-numbered HH.11R. (17)

WANSFORD ROAD

The trailing connection Down Main to Down Siding has been moved 37 yards west together with all associated signals. (17)

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 306

★ Add: -
BARNESLEY STATION JUNCTION TO HORBURY JUNCTION
WOOLEY COLLIERY SIDINGS

(A) Placing of Empty Wagons.

- (1) Trains conveying empty wagons for Wooley Colliery must be propelled into the Sidings from the Down Main Line.
- (2) On arrival of a train from the Crigglestone direction the train must be secured on the Up Main line, the locomotive detached and run round via Darton. Before the train is shunted from the Up Main to the Down Main, a tail lamp must be placed at the leading end (Darton end) of the train and must remain in position until the train has been propelled on to the Colliery running line.
- (3) The provision of the Rule Book Section J, Clause 3.13.1 to be carried out and the guard must obtain an assurance from NCB staff that a conflicting shunting movement is not being made on the colliery running line or on an adjacent siding line, before authorising the driver to propel the train.
- (4) The driver must bring the propelling movement to a stand immediately the locomotive is behind the colliery outlet signal and clear of adjacent sidings and await further instructions from the guard.

(B) Light Locomotives or Locomotives with Brakevan(s) Attached.

- (5) Except in emergency a light locomotive or locomotives with brakevan(s) attached must enter the siding from the Down Main Line.
The guard must not authorise the movement to enter the sidings without first obtaining permission and instructions from NCB staff. (18D)

MISCELLANEOUS INSTRUCTIONS

RIGTON

A temporary Crossover has been provided at the South side of the road crossing, protected by existing signals.

The points have been secured in the normal position by padlocked dips and scotches and must only be used in connection with Engineering or Emergency working.

WAKEFIELD ROAD

Construction of a new British Steel Corporation Private Sidings on the site of the former Stourton MPD is taking place.

Access for Engineers trains is via hand points formerly secured towards Freightliner Depot only. These points must remain set, clamped and padlocked for the Freightliner Depot, except when a movement is required into or out of the B.S.C. Private Sidings.

Until commissioned, all movements to or from these sidings must only be made on the authority of the signalman at Wakefield Road.

Handsignalmen will be in attendance while work is in progress.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

NEVILLE HILL UP SIDINGS

The Freight Sidings and Carriage Sidings (Armley and Marsh Lane Groups) are being remodelled.

(16)

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.	
Neville Hill M.P.D. All Down Sidings BLOCKED (by local arrangement)	Excavating for undertract duct across Down Sidings	07 00 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.	

MO.46/NS
York
4 APRIL, 1975

F.J.BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 APRIL—CASTLEFORD CUTSYKE JUNCTION

A new signal box to be known as Cutsyke Junction will be commissioned adjacent to the Up Main and at the west side of the existing level crossing and all associated signalling equipment will be transferred from the temporary cabin to the new signal box.

The signal post carrying the Up Branch Home signal and Up Branch Intermediate Distant signal will be dispensed with and replaced by a 3-aspect colour light signal No.CJ.1020 105 yards further from the signal box. A telephone will be provided to Cutsyke Junction signal box.

The Up Main to Down Branch and Up Branch to Down Main points will be motor operated and controlled from the new signal box. The existing Main line signals will be re-numbered as follows:—

C.7 re-numbered C.J.1023.R ✓
 C.1 re-numbered C.J.1023 ✓
 C.4 re-numbered C.J.1025 ✓
 C.32 re-numbered C.J.1036 ✓
 C.31 re-numbered C.J.1024 ✓
 C.30 re-numbered C.J.1022 ✓
 C.27 re-numbered C.J.1038 ✓

All existing ground position lights "Toton" signals and points will also be re-numbered.

Track Circuit block working will apply between Cutsyke Junction and Prince of Wales. (19)

DETAILS OF WORK ALREADY CARRIED OUT

LOCKES SIDINGS

The trailing crossover from the Down L&Y Goods to the Down Sidings (Points No. 28) and the through crossover from Down L&Y Goods to Up Main (Points No. 23) are to be abandoned and have been secured out of use pending removal. (17)

CASTLEFORD STATION AND CUTSYKE JUNCTION

Cutsyke Junction Up Branch Distant Signal has been abolished. A new 2 aspect colour light signal plated C.J.1020R capable of displaying yellow or green aspect has been positioned below Castleford Station Up Branch starting semaphore signal.

The Castleford Station Up Branch starting semaphore signal will not light when in the "off" position.

Castleford Station Down Branch Distant Signal has been abolished and the Down Branch Home Signal replaced by a 3 aspect colour light signal repositioned 402 yards further from the signal box. Telephone communications have been provided at Castleford Station signal box.

Castleford Station Down Branch Distant Signal has been incorporated into Cutsyke Up Main Home Signal (C.31). The distance between C31 and CS3 is 1085 yards. (17)

STARBECK SIGNAL BOX

Telephone communication has been provided between the Down Home Signal and Starbeck Signal box. (17)

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

The following signals have been abolished:-

- Down Main Home Semaphore
- Down Main to Down Goods Semaphore

The following new signals have been provided:-

No. HH.11 Down Main Home 4—aspect colour light signal located on the straight post, capable of displaying Red, Yellow, Double Yellow or Green aspects together with a left-hand off-set subsidiary signal applying Down Main to New Yard. This signal is now situated 300 yards before reaching the facing points Down Main to Down North Goods and 535 yards from the signal box.

No.36 Down Distant Colour light signal has been relocated 1935 yards from the signal box at a reduced height of 11 ft. and re-lettered and re-numbered HH.11R. (17)

WANSFORD ROAD

The trailing connection Down Main to Down Siding has been moved 37 yards west together with all associated signals. (17)

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 306

Add: -

**BARNSELY STATION JUNCTION TO HORBURY JUNCTION
WOOLEY COLLIERY SIDINGS**
(A) Placing of Empty Wagons.

- (1) Trains conveying empty wagons for Wooley Colliery must be propelled into the Sidings from the Down Main Line.
- (2) On arrival of a train from the Crigglestone direction the train must be secured on the Up Main line, the locomotive detached and run round via Darton. Before the train is shunted from the Up Main to the Down Main, a tail lamp must be placed at the leading end (Darton end) of the train and must remain in position until the train has been propelled on to the Colliery running line.
- (3) The provision of the Rule Book Section J, Clause 3.13.1 to be carried out and the guard must obtain an assurance from NCB staff that a conflicting shunting movement is not being made on the colliery running line or on an adjacent siding line, before authorising the driver to propel the train.
- (4) The driver must bring the propelling movement to a stand immediately the locomotive is behind the colliery outlet signal and clear of adjacent sidings and await further instructions from the guard.

(B) Light Locomotives or Locomotives with Brakevan(s) Attached.

- (5) Except in emergency a light locomotive or locomotives with brakevan(s) attached must enter the siding from the Down Main Line.
The guard must not authorise the movement to enter the sidings without first obtaining permission and instructions from NCB staff. (18D)

MISCELLANEOUS INSTRUCTIONS

★ KEIGHLEY STATION JN. AND BINGLEY STATION

FROM SUNDAY 20 APRIL

A temporary lead has been installed in the Up Main at 209m. 63chs. for engineering work in connection with the re-alignment of the Up Main.

This connection has been clipped and padlocked and movements between the Up Main and the proposed Up Main must only be carried out under the authority of a Movements Supervisor. Field telephone provided to Bingley Station signal box. (18D)

RIGTON

A temporary Crossover has been provided at the South side of the road crossing, protected by existing signals.

The points have been secured in the normal position by padlocked clips and scotches and must only be used in connection with Engineering or Emergency working.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

* * WAKEFIELD ROAD

Construction of a new British Steel Corporation Private Sidings on the site of the former Stourton MPD is taking place.

Access for Engineers trains is via hand points formerly secured towards Freightliner Depot only. These points must remain set, clipped and padlocked for the Freightliner Depot, except when a movement is required into or out of the B.S.C. Private Sidings.

Until commissioned, all movements to or from these sidings must only be made on the authority of the signalman at Wakefield Road.

Handsignalmen will be in attendance while work is in progress.

* * MENSTON, BURLEY AND BEN RHYDDING STATIONS

Work on the above stations is in progress. Platforms will be temporarily shortened with a finished permanent overall length of 300 feet minimum.

Drivers must be prepared to stop, at the point indicated by either handsignalmen or notice boards. Guards to advise and conduct passengers detraining as required.

* * NEVILLE HILL UP SIDINGS

The Freight Sidings and Carriage Sidings (Armley and Marsh Lane Groups) are being remodelled.

(16)

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.	
Neville Hill M.P.D. All Down Sidings BLOCKED (by local arrangement)	Excavating for undertract duct across Down Sidings	07 00 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.	

(18D)

MO.46/NS
York
11 APRIL, 1975

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:-"

ALL PULL TOGETHER FOR SAFETY

Have **YOU** always done it the safe way?

Do **YOU** { check your equipment regularly?
remember your protective clothing/equipment?
use only recognised walking routes/access?

Have **YOU** thought how tidiness helps safety?

JOINT ACTION FOR SAFETY GETS RESULTS.

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**CASTLEFORD CUTSYKE JUNCTION**

A new signal box to be known as Cutsyke Junction has been commissioned adjacent to the Up Main and at the west side of the existing level crossing and all associated signalling equipment has been transferred from the temporary cabin to the new signal box.

The signal post carrying the Up Branch Home signal and Up Branch Intermediate Distant signal has been dispensed with and replaced by a 3-aspect colour light signal No.CJ.1020 105 yards further from the signal box. A telephone has been provided to Cutsyke Junction signal box.

The Up Main to Down Branch and Up Branch to Down Main points are motor operated and controlled from the new signal box. The existing Main line signals have been re-numbered as follows:-

C.7 re-numbered C.J.1023.R
C.1 re-numbered C.J.1023
C.4 re-numbered C.J.1025
C.32 re-numbered C.J.1036
C.31 re-numbered C.J.1024
C.30 re-numbered C.J.1022
C.27 re-numbered C.J.1038

All existing ground position lights "Toton" signals and points have been re-numbered.

Track Circuit block working applies between Cutsyke Junction and Prince of Wales. (19)

* CASTLEFORD STATION AND CUTSYKE JUNCTION**

Cutsyke Junction Up Branch Distant Signal has been abolished. A new 2 aspect colour light signal plated C.J.1020R capable of displaying yellow or green aspect has been positioned below Castleford Station Up Branch starting semaphore signal.

The Castleford Station Up Branch starting semaphore signal will not light when in the "off" position.

Castleford Station Down Branch Distant Signal has been abolished and the Down Branch Home Signal replaced by a 3 aspect colour light signal repositioned 402 yards further from the signal box. Telephone communications have been provided at Castleford Station signal box.

Castleford Station Down Branch Distant Signal has been incorporated into Cutsyke Up Main Home Signal (C.31). The distance between C31 and CS3 is 1085 yards. (17)

* LOCKES SIDINGS**

The trailing crossover from the Down L&Y Goods to the Down Sidings (Points No.28) and the through crossover from Down L&Y Goods to Up Main (Points No.23) are to be abandoned and have been secured out of use pending removal. (17)

* STARBECK SIGNAL BOX**

Telephone communication has been provided between the Down Home Signal and Starbeck Signal box. (17)

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

The following signals have been abolished:-

- Down Main Home Semaphore
- Down Main to Down Goods Semaphore

The following new signals have been provided:-

No. HH.11 Down Main Home 4—aspect colour light signal located on the straight post, capable of displaying Red, Yellow, Double Yellow or Green aspects together with a left-hand off-set subsidiary signal applying Down Main to New Yard. This signal is now situated 300 yards before reaching the facing points Down Main to Down North Goods and 535 yards from the signal box.

No.36 Down Distant Colour light signal has been relocated 1935 yards from the signal box at a reduced height of 11 ft. and re-lettered and re-numbered HH.11R. (17)

**** WANSFORD ROAD**

The trailing connection Down Main to Down Siding has been moved 37 yards west together with all associated signals. (17)

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 306

Add: -

**BARNESLEY STATION JUNCTION TO HORBURY JUNCTION
 WOOLEY COLLIERY SIDINGS**
(A) Placing of Empty Wagons.

- (1) Trains conveying empty wagons for Wooley Colliery must be propelled into the Sidings from the Down Main Line.
- (2) On arrival of a train from the Crigglestone direction the train must be secured on the Up Main line, the locomotive detached and run round via Darton. Before the train is shunted from the Up Main to the Down Main, a tail lamp must be placed at the leading end (Darton end) of the train and must remain in position until the train has been propelled on to the Colliery running line.
- (3) The provision of the Rule Book Section J, Clause 3.13.1 to be carried out and the guard must obtain an assurance from NCB staff that a conflicting shunting movement is not being made on the colliery running line or on an adjacent siding line, before authorising the driver to propel the train.
- (4) The driver must bring the propelling movement to a stand immediately the locomotive is behind the colliery outlet signal and clear of adjacent sidings and await further instructions from the guard.

(B) Light Locomotives or Locomotives with Brakevan(s) Attached.

- (5) Except in emergency a light locomotive or locomotives with brakevan(s) attached must enter the siding from the Down Main Line.
 The guard must not authorise the movement to enter the sidings without first obtaining permission and instructions from NCB staff. (18D)

MISCELLANEOUS INSTRUCTIONS

KEIGHLEY STATION JN. AND BINGLEY STATION

A temporary lead has been installed in the Up Main at 209m. 63 chs. for engineering work in connection with the re-alignment of the Up Main.

This connection has been clipped and padlocked and movements between the Up Main and the proposed Up Main must only be carried out under the authority of a Movements Supervisor. Field telephone provided to Bingley Station signal box. (18D)

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.	
Neville Hill M.P.D. All Down Sidings BLOCKED (by local arrangement)	Excavating for undertract duct across Down Sidings	07 00 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.	(18D)

MO.46/NS
York
18 APRIL, 1975

F.J.BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"

NS 18
3-9.5.75**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 4 MAY—SHIPLEY, BRADFORD JUNCTION : LEEDS JUNCTION: GUISELEY JUNCTION AND BINGLEY JUNCTION**

The Up and Down Slow lines between Leeds Junction and Guiseley Junction will be abolished. The Up Fast and Down Fast lines will now be known as the Up Main and Down Main.

the following signalling alterations will be brought into use:—

Bradford Junction

The Up Main Home Junction semaphore signal together with Bingley Junction Down Bradford Distant and Leeds Junction Up Main Distant will be replaced by a 3-aspect colour light signal plated B.4 with a junction indicator on position 1, 538 yards from the signal box. A telephone communicating with Bradford Junction signal box will be provided.

The Up Main Distant semaphore signal will be replaced by a 2-aspect colour light signal and will be located 1420 yards from the new Up Main Home signal (B.4).

Leeds Junction

The following points will be disconnected and secured in the reverse position pending removal:—

Facing Up Skipton to Up Main
Trailing Down Main to Down Skipton

The Up Bradford Main Home semaphore signal together with Guiseley Junction Up Main Distant will be replaced by a 3-aspect colour light signal plated G.40 and will be located 215 yards from the signal box. A telephone communicating with Leeds Junction signal box will be provided.

The following semaphore signals will be abolished:—

Up Skipton Distant to the Up Slow
Up Skipton Home to the Up Slow together with Guiseley Junctions Up Slow Distant
Down Slow Home together with Bingley Junctions Down Skipton Distant

Guiseley Junction

The following points will be disconnected and secured in the reverse position pending removal:—

The Up and Down Slow crossover
Trailing Down Slow to Up Slow
Facing Down Slow to the New Down Main

The following signals will be abolished:—

Down Slow Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Branch Inner Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Slow Home to Up Slow
Up Slow Home to Down Branch
Disc signal Up Slow to Down Slow
Disc signal Down Slow to Up Slow

(21)

TUESDAY 6 MAY—BARNESLEY STATION JUNCTION

The connection Coal Yard Sidings to Short Siding will be secured out of use pending the removal of the connection and Short Siding. The disc signal Short Siding to Down Main will be abolished. The disc signal applying Down Main to Short Siding, Coal Yard, Up Main or set back on Down Main will cease to apply Down Main to Short Siding.

(21)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B — continued****MONDAY 5 MAY—DEWSBURY RAILWAY STREET GOODS YARD**

No.6 Siding will be secured out of use pending renewal. No.1 dock approach line and former run round secured out of use pending removal.

A new connection will be laid in No.2 Dock Road approach for access to No.1 Dock. (21)

DETAILS OF WORK ALREADY CARRIED OUT**HUNSLET SOUTH JN.**

The former cold storage sidings have been spiked out of use pending removal. (New item) (21)

CASTLEFORD CUTSYKE JUNCTION

A new signal box to be known as Cutsyke Junction has been commissioned adjacent to the Up Main and at the west side of the existing level crossing and all associated signalling equipment has been transferred from the temporary cabin to the new signal box.

The signal post carrying the Up Branch Home signal and Up Branch Intermediate Distant signal has been dispensed with and replaced by a 3-aspect colour light signal No.CJ.1020 105 yards further from the signal box. A telephone has been provided to Cutsyke Junction signal box.

The Up Main to Down Branch and Up Branch to Down Main points are motor operated and controlled from the new signal box. The existing Main line signals have been re-numbered as follows:—

- C.7 re-numbered C.J.1023.R
- C.1 re-numbered C.J.1023
- C.4 re-numbered C.J.1025
- C.32 re-numbered C.J.1036
- C.31 re-numbered C.J.1024
- C.30 re-numbered C.J.1022
- C.27 re-numbered C.J.1038

All existing ground position lights "Toton" signals and points have been re-numbered.

Track Circuit block working applies between Cutsyke Junction and Prince of Wales. (19)

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 11 MAY – SHIPLEY, BRADFORD JUNCTION: LEEDS JUNCTION: GUISELEY JUNCTION AND BINGLEY JUNCTION**

The Up and Down Slow lines between Leeds Junction and Guiseley Junction will be abolished. The Up Fast and Down Fast lines will now be known as the Up Main and Down Main.

The following signalling alterations will be brought into use:—

Bradford Junction

The Up Main Home Junction semaphore signal together with Bingley Junction Down Bradford Distant and Leeds Junction Up Main Distant will be replaced by a 3-aspect colour light signal plated B.4 with a junction indicator on position 1, 538 yards from the signal box. A telephone communicating with Bradford Junction signal box will be provided.

The Up Main Distant semaphore signal will be replaced by a 2-aspect colour light signal and will be located 1420 yards from the new Up Main Home signal (B.4).

Leeds Junction

The following points will be disconnected and secured in the reverse position pending removal:—

Facing Up Skipton to Up Main
Trailing Down Main to Down Skipton

The Up Bradford Main Home semaphore signal together with Guiseley Junction Up Main Distant will be replaced by a 3-aspect colour light signal plated LJ7 and will be located 215 yards from the signal box. A telephone communicating with Leeds Junction signal box will be provided.

The following semaphore signals will be abolished:—

Up Skipton Distant to the Up Slow
Up Skipton Home to the Up Slow together with Guiseley Junctions Up Slow Distant
Down Slow Home together with Bingley Junctions Down Skipton Distant

Guiseley Junction

The following points will be disconnected and secured in the reverse position pending removal:—

The Up and Down Slow crossover
Trailing Down Slow to Up Slow
Facing Down Slow to the New Down Main

The following signals will be abolished:—

Down Slow Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Branch Inner Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Slow Home to Up Slow
Up Slow Home to Down Branch
Disc signal Up Slow to Down Slow
Disc signal Down Slow to Up Slow

(22)

SUNDAY 11 MAY : BINGLEY STATION

The Up Colour Light Distant Signal will be re-positioned 8 yards East towards the new formation of the Up Line at the same height and distance from the signal box. (22)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued**DETAILS OF WORK REFERRED TO IN SECTION B - continued****MONDAY 12 MAY : WAKEFIELD ROAD**

The British Steel Corporation, Private Sidings (on site of former Stourton M.P.D.) will be brought into use.

An open level crossing will be situated 219 yards along the siding line approaching the British Steel Corporation sidings.

Pending commissioning of the permanent equipment temporary notice boards will be erected as follows:—

1. Entering the sidings to the right hand side 191 yards before reaching the crossing "PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING".
A bell push will be provided adjacent to the level crossing.
2. Entering the sidings to the right hand side, 71 yards before reaching the crossing "STOP FOR ORDERS".
3. Departing sidings between Shed Line and Empty Line 55 yards before reaching the crossing "STOP FOR ORDERS".
4. Departing sidings to the left hand of the siding, 27 yards on the Wakefield Road side of the crossing "BRITISH STEEL CORPORATION MOVEMENTS MUST NOT PASS THIS POINT".

Alteration to Signalling

All signals from Cripple Pit, Freightliner Terminal Sidings and former Stourton Motive Power Depot will be dispensed with.

New Signals

Separate Ground Discs will be provided from Freightliner Terminal/Cripple Sidings/Pit Sidings and new British Steel Corporation Sidings reading to a Treble Ground Disc signal located to the left of British Steel Corporation Siding line immediately before reaching the points leading to Shunt Neck or Down Goods or Down Main, reading as follows:—

Top Arm - To Shunting Neck
Central Arm - To Down Goods
Bottom Arm - To Down Main

(22)

DETAILS OF WORK ALREADY CARRIED OUT**WAKEFIELD EAST**

The Diamond Sign has been removed from the Up Branch Home signal.

(22)

CUDWORTH NORTH

The trailing lead in the Up Goods at 175m. 60chs. has been secured out of use pending removal and the associated siding shortened to a point behind Cudworth North Signal Box at approximately 175m. 77chs.

(22)

BARNESLEY STATION JUNCTION

The connection Coal Yard Sidings to Short Siding has been secured out of use pending the removal of the connection and Short Siding. The disc signal Short Siding to Down Main has been abolished. The disc signal applying Down Main to Short Siding, Coal Yard, Up Main or set back on Down Main ceases to apply Down Main to Short Siding.

(21)

DEWSBURY RAILWAY STREET GOODS YARD

No.6 Siding has been secured out of use pending removal. No.1 dock approach line and former run round secured out of use pending removal.

A new connection has been laid in No.2 Dock Road approach for access to No.1 Dock.

(21)

SECTION C—SIGNALLING AND PERMANENT WAY ALTERATIONS—continued

DETAILS OF WORK ALREADY CARRIED OUT — continued

HUNSLET SOUTH JN.

The former cold storage sidings have been spiked out of use pending removal.

(21)

**** CASTLEFORD CUTSYKE JUNCTION**

A new signal box to be known as Cutsyke Junction has been commissioned adjacent to the Up Main and at the west side of the existing level crossing and all associated signalling equipment has been transferred from the temporary cabin to the new signal box.

The signal post carrying the Up Branch Home signal and Up Branch Intermediate Distant signal has been dispensed with and replaced by a 3-aspect colour light signal No.CJ.1020 105 yards further from the signal box. A telephone has been provided to Cutsyke Junction signal box.

The Up Main to Down Branch and Up Branch to Down Main points are motor operated and controlled from the new signal box. The existing Main line signals have been re-numbered as follows:—

C.7 re-numbered C.J.1023.R

C.1 re-numbered C.J.1023

C.4 re-numbered C.J.1025

C.32 re-numbered C.J.1036

C.31 re-numbered C.J.1024

C.30 re-numbered C.J.1022

C.27 re-numbered C.J.1038

All existing ground position lights "Toton" signals and points have been re-numbered.

Track Circuit block working applies between Cutsyke Junction and Prince of Wales.

(19)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ FRICKLEY COLLIERY SIDINGS

Due to subsidence the Up Reception Nos. 1 and 2, Down Reception and Sidings have been spiked out of use until further notice. (22)

★ KEIGHLEY STATION JN. AND BINGLEY STATION

Commencing 20 30 on Sunday 11 May. The Up line will be slued to a new alignment at 210m. 40chs. and will rejoin the Up line through the temporary trailing connection at 209m. 63chs. (22)

GENERAL APPENDIX

Pages 4 – 13 (pages 2 and 3 of Supplement No. 1) – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 6 – Amend clause 3.5.1 (c) to :

(c) Total number of vehicles and whether Mark III A coaches are being conveyed.

Page 8 – Delete NOTE following clause 4.3.3 (b) and substitute

NOTE : Except in the case of Mark III A vehicles, if a passenger carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock, and the exhaust of air must be noted as above.

In the case of Mark III A vehicles the test must **only** be carried out by opening the brake pipe cock. Use of the passenger communication apparatus or the lever at the end of the coach marked 'Air Brake Test Cock' for carrying out the Brake Continuity Test, is prohibited.

Page 9 Operation of Passenger Communication Apparatus

Clause 8.1 – Add at end of clause :

"and, in case of Mark III A vehicles, by an audible warning from the vehicle concerned".

Clause 8.2 – Add as second sentence :

When Mark III A coaches are being conveyed, the train must be secured by moving the automatic brake valve to FULL SERVICE, in order to provide sufficient air to operate the audible detector.

Clause 8.6 – Add at end of clause :

"except in the case of Mark III A vehicles. In the case of Mark III A vehicles, the handle that has been used to give the alarm must be reset with the standard carriage key".

Page 90

MARK III A COACHES

Power Operated Sliding Saloon Doors

Delete third paragraph completely.

Air Suspension Bogies

Third paragraph, first sentence – Delete the words "or earlier if there is severe passenger discomfort." (22D)

MO.46/NS
York
2 MAY, 1975

F.J.BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:—"

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SHIPLEY, BRADFORD JUNCTION: LEEDS JUNCTION: GUISELEY JUNCTION AND BINGLEY JUNCTION

The Up and Down Slow lines between Leeds Junction and Guiseley Junction have been abolished. The Up Fast and Down Fast lines will now be known as the Up Main and Down Main.

The following signalling alterations have been brought into use: -

Bradford Junction

The Up Main Home Junction semaphore signal together with Bingley Junction Down Bradford Distant and Leeds Junction Up Main Distant has been replaced by a 3-aspect colour light signal plated B.4 with a junction indicator on position 1, 538 yards from the signal box. A telephone communicating with Bradford Junction signal box has been provided.

The Up Main Distant semaphore signal has been replaced by a 2-aspect colour light signal and located 1420 yards from the new Up Main Home signal (B.4).

Leeds Junction

The following points have been disconnected and secured in the reverse position pending removal: -

Facing Up Skipton to Up Main
Trailing Down Main to Down Skipton

The Up Bradford Main Home semaphore signal together with Guiseley Junction Up Main Distant has been replaced by a 3-aspect colour light signal plated LJ7 and located 215 yards from the signal box. A telephone communicating with Leeds Junction signal box has been provided.

The following semaphore signals have been abolished: -

Up Skipton Distant to the Up Slow
Up Skipton Home to the Up Slow together with Guiseley Junctions Up Slow Distant
Down Slow Home together with Bingley Junctions Down Skipton Distant

Guiseley Junction

The following points have been disconnected and secured in the reverse position pending removal: -

The Up and Down Slow crossover
Trailing Down Slow to Up Slow
Facing Down Slow to the New Down Main

The following signals have been abolished: -

Down Slow Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Branch Inner Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Slow Home to Up Slow
Up Slow Home to Down Branch
Disc signal Up Slow to Down Slow
Disc signal Down Slow to Up Slow

(22)

BINGLEY STATION

The Up Colour Light Distant Signal has been repositioned 8 yards East towards the new formation of the Up Line at the same height and distance from the signal box.

(22)

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

The British Steel Corporation, Private Sidings (on site of former Stourton M.P.D.) have been brought into use.

An open level crossing is situated 219 yards along the siding line approaching the British Steel Corporation sidings.

Pending commissioning of the permanent equipment temporary notice boards have been erected as follows :—

1. Entering the sidings to the right hand side 191 yards before reaching the crossing "PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING".
A bell push has been provided adjacent to the level crossing.
2. Entering the sidings to the right hand side, 71 yards before reaching the crossing "STOP FOR ORDERS".
3. Departing sidings between Shed Line and Empty Line 55 yards before reaching the crossing "STOP FOR ORDERS".
4. Departing sidings to the left hand of the siding, 27 yards on the Wakefield Road side of the crossing "BRITISH STEEL CORPORATION MOVEMENTS MUST NOT PASS THIS POINT".

Alteration to Signalling

All signals from Cripple Pit, Freightliner Terminal Sidings and former Stourton Motive Power Depot have been dispensed with.

New Signals

Separate Ground Discs have been provided from Freightliner Terminal/Cripple Sidings/Pit Sidings and new British Steel Corporation Sidings leading to a Treble Ground Disc signal located to the left of British Steel Corporation Siding line immediately before reaching the points leading to Shunt Neck or Down Goods or Down Main, reading as follows:—

Top Arm — To Shunting Neck

Central Arm — To Down Goods

Bottom Arm — To Down Main

(22)

WAKEFIELD EAST

The Diamond Sign has been removed from the Up Branch Home signal.

(22)

CUDWORTH NORTH

The trailing lead in the Up Goods at 175m. 60chs. has been secured out of use pending removal and the associated siding shortened to a point behind Cudworth North Signal Box at approximately 175m. 77chs.

(22)

BARNSELY STATION JUNCTION

The connection Coal Yard Sidings to Short Siding has been secured out of use pending the removal of the connection and Short Siding. The disc signal Short Siding to Down Main has been abolished. The disc signal applying Down Main to Short Siding, Coal Yard, Up Main or set back on Down Main ceases to apply Down Main to Short Siding.

(21)

DEWSBURY RAILWAY STREET GOODS YARD

No.6 Siding has been secured out of use pending removal. No.1 dock approach line and former run round secured out of use pending removal.

A new connection has been laid in No.2 Dock Road approach for access to No.1 Dock.

(21)

HUNSLET SOUTH JN.

The former cold storage sidings have been spiked out of use pending removal.

(21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

FRICKLEY COLLIERY SIDINGS

Due to subsidence the Up Reception Nos. 1 and 2, Down Reception and Sidings have been spiked out of use until further notice. (22)

GENERAL APPENDIX

Pages 4 – 13 (pages 2 and 3 of Supplement No. 1) – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS

Page 6 – Amend clause 3.5.1 (c) to :

(c) Total number of vehicles and whether Mark III A coaches are being conveyed.

Page 8 – Delete NOTE following clause 4.3.3 (b) and substitute

NOTE : Except in the case of Mark III A vehicles, if a passenger carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock, and the exhaust of air must be noted as above.

In the case of Mark III A vehicles the test must **only** be carried out by opening the brake pipe cock. Use of the passenger communication apparatus or the lever at the end of the coach marked 'Air Brake Test Cock' for carrying out the Brake Continuity Test, is prohibited.

Page 9 Operation of Passenger Communication Apparatus

Clause 8.1 – Add at end of clause :

"and, in case of Mark III A vehicles, by an audible warning from the vehicle concerned".

Clause 8.2 – Add as second sentence :

When Mark III A coaches are being conveyed, the train must be secured by moving the automatic brake valve to FULL SERVICE, in order to provide sufficient air to operate the audible detector.

Clause 8.6 – Add at end of clause :

"except in the case of Mark III A vehicles. In the case of Mark III A vehicles, the handle that has been used to give the alarm must be reset with the standard carriage key".

Page 90

MARK III A COACHES

Power Operated Sliding Saloon Doors

Delete third paragraph completely.

Air Suspension Bogies

Third paragraph, first sentence – Delete the words "or earlier if there is severe passenger discomfort."
(22D)

MO.46/NS
York
9 MAY, 1975

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 1 JUNE – NEVILLE HILL WEST JUNCTION AND HUNSLET EAST

The through connection from the Departure line to Neville Hill Up Sidings will be dispensed with and the inside connecting line will be buffer stopped, to become an internal shunt neck.

A new facing crossover from the Departure line to Arrival line will be brought into use immediately in advance of L.776 signal. Movements from the Departure line to Neville Hill Up Sidings will in future travel via the new crossover and the connecting siding from Neville Hill Up Sidings and the Branch Arrival line.

The existing right-hand off set subsidiary signal L.776 will in future apply to the altered route referred to above and will also apply from Departure line to Up Side Arrival line. (25)

DETAILS OF WORK ALREADY CARRIED OUT

SHIPLEY, BRADFORD JUNCTION: LEEDS JUNCTION: GUISELEY JUNCTION AND BINGLEY JUNCTION

The Up and Down Slow lines between Leeds Junction and Guiseley Junction have been abolished. The Up Fast and Down Fast lines will now be known as the Up Main and Down Main.

The following signalling alterations have been brought into use: –

Bradford Junction

The Up Main Home Junction semaphore signal together with Bingley Junction Down Bradford Distant and Leeds Junction Up Main Distant has been replaced by a 3-aspect colour light signal plated B.4 with a junction indicator on position 1, 538 yards from the signal box. A telephone communicating with Bradford Junction signal box has been provided.

The Up Main Distant semaphore signal has been replaced by a 2-aspect colour light signal and located 1420 yards from the new Up Main Home signal (B.4).

Leeds Junction

The following points have been disconnected and secured in the reverse position pending removal: –

Facing Up Skipton to Up Main
Trailing Down Main to Down Skipton

The Up Bradford Main Home semaphore signal together with Guiseley Junction Up Main Distant has been replaced by a 3-aspect colour light signal plated LJ7 and located 215 yards from the signal box. A telephone communicating with Leeds Junction signal box has been provided.

The following semaphore signals have been abolished: –

Up Skipton Distant to the Up Slow
Up Skipton Home to the Up Slow together with Guiseley Junctions Up Slow Distant
Down Slow Home together with Bingley Junctions Down Skipton Distant

Guiseley Junction

The following points have been disconnected and secured in the reverse position pending removal: –

The Up and Down Slow crossover
Trailing Down Slow to Up Slow
Facing Down Slow to the New Down Main

The following signals have been abolished: –

Down Slow Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Branch Inner Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Slow Home to Up Slow
Up Slow Home to Down Branch
Disc signal Up Slow to Down Slow
Disc signal Down Slow to Up Slow (24)

**** BINGLEY STATION**

The Up Colour Light Distant Signal has been repositioned 8 yards East towards the new formation of the Up Line at the same height and distance from the signal box. (22)

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

The British Steel Corporation, Private Sidings (on site of former Stourton M.P.D.) have been brought into use.

An open level crossing is situated 219 yards along the siding line approaching the British Steel Corporation sidings.

Pending commissioning of the permanent equipment temporary notice boards have been erected as follows:—

1. Entering the sidings to the right hand side 191 yards before reaching the crossing "PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING".
A bell push has been provided adjacent to the level crossing.
2. Entering the sidings to the right hand side, 71 yards before reaching the crossing "STOP FOR ORDERS".
3. Departing sidings between Shed Line and Empty Line 55 yards before reaching the crossing "STOP FOR ORDERS".
4. Departing sidings to the left hand of the siding, 27 yards on the Wakefield Road side of the crossing "BRITISH STEEL CORPORATION MOVEMENTS MUST NOT PASS THIS POINT".

Alteration to Signalling

All signals from Cripple Pit, Freightliner Terminal Sidings and former Stourton Motive Power Depot have been dispensed with.

New Signals

Separate Ground Discs have been provided from Freightliner Terminal/Cripple Sidings/Pit Sidings and new British Steel Corporation Sidings leading to a Treble Ground Disc signal located to the left of British Steel Corporation Siding line immediately before reaching the points leading to Shunt Neck or Down Goods or Down Main, reading as follows:—

Top Arm — To Shunting Neck
 Central Arm — To Down Goods
 Bottom Arm — To Down Main (22)

**** WAKEFIELD EAST**

The Diamond Sign has been removed from the Up Branch Home signal. (22)

**** CUDWORTH NORTH**

The trailing lead in the Up Goods at 175m. 60chs. has been secured out of use pending removal and the associated siding shortened to a point behind Cudworth North Signal Box at approximately 175m. 77chs. (22)

**** BARNESLEY STATION JUNCTION**

The connection Coal Yard Sidings to Short Siding has been secured out of use pending the removal of the connection and Short Siding. The disc signal Short Siding to Down Main has been abolished. The disc signal applying Down Main to Short Siding, Coal Yard, Up Main or set back on Down Main ceases to apply Down Main to Short Siding. (21)

**** DEWSBURY RAILWAY STREET GOODS YARD**

No.6 Siding has been secured out of use pending removal. No.1 dock approach line and former run round secured out of use pending removal.

A new connection has been laid in No.2 Dock Road approach for access to No.1 Dock. (21)

**** HUNSLET SOUTH JN.**

The former cold storage sidings have been spiked out of use pending removal. (21)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

** FRICKLEY COLLIERY SIDINGS

Due to subsidence the Up Reception Nos. 1 and 2, Down Reception and Sidings have been spiked out of use until further notice. (22)

GENERAL APPENDIX

Pages 4 – 13 (pages 2 and 3 of Supplement No. 1) – **REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE – OPERATED TRAINS**

Page 6 – Amend clause 3.5.1 (c) to :

(c) Total number of vehicles and whether Mark III A coaches are being conveyed.

Page 8 – Delete NOTE following clause 4.3.3 (b) and **substitute**

NOTE : Except in the case of Mark III A vehicles, if a passenger carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock, and the exhaust of air must be noted as above.

In the case of Mark III A vehicles the test must **only** be carried out by opening the brake pipe cock. Use of the passenger communication apparatus or the lever at the end of the coach marked 'Air Brake Test Cock' for carrying out the Brake Continuity Test, is prohibited.

Page 9 Operation of Passenger Communication Apparatus

Clause 8.1 – Add at end of clause :

"and, in case of Mark III A vehicles, by an audible warning from the vehicle concerned".

Clause 8.2 – Add as second sentence:

When Mark III A coaches are being conveyed, the train must be secured by moving the automatic brake valve to FULL SERVICE, in order to provide sufficient air to operate the audible detector.

Clause 8.6 – Add at end of clause:

"except in the case of Mark III A vehicles. In the case of Mark III A vehicles, the handle that has been used to give the alarm must be reset with the standard carriage key".

Page 90

MARK III A COACHES

Power Operated Sliding Saloon Doors

Delete third paragraph completely.

Air Suspension Bogies

Third paragraph, first sentence – Delete the words "or earlier if there is severe passenger discomfort."
(22D)

MO.46/NS
York
16 MAY. 1975

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 23
7-13.6.75**SIGNALLING AND PERMANENT WAY ALTERATIONS**

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 8 JUNE : SKELTON**

The Independent Crossover immediately north of the signal box along with all associated routes will be abolished. (26)

SUNDAY 8 JUNE : DEARNE JUNCTION

The Down Main Home will be renewed 80 yards nearer the signal box with the arm at a reduced height of feet above rail level. (26)

THURSDAY 12 JUNE : HARROGATE NORTH

Up Sidings No.1 and 2 will be abolished and the points formerly leading to these sidings will become trap points.

The yellow faced disc signal leading Up Sidings to No.2 Platform will be fitted with a red face. (26)

DETAILS OF WORK ALREADY CARRIED OUT**NEVILLE HILL WEST JUNCTION AND HUNSLET EAST**

The through connection from the Departure line to Neville Hill Up Sidings has been dispensed with and the inside connecting line buffer stopped, to become an internal shunt neck.

A new facing crossover from the Departure line to Arrival line has been brought into use immediately in advance of L.776 signal. Movements from the Departure line to Neville Hill Up Sidings will now travel via the new crossover and the connecting siding from Neville Hill Up Sidings and the Branch ival line.

The existing right-hand off set subsidiary signal L.776 now applies to the altered route referred to above and also applies from Departure line to Up Side Arrival line. (25)

SHIPLEY, BRADFORD JUNCTION: LEEDS JUNCTION: GUISELEY JUNCTION AND BINGLEY JUNCTION

The Up and Down Slow lines between Leeds Junction and Guiseley Junction have been abolished. The Up Fast and Down Fast lines will now be known as the Up Main and Down Main.

The following signalling alterations have been brought into use: -

Bradford Junction

The Up Main Home Junction semaphore signal together with Bingley Junction Down Bradford Distant and Leeds Junction Up Main Distant has been replaced by a 3-aspect colour light signal plated B.4 with a junction indicator on position 1, 538 yards from the signal box. A telephone communicating with Bradford Junction signal box has been provided.

The Up Main Distant semaphore signal has been replaced by a 2-aspect colour light signal and located 1420 yards from the new Up Main Home signal (B.4).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SHIPLEY, BRADFORD JUNCTION : LEEDS JUNCTION : GUISELEY JUNCTION AND BINGLEY JUNCTION – continued****Leeds Junction**

The following points have been disconnected and secured in the reverse position pending removal:—

Facing Up Skipton to Up Main
Trailing Down Main to Down Skipton

The Up Bradford Main Home semaphore signal together with Guiseley Junction Up Main Distant has been replaced by a 3-aspect colour light signal plated LJ7 and located 215 yards from the signal box. A telephone communicating with Leeds Junction signal box has been provided.

The following semaphore signals have been abolished:—

Up Skipton Distant to the Up Slow
Up Skipton Home to the Up Slow together with Guiseley Junctions Up Slow Distant
Down Slow Home together with Bingley Junctions Down Skipton Distant

Guiseley Junction

The following points have been disconnected and secured in the reverse position pending removal:—

The Up and Down Slow crossover
Trailing Down Slow to Up Slow
Facing Down Slow to the New Down Main

The following signals have been abolished:—

Down Slow Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Branch Inner Home to Down Slow together with Leeds Junctions Down Slow Distant
Up Slow Home to Up Slow
Up Slow Home to Down Branch
Disc signal Up Slow to Down Slow
Disc signal Down Slow to Up Slow

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ WORKING MANUAL FOR RAIL STAFF BR. 30054

GREEN PAGES

D. EXCEPTIONAL LOADS

The amendments to Clauses D 1/7 and D 1/8 under

1. ACCEPTANCE AND CONVEYANCE and Clause D 5/6 under
5. CODEWORDS AND EXPLANATIONS published in SD and ND notices No.22D will not be operative until 28th June, 1975. (26D)

PINK PAGES

Section F 13/3

Nobel's Explosives Co. Ltd.

Amend:— telephone number to read Stevenston (0294) 62140

Amend:— Plant Protection Ltd. to read Plant Protection Division. (MM/O/27/5)
(26D)

★ SUPPLEMENT NO. 1 TO THE REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET BR.29960/22

Owing to the delay in printing, the introduction of the above mentioned Supplement which was scheduled for Saturday 31 May, is postponed until SATURDAY 28 JUNE.

Any person who is in possession of Booklet BR.29960 and who does not receive Supplement No.1 by Saturday 14 June, must promptly advise his Supervisor.

All concerned must note that to cover the interim period, the amendments to the Train Signalling Regulations presently appearing in the 4 weekly Section D Notice for the period 3 – 30 May and Supplementary Operating Instructions will remain operative until Supplement No.1 comes into force on 28 June. (26D)

MO.46/NS
York
30 MAY, 1975

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****SKELTON**

The Independent Crossover immediately north of the signal box along with all associated routes has been abolished. (26)

DEARNE JUNCTION

The Down Main Home has been renewed 80 yards nearer the signal box with the arm at a reduced height of 15 feet above rail level. (26)

HARROGATE NORTH

Up Sidings No.1 and 2 have been abolished and the points formerly leading to these sidings are now trap points.

The yellow faced disc signal leading Up Sidings to No.2 Platform has been fitted with a red face.(26)

NEVILLE HILL WEST JUNCTION AND HUNSLET EAST

The through connection from the Departure line to Neville Hill Up Sidings has been dispensed with and the inside connecting line buffer stopped, to become an internal shunt neck.

A new facing crossover from the Departure line to Arrival line has been brought into use immediately in advance of L.776 signal. Movements from the Departure line to Neville Hill Up Sidings will now travel via the new crossover and the connecting siding from Neville Hill Up Sidings and the Branch Arrival line.

The existing right-hand off set subsidiary signal L.776 now applies to the altered route referred to above and also applies from Departure line to Up Side Arrival line. (25)

**** SHIPLEY, BRADFORD JUNCTION: LEEDS JUNCTION: GUISELEY JUNCTION AND BINGLEY JUNCTION**

The Up and Down Slow lines between Leeds Junction and Guiseley Junction have been abolished. The Up Fast and Down Fast lines will now be known as the Up Main and Down Main.

The following signalling alterations have been brought into use:—

Bradford Junction

The Up Main Home Junction semaphore signal together with Bingley Junction Down Bradford Distant and Leeds Junction Up Main Distant has been replaced by a 3-aspect colour light signal plated B.4 with a junction indicator on position 1, 538 yards from the signal box. A telephone communicating with Bradford Junction signal box has been provided.

The Up Main Distant semaphore signal has been replaced by a 2-aspect colour light signal and located 1420 yards from the new Up Main Home signal (B.4).

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SHIPLEY, BRADFORD JUNCTION : LEEDS JUNCTION : GUISELEY JUNCTION AND BINGLEY JUNCTION – continued****Leeds Junction**

The following points have been disconnected and secured in the reverse position pending removal: –

- Facing Up Skipton to Up Main
- Trailing Down Main to Down Skipton

The Up Bradford Main Home semaphore signal together with Guiseley Junction Up Main Distant has been replaced by a 3-aspect colour light signal plated LJ7 and located 215 yards from the signal box. A telephone communicating with Leeds Junction signal box has been provided.

The following semaphore signals have been abolished: –

- Up Skipton Distant to the Up Slow
- Up Skipton Home to the Up Slow together with Guiseley Junctions Up Slow Distant
- Down Slow Home together with Bingley Junctions Down Skipton Distant

Guiseley Junction

The following points have been disconnected and secured in the reverse position pending removal: –

- The Up and Down Slow crossover
- Trailing Down Slow to Up Slow
- Facing Down Slow to the New Down Main

The following signals have been abolished: –

- Down Slow Home to Down Slow together with Leeds Junctions Down Slow Distant
- Up Branch Inner Home to Down Slow together with Leeds Junctions Down Slow Distant
- Up Slow Home to Up Slow
- Up Slow Home to Down Branch
- Disc signal Up Slow to Down Slow
- Disc signal Down Slow to Up Slow

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

WORKING MANUAL FOR RAIL STAFF BR. 30054

GREEN PAGES

D. EXCEPTIONAL LOADS

The amendments to Clauses D 1/7 and D 1/8 under

1. ACCEPTANCE AND CONVEYANCE and Clause D 5/6 under
5. CODEWORDS AND EXPLANATIONS published in SD and ND notices No.22D will not be operative until 28th June, 1975. (26D)

PINK PAGES

★ Section F11/16

- (a) CEGB Traffic
 "During office hours" telephone extensions to read 2009 or 2381. (26D)

Section F 13/3

Nobel's Explosives Co. Ltd.

Amend:— telephone number to read Stevenston (0294) 62140

Amend:— Plant Protection Ltd. to read Plant Protection Division. (MM/O/27/5)
 (26D)

SUPPLEMENT NO. 1 TO THE REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET BR.29960/22

Owing to the delay in printing, the introduction of the above mentioned Supplement which was scheduled for Saturday 31 May, is postponed until SATURDAY 28 JUNE.

Any person who is in possession of Booklet BR.29960 and who does not receive Supplement No.1 by Saturday 14 June, must promptly advise his Supervisor.

All concerned must note that to cover the interim period, the amendments to the Train Signalling Regulations presently appearing in the 4 weekly Section D Notice for the period 3 – 30 May and Supplementary Operating Instructions will remain operative until Supplement No.1 comes into force on 28 June. (26D)

★ SIGNALLING OF TRAINS CONVEYING OUT-OF-GAUGE AND EXCEPTIONAL LOADS

The special attention of Signalmen and others concerned is drawn to the altered descriptions of the out-of-gauge bell signals, and the introduction of a new bell signal (2-1-6), which are shown in Supplement No.1 to the Train Signalling Regulations (BR.29960/22), and which will come into operation on Saturday, 28 June. (26D)

MO.45/NS
 York
 6 JUNE, 1975

F.J. BURGE
 Chief Operating Manager

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

"NILE SIG. NOTICE NS No:—"

NS 25
21.6.75 UFN**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 JUNE – GILBERDYKE JUNCTION**

The Up Branch Starting signal will be renewed on a straight post with the red aspect 11 ft. above rail level. (28)

DETAILS OF WORK ALREADY CARRIED OUT**SKELTON**

The Independent Crossover immediately north of the signal box along with all associated routes has been abolished. (26)

DEARNE JUNCTION

The Down Main Home has been renewed 80 yards nearer the signal box with the arm at a reduced height of 15 feet above rail level. (26)

HARROGATE NORTH

Up Sidings No.1 and 2 have been abolished and the points formerly leading to these sidings are now trap points.

The yellow faced disc signal leading Up Sidings to No.2 Platform has been fitted with a red face.(26)

**** NEVILLE HILL WEST JUNCTION AND HUNSLET EAST**

The through connection from the Departure line to Neville Hill Up Sidings has been dispensed with and the inside connecting line buffer stopped, to become an internal shunt neck.

A new facing crossover from the Departure line to Arrival line has been brought into use immediately in advance of L.776 signal. Movements from the Departure line to Neville Hill Up Sidings will now travel via the new crossover and the connecting siding from Neville Hill Up Sidings and the Branch Arrival line.

The existing right-hand off set subsidiary signal L.776 now applies to the altered route referred to above and also applies from Departure line to Up Side Arrival line. (25)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ MISCELLANEOUS NOTICE

The 4 Weekly Section D Notice No.22D shown to terminate on Friday 27 June, will remain in operation until further notice and must be retained until the receipt of a further Section D Notice.

WORKING MANUAL FOR RAIL STAFF BR. 30054

GREEN PAGES

D. EXCEPTIONAL LOADS

The amendments to Clauses D 1/7 and D 1/8 under

1. ACCEPTANCE AND CONVEYANCE and Clause D 5/6 under
5. CODEWORDS AND EXPLANATIONS published in SD and ND notices No.22D will not be operative until 28th June, 1975. (26D)

PINK PAGES

Section F11/16

(a) CEGB Traffic

"During office hours" telephone extensions to read 2009 or 2381. (26D)

Section F 13/3

Nobel's Explosives Co. Ltd.

Amend:- telephone number to read Stevenston (0294) 62140

Amend:- Plant Protection Ltd. to read Plant Protection Division. (MM/O/27/5)
(26D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued**SUPPLEMENT NO. 1 TO THE REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET BR.29960/22**

Owing to the delay in printing, the introduction of the above mentioned Supplement which was scheduled for Saturday 31 May, is postponed until SATURDAY 28 JUNE.

Any person who is in possession of Booklet BR.29960 and who does not receive Supplement No.1 by Saturday 14 June, must promptly advise his Supervisor.

All concerned must note that to cover the interim period, the amendments to the Train Signalling Regulations presently appearing in the 4 weekly Section D Notice for the period 3 - 30 May and Supplementary Operating Instructions will remain operative until Supplement No.1 comes into force on 28 June. (26D)

SIGNALLING OF TRAINS CONVEYING OUT-OF-GAUGE AND EXCEPTIONAL LOADS

The special attention of Signalmen and others concerned is drawn to the altered descriptions of the out-of-gauge bell signals, and the introduction of a new bell signal (2-1-6), which are shown in Supplement No.1 to the Train Signalling Regulations (BR.29960/22), and which will come into operation on Saturday, 28 June. (26D)

MO.45/NS
York
13 JUNE, 1975

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****GILBERDYKE JUNCTION**

The Up Branch Starting signal has been renewed on a straight post with the red aspect 11ft. above rail level. (28)

**** SKELTON**

The Independent Crossover immediately north of the signal box along with all associated routes has been abolished. (26)

**** DEARNE JUNCTION**

The Down Main Home has been renewed 80 yards nearer the signal box with the arm at a reduced height of 15 feet above rail level. (26)

**** HARROGATE NORTH**

Up Sidings No.1 and 2 have been abolished and the points formerly leading to these sidings are now trap points.

The yellow faced disc signal leading Up Sidings to No.2 Platform has been fitted with a red face.(26)

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 NOTICE

The 4 Weekly Section D Notice No.22D shown to terminate on Friday 27 June, will remain in operation until further notice and must be retained until the receipt of a further Section D Notice.

WORKING MANUAL FOR RAIL STAFF BR. 30054

GREEN PAGES

D. EXCEPTIONAL LOADS

The amendments to Clauses D 1/7 and D 1/8 under

1. ACCEPTANCE AND CONVEYANCE and Clause D 5/6 under
5. CODEWORDS AND EXPLANATIONS published in SD and ND notices No.22D will not be operative until 28th June, 1975. (26D)

PINK PAGES

Section F11/16

(a) CEGB Traffic

"During office hours" telephone extensions to read 2009 or 2381. (26D)

Section F 13/3

Nobel's Explosives Co. Ltd.

Amend :- telephone number to read Stevenston (0294) 62140

Amend :- Plant Protection Ltd. to read Plant Protection Division. (MM/O/27/5)
(26D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**SUPPLEMENT NO. 1 TO THE REGULATIONS FOR TRAIN SIGNALLING AND
SIGNALMEN'S GENERAL INSTRUCTIONS BOOKLET BR.29960/22**

Owing to the delay in printing, the introduction of the above mentioned Supplement which was scheduled for Saturday 31 May, is postponed until SATURDAY 28 JUNE.

Any person who is in possession of Booklet BR.29960 and who does not receive Supplement No.1 by Saturday 14 June, must promptly advise his Supervisor.

All concerned must note that to cover the interim period, the amendments to the Train Signalling Regulations presently appearing in the 4 weekly Section D Notice for the period 3 – 30 May and Supplementary Operating Instructions will remain operative until Supplement No.1 comes into force on 28 June. (26D)

SIGNALLING OF TRAINS CONVEYING OUT-OF-GAUGE AND EXCEPTIONAL LOADS

The special attention of Signalmen and others concerned is drawn to the altered descriptions of the out-of-gauge bell signals, and the introduction of a new bell signal (2-1-6), which are shown in Supplement No. 1 to the Train Signalling Regulations (BR.29960/22), and which will come into operation on Saturday, 28 June. (26D)

MO.45/NS
York
20 JUNE, 1975

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 27
5-11.7.75**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 JULY - NEVILLE HILL WEST JUNCTION**

In conjunction with the remodelling of Neville Hill Up Sidings, the existing single ended connection between the Up Side Arrival and the Up Sidings will become double ended points controlled from Leeds signal box. The normal lie of the points will be for movements along the Up Side Arrival and for movements along the Shunt Spur.

Signalling Alterations:-

Ground position light signal No.L784 reading from the Up Side Arrival will be re-positioned further east at the clearance point with the connection from the Up Sidings.

Ground position light signal No.L783 reading from Up Sidings will be re-positioned to the Sidings end of the connection and will be provided with an additional route indication "S" applicable towards the Shunt Spur.

A new Ground position light signal No.L778 will be provided on the right-hand (South) side of the Shunt Spur at the clearance point with the connection from the Up Sidings and will apply - Shunt Spur to Freight Sidings or Carriage Sidings.

To facilitate shunting movements along the Shunt Spur, signal L783 (exhibiting indication "S") and signal L778, will show an "OFF" indication at the same time.

A new illuminated notice board worded "STOP. PROCEED IF LINE CLEAR", will be provided at the clearance point between the Freight Sidings and Carriage Sidings and will be applicable to all movements from either group requiring to proceed towards L783. (30)

SUNDAY 6 JULY - GILBERDYKE

The Down Branch 2nd Home to Down Slow and the Down Branch 2nd Home to Down Fast semaphore arm signals will be replaced on a separate right-hand bracket post with the arms at 23ft and 25ft above rail level respectively. (30)

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

The Up Branch Starting signal has been renewed on a straight post with the red aspect 11ft. above rail level. (28)

NS 28
12-18.7.75

SECTION B – TEMPORARY ENGINEERING WORKS – continued

At or between	Lines affected	Remarks
HULL (WEST PARADE) TO SEAMER WEST		
SUNDAY 13 JULY		
Driffield Gates	All Between Trains	08 00 to 16 00. Signalling work.
Wansford Road	All Between Trains	08 00 to 16 00. Signalling work.
Walton Street	All	08 00 to 17 00. Signalling work.
HESSLE ROAD TO ALEXANDRA DOCK		
SUNDAY 13 JULY		
Hessle Road	Down Branch BLOCKED	07 00 to 17 00. Bridgework at 0m. 0chs.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

THURSDAY 17 JULY UNTIL COMPLETION – HESSLE HAVEN

Lifting barriers will be installed at British Bridge Builders level crossing East of Hessle Haven signal box. The lifting barriers will be controlled by Hessle Haven signal box. (31)

DETAILS OF WORK ALREADY CARRIED OUT

NEVILLE HILL WEST JUNCTION

In conjunction with the remodelling of Neville Hill Up Sidings, the former single ended connection between the Up Side Arrival and the Up Sidings have become double ended points controlled from Leeds signal box. The normal lie of the points has been for movements along the Up Side Arrival and for movements along the Shunt Spur.

Signalling Alterations:–

Ground position light signal No.L784 reading from the Up Side Arrival has been re-positioned further east at the clearance point with the connection from the Up Sidings.

Ground position light signal No.L783 reading from Up Sidings has been re-positioned to the Sidings end of the connection and has been provided with an additional route indication "S" applicable towards the Shunt Spur.

A new Ground position light signal No.L778 has been provided on the right-hand (South) side of the Shunt Spur at the clearance point with the connection from the Up Sidings and applies – Shunt Spur to Freight Sidings or Carriage Sidings.

To facilitate shunting movements along the Shunt Spur, signal L783 (exhibiting indication "S") and signal L778, shows an "OFF" indication at the same time.

A new illuminated notice board worded "STOP. PROCEED IF LINE CLEAR", has been provided at the clearance point between the Freight Sidings and Carriage Sidings and has been applicable to all movements from either group requiring to proceed towards L783. (30)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GILBERDYKE

The Down Branch 2nd Home to Down Slow and the Down Branch 2nd Home to Down Fast semaphore arm signals have been replaced on a separate right-hand bracket post with the arms at 23ft and 25ft above rail level respectively. The Down Main second home to Down Fast and the Down Main second home to Down Slow semaphore signals have been replaced on a bracket with the arms at 25ft and 22ft above rail level respectively.

(30)

** GILBERDYKE JUNCTION

The Up Branch Starting signal has been renewed on a straight post with the red aspect 11ft. above rail level.

(28)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

★ TABLE F - PROPELLING TRAINS

From	To	Line	Number of vehicles and special conditions
Mytholmroyd West	Hebden Bridge Station	Up Slow	Empty coaching stock with brake van leading.

Note: To apply from 22 30 Friday 11 July to 14 00 Saturday 12 July only.

MO. 45/NS
York
4 JULY, 1975

F. J. BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 20 JULY – SHIPLEY GUISELEY JUNCTION, LEEDS JUNCTION, BRADFORD JUNCTION AND BINGLEY JUNCTION**

Commencing 04 00 hours, Leeds Junction signal Box, together with all signals controlled therefrom, except as shown below, will be abolished.

The control of all points formerly worked therefrom will be transferred to Guiseley Junction signal box.

The Absolute Block Sections will then be between Guiseley Junction and Bradford Junction, and between Guiseley Junction and Bingley Junction.

Down Direction Signalling Alterations**Guiseley Junction**

The Down Fast Home signal, with former Leeds Junction Down Fast 2nd Inner Distant below, will be renewed on the main stem of a new right-hand bracket post, with the arms at 32ft. and 26ft. above rail level respectively. The Down Fast Home signal will become the Home signal to Bradford direction, and the Distant below, the Bradford Junction Down Main Distant from Down Fast.

A right-hand doll will be provided on the above bracket post, carrying a new semaphore arm Down Fast Home to Skipton direction and the Bingley Junction Down Distant from Down Fast below.

The Down Slow Home signal to Skipton direction, together with the Distant below (former Leeds Junction Down Slow 2nd Inner Distant) will be reinstated on the right-hand doll on the Down Slow Home signal bracket post. The Distant signal will become the Bingley Junction Down Distant from Down Slow.

A "diamond" sign will be provided on the post of the Down Ilkley Branch starting signal.

Up Direction Signalling Alterations**Guiseley Junction**

The Up Ilkley Branch 2nd Home signal to Bingley direction and the Distant arm below will be reinstated on the right-hand doll of the Up Branch 2nd Home signal bracket post.

The formerly-named Leeds Junction Up Home signals from Bradford and Skipton directions, will become the Guiseley Junction Up Home signals and the existing Guiseley Junction Up Home signals will be re-designated Up Home 2 signals. The colour light Up Home 1 from Bradford direction will be replated G.40 and the signal post telephone connected to Guiseley Junction signal box.

Signals Abolished

- Guiseley Junction Up Main Distant from Skipton direction,
- Bingley Junction Up Home signals from Skipton direction, together with the subsidiary warning arm for the Bradford direction
- Bingley Junction Up Semaphore Distant signal
- Bradford Junction Up Distant from Skipton direction

Bingley Junction

A new Bingley Junction 3-aspect colour light, Up Main Home, with a position "4" Junction Indicator (for the Bradford direction), will be provided 435 yards before reaching Bingley Junction signal box.

This signal will be plated BJ.3 and will incorporate the Up Distant signals for both Guiseley Junction and Bradford Junction. A signal-post telephone will be provided, connected to Bingley Junction signal box.

A new 2-aspect colour light Bingley Junction Up Distant signal will be provided 1,527 yards before reaching the new BJ.3 colour light signal. (32)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

SECTIONAL APPENDIX (NORTHERN AREA)

Page 295

SOUTH KIRKBY COLLIERY SIDINGS

★ Delete and substitute:—

Trains for Bunker loading, must be drawn into South Kirkby Colliery.

The Guard of a train entering the Bunker/Arrival/Departure line must examine the facing spring points at the entrance to this line and also the facing spring points located between the level crossing and the Bunker to ensure that they are set correctly before authorising the Driver to proceed.

When the signal is cleared for a train to proceed through the Bunker, prior to loading, the train must proceed at a maximum speed of 3 m.p.h. to enable tare weighing of the vehicles to be carried out, and the train must proceed to the furthestmost loading control signal.

When the loading control signals are displaying the appropriate aspect, the Driver must engage the Slow Speed Control, to maintain a speed of ½ m.p.h. during loading operations.

The Guard must position himself at the Bunker during loading and when the last wagon has entered the Bunker, the Guard must operate the loading control signals by means of the lineside plunger to stop the train before the locomotive enters the Bunker.

The Guard must be prepared to stop the train should any emergency arise during the loading operation and must not give authority for loading to pre-commence until he is satisfied it is safe to do so.

After loading and gross weighing have been completed, and the locomotive is clear of the weighbridge, the train must be brought to a stand with the locomotive opposite the notice board worded:—

“PROPELLED TRAINS LOCOMOTIVE STOP – WAIT FOR
“OFF” INDICATION BEFORE PROCEEDING”

The Driver must then disengage the Slow Speed Control and upon the “OFF” indication being exhibited at the notice board, he must propel the train over the level crossing and clear of the spring points located between the crossing and the Bunker.

The locomotive must then run round via the Run-Round line.

When the train is ready to depart the Guard must ascertain the route it is to take, by means of the telephone at Signal L.648 and inform the Driver.

The train must not depart until the above information is received.

Trains entering the Colliery which are not to be Bunker loaded, must be placed in the Loaded Sidings.

When a train is ready to depart from the Loaded Sidings, the Guard must ascertain by the telephone at the stop board, the route the train is to take and inform the Driver. The train must not depart from the stop board until signal L.650 has been cleared.

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 or will be made.

The Run-Round line may be used in both directions.

Movements between the level crossing and the Bunker must not exceed a speed of 5m.p.h. on the remaining section of the Bunker Arrival/Departure line and the Run-Round line, the speed must not exceed 15m.p.h.

A semaphore signal is provided for N.C.B. movements from the Colliery Shunt Spur to the Loaded Sidings and is normally in the “Off” position. Before any B.R. movement is made to, or from the Loaded Sidings, the Guard or Shunter, after satisfying himself that no conflicting N.C.B. movement is taking, or is about to, take place, must place this signal at Danger by means of the lever provided. After the B.R. movement has been completed, and the line is again clear for N.C.B. movements, the Guard or Shunter must restore the signal to the “Off” position.

MO.45/NS
York
11 JULY, 1975

F.J. BURGE
Chief Operating Manager

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

“NILE SIG. NOTICE NS No:—”

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
STAINFORTH (THORNE JN.) TO GILBERDYKE JN.		
SUNDAY 27 JULY		
Thorne Moor and Goole	Down and Up BLOCKED	03 00 to 14 30. Trackwork between 12m. 24chs. and 12m. 2chs. All trains diverted. Crane and on track machine in use.
THURSDAY 31 JULY and FRIDAY 1 AUGUST		
Goole and Thorne Moor	Up BLOCKED	00 01 to 06 45 daily. Trackwork between 11m. 51chs. and 12m. 23chs. Single line working over the Down. On track machines in use.
HULL (WEST PARADE) TO SEAMER WEST		
SUNDAY 27 JULY		
Lowthorpe	All Between Trains	08 00 to 16 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

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH KIRKBY COLLIERY

A new level crossing equipped with lifting barriers and associated road traffic lights, manually controlled by N.C.B. staff, has been brought into use 150 yards on the main line side of the existing level crossing.

The existing level crossing has been taken out of use and the associated notice boards dispensed with. Ground position light shunt signals No.2 on the Bunker side of the crossing and No.3 signal on the Main line siding of the level crossing and interlocked with the barriers have been provided 25 yards on each side of the new level crossing located between the Bunker and Run-Round lines, and apply to both lines.

A notice board worded "Propelled Trains Locomotive Stop - Wait for "OFF" indication before proceeding" has been provided adjacent to the Bunker/Weighbridge 320 yards to the rear of No.2 signal. The proceed indication takes the form of an illuminated stencil - Type indicator worded "OFF".

(32)

HOUGHTON COLLIERY SIDINGS

The Up Goods to Down Goods trailing crossover at Houghton Colliery Sidings has been secured out of use pending removal.

(32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SHIPLEY GUISELEY JN., LEEDS JN., BRADFORD JN. AND BINGLEY JN.**

Leeds Jn. signal box, together with all signals controlled therefrom, except as shown below, has been abolished.

The control of all points formerly worked therefrom has been transferred to Guiseley Jn. signal box.

The Absolute Block Sections are now between Guiseley Jn. and Bradford Jn., and between Guiseley Jn. and Bingley Jn.

Down Direction Signalling Alterations**Guiseley Junction**

The Down Fast Home signal, with former Leeds Junction Down Fast 2nd Inner Distant below, has been renewed on the main stem of a new right-hand bracket post, with the arms at 32ft. and 26ft. above rail level respectively. The Down Fast Home signal has become the Home signal to Bradford direction, and the Distant below, the Bradford Junction Down Main Distant from Down Fast.

A right-hand doll has been provided on the above bracket post, carrying a new semaphore arm Down Fast Home to Skipton direction and the Bingley Jn. Down Distant from Down Fast below.

The Down Slow Home signal to Skipton direction, together with the Distant below (former Leeds Jn. Down Slow 2nd Inner Distant) has been reinstated on the right-hand doll on the Down Slow Home signal bracket post. The Distant signal has become the Bingley Jn. Down Distant from Down Slow.

A "diamond" sign has been provided on the post of the Down Ilkley Branch starting signal.

Up Direction Signalling Alterations**Guiseley Junction**

The Up Ilkley Branch 2nd Home signal to Bingley direction and the Distant arm below has been reinstated on the right-hand doll of the Up Branch 2nd Home signal bracket post.

The formerly-named Leeds Jn. Up Home signals from Bradford and Skipton directions have become the Guiseley Jn. Up Home signals and the existing Guiseley Jn. Up Home signals redesignated Up Home 2 signals. The colour light Up Home 1 from Bradford direction has been replated G.40 and the signal post telephone connected to Guiseley Jn. signal box.

Signals Abolished

Guiseley Junction Up Main Distant from Skipton direction,

Bingley Junction Up Home signals from Skipton direction, together with the subsidiary warning arm for the Bradford direction

Bingley Junction Up Semaphore Distant signal

Bradford Junction Up Distant from Skipton direction

Bingley Junction

A new Bingley Jn. 3-aspect colour light, Up Main Home, with a position "4" Junction Indicator (for the Bradford direction), has been provided 435 yards before reaching Bingley Jn. signal box.

This signal has been plated BJ.3 and incorporates the Up Distant signals for both Guiseley Jn. and Bradford Jn. A signal-post telephone has been provided, connected to Bingley Jn. signal box.

A new 2-aspect colour light Bingley Jn. Up Distant signal has been provided 1,527 yards before reaching the new BJ-3 colour light signal. (32)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** NEVILLE HILL WEST JUNCTION

In conjunction with the remodelling of Neville Hill Up Sidings, the former single ended connection between the Up Side Arrival and the Up Sidings have become double ended points controlled from Leeds signal box. The normal lie of the points is for movements along the Up Side Arrival and for movements along the Shunt Spur.

Signalling Alterations:-

Ground position light signal No.L784 reading from the Up Side Arrival has been re-positioned further east at the clearance point with the connection from the Up Sidings.

Ground position light signal No.L783 reading from Up Sidings has been re-positioned to the Sidings end of the connection and has been provided with an additional route indication "S" applicable towards the Shunt Spur.

A new Ground position light signal No.L778 has been provided on the right-hand (South) side of the Shunt Spur at the clearance point with the connection from the Up Sidings and applies - Shunt Spur to Freight Sidings or Carriage Sidings.

To facilitate shunting movements along the Shunt Spur, signal L783 (exhibiting indication "S") and signal L778, shows an "OFF" indication at the same time.

A new illuminated notice board worded "STOP. PROCEED IF LINE CLEAR", has been provided at the clearance point between the Freight Sidings and Carriage Sidings and applies to all movements from either group requiring to proceed towards L783. (30)

HESSLE HAVEN

Lifting barriers have been installed at British Bridge Builders level crossing East of Hesse Haven signal box. The lifting barriers are controlled by Hesse Haven signal box. (31)

** GILBERDYKE

The Down Branch 2nd Home to Down Slow and the Down Branch 2nd Home to Down Fast semaphore arm signals have been replaced on a separate right-hand bracket post with the arms at 23ft and 25ft above rail level respectively. The Down Main second home to Down Fast and the Down Main second home to Down Slow semaphore signals have been replaced on a bracket with the arms at 25ft and 22ft above rail level respectively. (30)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

NIL

MO.45/NS
York
18 JULY. 1975

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 AUGUST – WATH NORTH STATION**

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

- Trailing connection – Down Goods to Colliery (Full Reception)
- Trailing connection – Up Goods to Departure Road (worked by South Departure Ground Frame).

The following signals which are controlled by the signal box will be abolished:—

- Miniature arm – Colliery to Down Goods
- Disc – Colliery to Spur
- Disc – Down Goods to Colliery

The South Departure 2-lever ground frame will be abolished.

Manvers Loaded Sidings 8 lever ground frame together with all points and signals worked therefrom will be abolished. An "Engine Line", with Run-Round Loop, will be retained between the Empty Sidings and the G.C.Loaded Sidings. All other sidings in the vicinity of the ground frame will be abolished.

A new connection will be provided between the Midland Loaded Sorting Sidings and the neck of the G.C.Loaded Sidings. In future all loaded traffic will depart via the former G.C. connection and Wath Curve. (34)

DETAILS OF WORK ALREADY CARRIED OUT**SOUTH KIRKBY COLLIERY**

A new level crossing equipped with lifting barriers and associated road traffic lights, manually controlled by N.C.B. staff, has been brought into use 150 yards on the main line side of the existing level crossing.

The existing level crossing has been taken out of use and the associated notice boards dispensed with. Ground position light shunt signals No.2 on the Bunker side of the crossing and No.3 signal on the Main line siding of the level crossing and interlocked with the barriers have been provided 25 yards on each side of the new level crossing located between the Bunker and Run-Round lines, and apply to both lines.

A notice board worded "Propelled Trains Locomotive Stop – Wait for "OFF" indication before proceeding" has been provided adjacent to the Bunker/Weighbridge 320 yards to the rear of No.2 signal. The proceed indication takes the form of an illuminated stencil – Type indicator worded "OFF".

(32)

HOUGHTON COLLIERY SIDINGS

The Up Goods to Down Goods trailing crossover at Houghton Colliery Sidings has been secured out of use pending removal. (32)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****SHIPLEY GUISELEY JN., LEEDS JN., BRADFORD JN. AND BINGLEY JN.**

Leeds Jn. signal box, together with all signals controlled therefrom, except as shown below, has been abolished.

The control of all points formerly worked therefrom has been transferred to Guiseley Jn. signal box.

The Absolute Block Sections are now between Guiseley Jn. and Bradford Jn., and between Guiseley Jn. and Bingley Jn.

Down Direction Signalling Alterations**Guiseley Junction**

The Down Fast Home signal, with former Leeds Junction Down Fast 2nd Inner Distant below, has been renewed on the main stem of a new right-hand bracket post, with the arms at 32ft. and 26ft. above rail level respectively. The Down Fast Home signal has become the Home signal to Bradford direction, and the Distant below, the Bradford Junction Down Main Distant from Down Fast.

A right-hand doll has been provided on the above bracket post, carrying a new semaphore arm Down Fast Home to Skipton direction and the Bingley Jn. Down Distant from Down Fast below.

The Down Slow Home signal to Skipton direction, together with the Distant below (former Leeds Jn. Down Slow 2nd Inner Distant) has been reinstated on the right-hand doll on the Down Slow Home signal bracket post. The Distant signal has become the Bingley Jn. Down Distant from Down Slow.

A "diamond" sign has been provided on the post of the Down Ilkley Branch starting signal.

Up Direction Signalling Alterations**Guiseley Junction**

The Up Ilkley Branch 2nd Home signal to Bingley direction and the Distant arm below has been reinstated on the right-hand doll of the Up Branch 2nd Home signal bracket post.

The formerly-named Leeds Jn. Up Home signals from Bradford and Skipton directions have become the Guiseley Jn. Up Home signals and the existing Guiseley Jn. Up Home signals redesignated Up Home 2 signals. The colour light Up Home 1 from Bradford direction has been replated G.40 and the signal post telephone connected to Guiseley Jn. signal box.

Signals Abolished

Guiseley Junction Up Main Distant from Skipton direction,

Bingley Junction Up Home signals from Skipton direction, together with the subsidiary warning arm for the Bradford direction

Bingley Junction Up Semaphore Distant signal

Bradford Junction Up Distant from Skipton direction

Bingley Junction

A new Bingley Jn. 3-aspect colour light, Up Main Home, with a position "4" Junction Indicator (for the Bradford direction), has been provided 435 yards before reaching Bingley Jn. signal box.

This signal has been plated BJ.3 and incorporates the Up Distant signals for both Guiseley Jn. and Bradford Jn. A signal-post telephone has been provided, connected to Bingley Jn. signal box.

A new 2-aspect colour light Bingley Jn. Up Distant signal has been provided 1,527 yards before reaching the new BJ-3 colour light signal. (32)

**** HESSLE HAVEN**

Lifting barriers have been installed at British Bridge Builders level crossing East of Hesse Haven signal box. The lifting barriers are controlled by Hesse Haven signal box. (31)

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 AUGUST – BETWEEN LEEDS WHITEHALL JUNCTION AND BRADFORD MILL LANE JUNCTION AND BETWEEN WORTLEY SOUTH JUNCTION AND WORTLEY WEST**

The Automatic Warning System will be brought into use as follows: – (except as shown below, each track inductor will be positioned 200 yards before reaching the signal concerned).

Up Direction

Between Hammerton Street H.S. 1582 signal and Leeds L.71 signal inclusive.

Down Direction

Between Leeds L.69 signal and Mill Lane Junction M.1581 signal inclusive.

Down Wortley

at Leeds L.1610 signal.

The track inductor for H.S. 28 signal will be positioned 150 yards before reaching that signal.

The Commencement and Termination of Gap signs on the Down and Up Doncaster and on the Down and Up Huddersfield lines in the vicinity of Leeds will be abolished. A new commencement of Gap sign will be erected on the Up Main situated at 80 yards after passing Leeds L.71 signal. A new Termination of Gap sign will be erected opposite L.71 signal on the Down Main on the approach to L.69 signal. (35)

FRIDAY 15 AUGUST : PECKFIELD COLLIERY SIDINGS

The facing and trailing crossovers on the Up Main between Nos.1 and 2 sidings at 11m 32chs together with associated disc signal will be re-sited 65 yards nearer to Leeds. (35)

DETAILS OF WORK ALREADY CARRIED OUT*** SOUTH KIRKBY COLLIERY**

A new level crossing equipped with lifting barriers and associated road traffic lights, manually controlled by N.C.B. staff, has been brought into use 150 yards on the main line side of the existing level crossing.

The existing level crossing has been taken out of use and the associated notice boards dispensed with. Ground position light shunt signals No.2 on the Bunker side of the crossing and No.3 signal on the Main line siding of the level crossing and interlocked with the barriers have been provided 25 yards on each side of the new level crossing located between the Bunker and Run-Round lines, and apply to both lines.

A notice board worded "Propelled Trains Locomotive Stop – Wait for "OFF" indication before proceeding" has been provided adjacent to the Bunker/Weighbridge 320 yards to the rear of No.2 signal. The proceed indication takes the form of an illuminated stencil – Type indicator worded "OFF".

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

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

Trailing connection – Down Goods to Colliery (Full Reception)

Trailing connection – Up Goods to Departure Road (worked by South Departure Ground Frame).

The following signals which are controlled by the signal box have been abolished:–

Miniature arm – Colliery to Down Goods

Disc – Colliery to Spur

Disc – Down Goods to Colliery

The South Departure 2-lever ground frame has been abolished.

Manvers Loaded Sidings 8 lever ground frame together with all points and signals worked therefrom have been abolished. An "Engine Line", with Run-Round Loop, has been retained between the Empty Sidings and the G.C. Loaded Sidings. All other sidings in the vicinity of the ground frame have been abolished.

A new connection has been provided between the Midland Loaded Sorting Sidings and the neck of the G.C. Loaded Sidings. In future all loaded traffic will depart via the former G.C. connection and Wath Curve. (34)

**** HOUGHTON COLLIERY SIDINGS**

The Up Goods to Down Goods trailing crossover at Houghton Colliery Sidings has been secured out of use pending removal. (32)

**** SHIPLEY GUISELEY JN., LEEDS JN., BRADFORD JN. AND BINGLEY JN.**

Leeds Jn. signal box, together with all signals controlled therefrom, except as shown below, has been abolished.

The control of all points formerly worked therefrom has been transferred to Guiseley Jn. signal box.

The Absolute Block Sections are now between Guiseley Jn. and Bradford Jn., and between Guiseley Jn. and Bingley Jn.

Down Direction Signalling Alterations**Guiseley Junction**

The Down Fast Home signal, with former Leeds Junction Down Fast 2nd Inner Distant below, has been renewed on the main stem of a new right-hand bracket post, with the arms at 32ft. and 26ft. above rail level respectively. The Down Fast Home signal has become the Home signal to Bradford direction, and the Distant below, the Bradford Junction Down Main Distant from Down Fast.

A right-hand doll has been provided on the above bracket post, carrying a new semaphore arm Down Fast Home to Skipton direction and the Bingley Jn. Down Distant from Down Fast below.

The Down Slow Home signal to Skipton direction, together with the Distant below (former Leeds Jn. Down Slow 2nd Inner Distant) has been reinstated on the right-hand doll on the Down Slow Home signal bracket post. The Distant signal has become the Bingley Jn. Down Distant from Down Slow.

A "diamond" sign has been provided on the post of the Down Ilkley Branch starting signal.

Up Direction Signalling Alterations**Guiseley Junction**

The Up Ilkley Branch 2nd Home signal to Bingley direction and the Distant arm below has been reinstated on the right-hand doll of the Up Branch 2nd Home signal bracket post.

The formerly-named Leeds Jn. Up Home signals from Bradford and Skipton directions have become the Guiseley Jn. Up Home signals and the existing Guiseley Jn. Up Home signals redesignated Up Home 2 signals. The colour light Up Home 1 from Bradford direction has been replaced G.40 and the signal post telephone connected to Guiseley Jn. signal box.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** SHIPLEY GUISELEY JN., LEEDS JN., BRADFORD JN. AND BINGLEY JN. - continued

Up Direction Signalling Alterations - continued

Signals Abolished

- Guisseley Junction Up Main Distant from Skipton direction,
- Bingley Junction Up Home signals from Skipton direction, together with the subsidiary warning arm for the Bradford direction
- Bingley Junction Up Semaphore Distant signal
- Bradford Junction Up Distant from Skipton direction

Bingley Junction

A new Bingley Jn. 3-aspect colour light, Up Main Home, with a position "4" Junction Indicator (for the Bradford direction), has been provided 435 yards before reaching Bingley Jn. signal box.

This signal has been plated BJ.3 and incorporates the Up Distant signals for both Guisseley Jn. and Bradford Jn. A signal-post telephone has been provided, connected to Bingley Jn. signal box.

A new 2-aspect colour light Bingley Jn. Up Distant signal has been provided 1,527 yards before reaching the new BJ-3 colour light signal. (32)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

FREIGHTLINER TRAINS

Freightliner Trains are now reported through the T.O.P.S. System. Guards will continue to receive the Freightliner Train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these trains.

★ YORK (NATIONAL RAILWAY MUSEUM)

On Sunday 10 August or as soon as possible thereafter (in connection with the National Railway Museum which will shortly be opened) – two semaphore arm signal posts will be erected outside the museum, one at the south end, visible from York Station and the other at the north end, visible from trains approaching York. The one at the south end carries STOP and Distant arms of the Upper Quadrant type, and the one at the north end carries STOP, Distant and Calling-On arms of the former "somersault" type. The arms of the signals will normally be maintained in the "ON" position, but may sometimes be in the "OFF" position for short periods only. The lamps of the signals are fitted for electric lighting but the signals will not normally be lit. These signals have no relevance to normal train working.

MO.45/NS
York
1 AUGUST, 1975

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:—"

ALL PULL TOGETHER FOR SAFETY

Have **YOU** always done it the safe way?

Do **YOU** { check your equipment regularly?
remember your protective clothing/equipment?
use only recognised walking routes/access?

Have **YOU** thought how tidiness helps safety?

JOINT ACTION FOR SAFETY GETS RESULTS.

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 AUGUST : HEBDEN BRIDGE ✓**

The existing automatic signal 479 will become controlled by Hebden Bridge signal box and will be replated HB.3.

A new limit of Shunt Board will be brought into use on the left of the Down Main 240 yards after passing signal HB.3.

The existing ground disc signal applying Down Main to Up Main will be converted to a Double Ground Disc signal with the following applications :-

Upper Disc applying Down Main to Up Main

Lower Disc applying along Down Main to Limit of Shunt.

(36)

DETAILS OF WORK ALREADY CARRIED OUT**SUDFORTH LANE**

The level crossing gates have been replaced by lifting barriers.

(New Item) (37)

WATH NORTH STATION

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

Trailing connection - Down Goods to Colliery (Full Reception)

Trailing connection - Up Goods to Departure Road (worked by South Departure Ground Frame).

The following signals which are controlled by the signal box have been abolished:-

Miniature arm - Colliery to Down Goods

Disc - Colliery to Spur

Disc - Down Goods to Colliery

The South Departure 2-lever ground frame has been abolished.

Manvers Loaded Sidings 8 lever ground frame together with all points and signals worked therefrom have been abolished. An "Engine Line", with Run-Round Loop, has been retained between the Empty Sidings and the G.C.Loaded Sidings. All other sidings in the vicinity of the ground frame have been abolished.

A new connection has been provided between the Midland Loaded Sorting Sidings and the neck of the G.C.Loaded Sidings. In future all loaded traffic will depart via the former G.C. connection and Wath Curve.

(37)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN LEEDS WHITEHALL JUNCTION AND BRADFORD MILL LANE JUNCTION AND BETWEEN WORTLEY SOUTH JUNCTION AND WORTLEY WEST

The Automatic Warning System has been brought into use as follows:—(except as shown below, each track inductor has been positioned 200 yards before reaching the signal concerned).

Up Direction

Between Hammerton Street H.S. 1582 signal and Leeds L.71 signal inclusive.

Down Direction

Between Leeds L.69 signal and Mill Lane Junction M.1581 signal inclusive.

Down Wortley

at Leeds L.1610 signal.

The track inductor for H.S. 28 signal has been positioned 150 yards before reaching that signal.

The Commencement and Termination of Gap signs on the Down and Up Doncaster and on the Down and Up Huddersfield lines in the vicinity of Leeds have been abolished. A new commencement of Gap sign has been erected on the Up Main situated at 80 yards after passing Leeds L.71 signal. A new Termination of Gap sign has been erected opposite L.71 signal on the Down Main on the approach to L.69 signal.

(35)

PECKFIELD COLLIERY SIDINGS

The crossovers between Nos.1 and 2 sidings at 11m. 32chs. have been re-sited 65 yards nearer to Leeds. (Amended Item) (35)

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 26 AUGUST – FERRYBRIDGE C.E.G.B.**

The flashing white light signals applicable to the C.E.G.B. Siding and Nos. 1 and 2 Hopper lines and Up C.E.G.B. line, will be resited as follows :-

Applicable to Up direction movements and situated between No.1 and No.2 Hopper lines, 10ft. east of the level crossing.

Applicable to Down direction movements, and situated to the left of the Up C.E.G.B. line, 8ft. west of the level crossing.

A new "Stop" board situated 155 yards east of the level crossing and adjacent to the C.E.G.B. Ground me will be provided. The notice board will be worded as follows :-
'Press Plunger, Obtain White Light and Whistle Before Proceeding'. (38)

SUNDAY 31 AUGUST – KIRKSTALL ✓

The Up Main Starting signal (K42) and Up Goods Starting signal (K40), will be moved 95 yards nearer to the signal box, with the red aspects at a reduced height of 11 ft. above rail level. (38)

SUNDAY 31 AUGUST – HESSLE HAVEN ✓

The following new signals will be brought into use between Hessle Haven and Ferriby on the Up Main line :-

An Intermediate Block Home 2-aspect colour light signal capable of displaying Red or Green aspects controlled by Hessle Haven Signal Box will be situated 2855 yards after passing Hessle Haven No.2 signal. This signal will be plated H.H.3 and a telephone will be provided to Hessle Haven Signal Box.

A 2-aspect colour light distant signal capable of displaying Yellow or Green aspects will be situated 1425 yards before reaching H.H.3, (38)

DETAILS OF WORK ALREADY CARRIED OUT**HEBDEN BRIDGE**

The existing automatic signal 479 has become controlled by Hebden Bridge signal box and has been replated HB.3.

A new limit of shunt Board has been brought into use on the left of the Down Main 240 yards West of signal HB4.

The existing ground disc signal applying Down Main to Up Main has been converted to a Double Ground Disc signal with the following applications:-

Upper Disc applying Down Main to Up Main

Lower Disc applying along Down Main to Limit of Shunt. (36)

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

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

Trailing connection - Down Goods to Colliery (Full Reception)

Trailing connection - Up Goods to Departure Road (worked by South Departure Ground Frame).

The following signals which are controlled by the signal box have been abolished:-

Miniature arm - Colliery to Down Goods

Disc - Colliery to Spur

Disc - Down Goods to Colliery

The South Departure 2-lever ground frame has been abolished.

Manvers Loaded Sidings 8 lever ground frame together with all points and signals worked therefrom have been abolished. An "Engine Line", with Run-Round Loop, has been retained between the Empty Sidings and the G.C. Loaded Sidings. All other sidings in the vicinity of the ground frame have been abolished.

A new connection has been provided between the Midland Loaded Sorting Sidings and the neck of the G.C. Loaded Sidings. In future all loaded traffic will depart via the former G.C. connection and Wath Curve. (37)

WADFORTH LANE

The level crossing gates have been replaced by lifting barriers.

(New Item) (37)

**** BETWEEN LEEDS WHITEHALL JUNCTION AND BRADFORD MILL LANE JUNCTION AND BETWEEN WORTLEY SOUTH JUNCTION AND WORTLEY WEST**

The Automatic Warning System has been brought into use as follows:-(except as shown below, each track inductor has been positioned 200 yards before reaching the signal concerned).

Up Direction

Between Hammerton Street H.S. 1582 signal and Leeds L.71 signal inclusive.

Down Direction

Between Leeds L.69 signal and Mill Lane Junction M.1581 signal inclusive.

Down Wortley

at Leeds L.1610 signal.

The track inductor for H.S. 28 signal has been positioned 150 yards before reaching that signal.

The Commencement and Termination of Gap signs on the Down and Up Doncaster and on the Down and Up Huddersfield lines in the vicinity of Leeds have been abolished. A new commencement of Gap sign has been erected on the Up Main situated at 80 yards after passing Leeds L.71 signal. A new Termination of Gap sign has been erected opposite L.71 signal on the Down Main on the approach to L.69 signal.

(35)

**** PECKFIELD COLLIERY SIDINGS**

The crossovers between Nos.1 and 2 sidings at 11m. 32chs. have been re-sited 65 yards nearer to Leeds. (Amended Item) (35)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

FREIGHTLINER TRAINS

Freightliner Trains are now reported through the T.O.P.S. System. Guards will continue to receive the Freightliner Train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these trains.

YORK (NATIONAL RAILWAY MUSEUM)

On Sunday 10 August or as soon as possible thereafter (in connection with the National Railway Museum which will shortly be opened) – two semaphore arm signal posts will be erected outside the museum, one at the south end, visible from York Station and the other at the north end, visible from trains approaching York. The one at the south end carries STOP and Distant arms of the Upper Quadrant type, and the one at the north end carries STOP, Distant and Calling-On arms of the former "somersault" type. The arms of the signals will normally be maintained in the "ON" position, but may sometimes be in the "OFF" position for short periods only. The lamps of the signals are fitted for electric lighting but the signals will not normally be lit. These signals have no relevance to normal train working.

ALTERATIONS TO SECTIONAL APPENDIX : NORTHERN AREA

★ TABLE J – LOCOMOTIVES ASSISTING IN REAR

THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Conditions	Remarks
Page 197				
EASTWOOD (LMR) TO NORMANTON GOOSE HILL				
Add:-				
Healey Mills	Sowerby Bridge	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Sowerby Bridge	to Milner Royd Jn.	F	K	
SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD (MILL LANE JN.)				
Add:-				
Milner Royd Jn.	Low Moor	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Add:-				
LOW MOOR TO THORNHILL JN.				
Low Moor	Healey Mills 330 points	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Healey Mills 330 points	Liversedge Oil Depot	F	—	Fully fitted oil trains for Liversedge oil Depot only.

F.J. BURGE
Chief Operating Manager

975

Notice need not be acknowledged. If the NS notice is not received by the normal time, advise your by telegram as follows:-

"NILE SIG. NOTICE NS No:-"

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
LEEDS CITY TO SKIPTON STATION SOUTH L.M.R. (REGIONAL BOUNDARY AT 219m. 5chs.) - continued		
SUNDAY 7 SEPTEMBER - continued		
Kirkstall Jn.	Down and Up Main BLOCKED	04 30 to 18 30. Trackwork between 197m. 72chs. and 198m. 2chs. Trains to travel on the Down and Up Goods Loop. Cranes on and off track machines in use. See ND34.
Apperley Jn. and Guiseley Jn.	Down and Up Slow/Main BLOCKED	03 15 to 15 30. Trackwork between 203m. 45chs. and 204m. 45chs. and tunnelwork in Thackley Tunnel. Possession given up to pass trains as necessary. Ladders, scaffolding and on track machines in use.
Bingley and Keighley Station Jn.	04 00 to 09 00 Down BLOCKED 09 00 to 14 00 Up BLOCKED	04 00 to 14 00. Trackwork between 208m. 30chs. and 209¼ m.p. On track machines in use.
TUESDAY 9 SEPTEMBER		
Kirkstall Jn.	Up Goods Loop BLOCKED	09 00 to 15 00. Trackwork at 197m. 30chs. Up trains to travel on the Up Main.
WEDNESDAY 10 and THURSDAY 11 SEPTEMBER		
Kirkstall Jn.	Down and Up Goods Loop BLOCKED	09 00 to 15 00 daily. Trackwork at 197m. 30chs. Trains to travel on the Down Main lines.
LEEDS CITY (WORTLEY JN.) TO HARROGATE NORTH UNTIL FURTHER NOTICE		
Wortley Jn. and Horsforth	Down and Up	07 30 to 16 30. Bridgework on bridge 3 at 0m. 70chs. (75/22)
Horsforth and Rigton	Down	08 00 to 16 30. Earthworks between 5 and 5½m.p. (75/27)
SATURDAY 6 to SUNDAY 7 SEPTEMBER		
Horsforth and Rigton	22 30 to 23 45 Sat Up BLOCKED 23 45 Sat to 09 15 Sun Down and Up BLOCKED 09 15 to 12 30 Down BLOCKED 12 30 to 16 00 Down Between Trains	22 30 to 16 00. Trackwork between 5m. 15chs. and 5m. 66chs. 09 15 to 12 30 Sun. Single line working over the Up. Crane in use.
<i>Utilises special Emergency crossover at Rigton.</i>		
THURSDAY 11 to FRIDAY 12 SEPTEMBER		
Horsforth and Harrogate South	Down and Up Main BLOCKED	23 45 Thu to 06 00 Fri. Trackwork between 9m.p. and 10m. 40chs. and 0 m.p. to 0m. 40chs. Possession given up to pass 1L75, 04 10 Leeds to Harrogate and relief if required on the Down. On track machines in use.

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 SEPTEMBER : NOSTELL

Ground position colour light signal No.622 will be repositioned on the cess side of the Down Doncaster line 54 yards nearer to Wakefield with no alteration to form or application.

DETAILS OF WORK ALREADY CARRIED OUT

****** HEBDEN BRIDGE

The existing automatic signal 479 has become controlled by Hebden Bridge signal box and has been replated HB.3.

A new limit of shunt Board has been brought into use on the left of the Down Main 240 yards West of signal HB4.

The existing ground disc signal applying Down Main to Up Main has been converted to a Double Ground Disc signal with the following applications:-

Upper Disc applying Down Main to Up Main

Lower Disc applying along Down Main to Limit of Shunt. (36)

WATH NORTH STATION

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

Trailing connection - Down Goods to Colliery (Full Reception)

Trailing connection - Up Goods to Departure Road (worked by South Departure Ground Frame).

The following signals which are controlled by the signal box have been abolished:-

Miniature arm - Colliery to Down Goods

Disc - Colliery to Spur

Disc - Down Goods to Colliery

The South Departure 2-lever ground frame has been abolished.

Manvers Loaded Sidings 8 lever ground frame together with all points and signals worked therefrom have been abolished. An "Engine Line", with Run-Round Loop, has been retained between the Empty Sidings and the G.C.Loaded Sidings. All other sidings in the vicinity of the ground frame have been abolished.

A new connection has been provided between the Midland Loaded Sorting Sidings and the neck of the G.C.Loaded Sidings. In future all loaded traffic will depart via the former G.C. connection and Wath Curve. (37)

SUDFORTH LANE

The level crossing gates have been replaced by lifting barriers. (37)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****FERRYBRIDGE C.E.G.B.**

The flashing white light signals applicable to the C.E.G.B. Siding and Nos. 1 and 2 Hopper lines and Up C.E.G.B. line, have been resited as follows:—

Applicable to Up direction movements and situated between No.1 and No.2 Hopper lines, 10 ft. east of the level crossing.

Applicable to Down direction movements, and situated to the left of the Up C.E.G.B. line, 8 ft. west of the level crossing.

A new "Stop" board situated 155 yards east of the level crossing and adjacent to the C.E.G.B. Ground Frame has been provided. The notice board has been worded as follows:—

'Press Plunger, Obtain White Light and Whistle Before Proceeding'. (38)

KIRKSTALL

The Up Main Starting signal (K42) and Up Goods Starting signal (K40), have been moved 95 yards nearer to the signal box, with the red aspects at a reduced height of 11 ft. above rail level. (38)

HESSLE HAVEN

The following new signals have been brought into use between Hesse Haven and Ferriby on the Up Main line:—

An intermediate Block Home 2-aspect colour light signal capable of displaying Red or Green aspects controlled by Hesse Haven Signal Box has been situated 2855 yards after passing Hesse Haven No.2 signal. This signal has been plated H.H.3 and a telephone has been provided to Hesse Haven Signal Box.

A 2-aspect colour light distant signal capable of displaying Yellow or Green aspects has been situated 1425 yards before reaching H.H.3, (38)

SECTION D**GENERAL INSTRUCTIONS AND NOTICES**

★ Denotes new or amended item

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

GENERAL INSTRUCTIONS AND NOTICES ND 34D

Page ND6

★ **ALTERATIONS TO RULE BOOK**

Amend Section H4.2.2. to read : Section H4.4.2. (38)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

FREIGHTLINER TRAINS

Freightliner Trains are now reported through the T.O.P.S. System. Guards will continue to receive the Freightliner Train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these trains.

YORK (NATIONAL RAILWAY MUSEUM)

On Sunday 10 August or as soon as possible thereafter (in connection with the National Railway Museum which will shortly be opened) - two semaphore arm signal posts will be erected outside the museum, one at the south end, visible from York Station and the other at the north end, visible from trains approaching York. The one at the south end carries STOP and Distant arms of the Upper Quadrant type, and the one at the north end carries STOP, Distant and Calling-On arms of the former "somersault" type. The arms of the signals will normally be maintained in the "ON" position, but may sometimes be in the "OFF" position for short periods only. The lamps of the signals are fitted for electric lighting but the signals will not normally be lit. These signals have no relevance to normal train working.

ALTERATIONS TO SECTIONAL APPENDIX : NORTHERN AREA

TABLE J - LOCOMOTIVES ASSISTING IN REAR

THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 197				
EASTWOOD (LMR) TO NORMANTON GOOSE HILL				
Add:-				
Healey Mills	Sowerby Bridge	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Sowerby Bridge	to Milner Royd Jn.	F	K	
SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD (MILL LANE JN.)				
Add:-				
Milner Royd Jn.	Low Moor	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Add:-				
LOW MOOR TO THORNHILL JN.				
Low Moor	Healey Mills 330 points	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Healey Mills 330 points	Liversedge Oil Depot	F	-	Fully fitted oil trains for Liversedge oil Depot only.

MO.45/NS
York
29 AUGUST, 1975

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 14 SEPTEMBER : YORK HOLGATE JUNCTION**

The Down Doncaster Goods line to York Yard South will be abandoned and the following connections will be secured normal pending removal:-

Facing connection - Down Doncaster Main to Down Doncaster Goods

Trailing Trap points in the Down Doncaster Goods.

The routes to Down Doncaster Goods from signals 34, 45 and 46 will be abandoned.

A new "LIMIT OF SHUNT" Indicator will be provided on the Down Holgate Loop 350 yards south of 31 signal. An additional route Down Holgate Loop to the "Limit of Shunt" will be provided on ground position light signal 41. (40)

SUNDAY 14 SEPTEMBER : HORBURY JUNCTION

The Up Slow End of the Up Slow/Down Slow trailing crossover will be secured normal pending removal and the Disc signal applying Up Slow to Down Slow or Set back on Up Slow will apply in future only for setting back on the Up Slow line.

The slip connection Down Branch to Down Slow will be secured for through running Down Branch to Down Slow pending removal.

The disc signal applying Down Slow to Sidings or Up Slow will apply in future from Down Slow to Down Branch and Flockton Sidings. (40)

SUNDAY 14 SEPTEMBER - FLOCKTON SIDINGS

The main to main crossover will be removed and a notice board worded "Loco of propelled trains stop here" applying to the Down line will be provided between Up and Down lines, 350 yards from the Siding connection in the Down line. (40)

KIRKSTALL

The facing connections Down Main to Down Goods Loop and Up Goods Loop to Up Main have been repositioned 95 yards nearer to Kirkstall signal box. (New Item) (40)

SUNDAY 14 SEPTEMBER - GUISELEY STATION

The Up Main Home signal will be renewed 30 yards before reaching the signal box (19 yards nearer) on the left-hand side of the Up Main. (40)

DETAILS OF WORK ALREADY CARRIED OUT**NOSTELL**

Ground position colour light signal No.622 has been repositioned on the cess side of the Down Doncaster line 54 yards nearer to Wakefield with no alteration to form or application. (39)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA - continued

TABLE G - WORKING IN WRONG DIRECTION

From	To	Line	Remarks
Page 185			
Add: -			
BARNESLEY STATION JN. TO HORBURY JN.			
★ Horbury Junction	Flockton	Down Main	43 SLU's with or without brakevan. (W.E.F. 14.9.75)

TABLE J - LOCOMOTIVES ASSISTING IN REAR
THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 197				
EASTWOOD (LMR) TO NORMANTON GOOSE HILL				
Delete: -				
★ Healey Mills	Sowerby Bridge	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Sowerby Bridge	to Milner Royd Jn.	F	K	
SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD (MILL LANE JN.)				
Delete: -				
★ Milner Royd Jn.	Low Moor	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Delete: -				
LOW MOOR TO THORNHILL JN.				
★ Low Moor	Healey Mills 330 points	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Healey Mills 330 points	Liversedge Oil Depot	F	-	Fully fitted oil trains for Liversedge oil Depot only. (41)

MO.45/NS
York
5 SEPTEMBER, 1975

F.J. BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"

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

The following connections have been secured out of use in the normal position pending removal:—
 Trailing connection – Down Goods to Colliery (Full Reception)
 Trailing connection – Up Goods to Departure Road (worked by South Departure Ground Frame).

The following signals which are controlled by the signal box have been abolished:—

- Miniature arm – Colliery to Down Goods
- Disc – Colliery to Spur
- Disc – Down Goods to Colliery

The South Departure 2-lever ground frame has been abolished.

Manvers Loaded Sidings 8 lever ground frame together with all points and signals worked therefrom have been abolished. An "Engine Line", with Run-Round Loop, has been retained between the Empty Sidings and the G.C. Loaded Sidings. All other sidings in the vicinity of the ground frame have been abolished.

A new connection has been provided between the Midland Loaded Sorting Sidings and the neck of the G.C. Loaded Sidings. In future all loaded traffic will depart via the former G.C. connection and Wath Curve. (37)

**** SUDFORTH LANE**

The level crossing gates have been replaced by lifting barriers. (37)

FERRYBRIDGE C.E.G.B.

The flashing white light signals applicable to the C.E.G.B. Siding and Nos. 1 and 2 Hopper lines and Up C.E.G.B. line, have been resited as follows:—
 Applicable to Up direction movements and situated between No.1 and No.2 Hopper lines, 10ft. east of the level crossing.

Applicable to Down direction movements, and situated to the left of the Up C.E.G.B. line, 8ft. west of the level crossing.

A new "Stop" board situated 155 yards east of the level crossing and adjacent to the C.E.G.B. Ground Frame has been provided. The notice board has been worded as follows:—
 'Press Plunger, Obtain White Light and Whistle Before Proceeding'. (38)

KIRKSTALL

The Up Main Starting signal (K42) and Up Goods Starting signal (K40), have been moved 95 yards nearer to the signal box, with the red aspects at a reduced height of 11 ft. above rail level. (38)

HESSLE HAVEN

The following new signals have been brought into use between Hessle Haven and Ferriby on the Up Main line:—

An intermediate Block Home 2-aspect colour light signal capable of displaying Red or Green aspects controlled by Hessle Haven Signal Box has been situated 2855 yards after passing Hessle Haven No.2 signal. This signal has been plated H.H.3 and a telephone has been provided to Hessle Haven Signal Box.

A 2-aspect colour light distant signal capable of displaying Yellow or Green aspects has been situated 1425 yards before reaching H.H.3, (38)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL INSTRUCTIONS AND NOTICES ND 34D

Page ND6

ALTERATIONS TO RULE BOOK

Amend Section H4.2.2. to read : Section H4.4.2.

(35)

MISCELLANEOUS NOTICES

FREIGHTLINER TRAINS

Freightliner Trains are now reported through the T.O.P.S. System. Guards will continue to receive the Freightliner Train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these trains.

** YORK (NATIONAL RAILWAY MUSEUM)

On Sunday 10 August or as soon as possible thereafter (in connection with the National Railway Museum which will shortly be opened) — two semaphore arm signal posts will be erected outside the museum, one at the south end, visible from York Station and the other at the north end, visible from trains approaching York. The one at the south end carries STOP and Distant arms of the Upper Quadrant type, and the one at the north end carries STOP, Distant and Calling-On arms of the former "somersault" type. The arms of the signals will normally be maintained in the "ON" position, but may sometimes be in the "OFF" position for short periods only. The lamps of the signals are fitted for electric lighting but the signals will not normally be lit. These signals have no relevance to normal train working.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX — NORTHERN AREA

TABLE F — PROPELLING OF TRAINS OR VEHICLES

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

Page 178

Delete: —

BARNSELY STATION JN. TO HORBURY JN.

★ Horbury Junction	Flockton	Up Main	40 SLU's with or without brakevan. (W.E.F. 14.9.75)
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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA - continued

TABLE G - WORKING IN WRONG DIRECTION

From	To	Line	Remarks
------	----	------	---------

Page 185

Add: -
BARNSELY STATION JN. TO HORBURY JN.

★ Horbury Junction	Flockton	Down Main	43 SLU's with or without brakevan. (W.E.F. 14.9.75)
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TABLE J - LOCOMOTIVES ASSISTING IN REAR

THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Condi- tions	Remarks
------	----	----------------	-----------------	---------

Page 197

EASTWOOD (LMR) TO NORMANTON GOOSE HILL

Delete: -

★ Healey Mills	Sowerby Bridge	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Sowerby Bridge	to Milner Royd Jn.	F	K	

SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD (MILL LANE JN.)

Delete: -

★ Milner Royd Jn.	Low Moor	F	K	Fully fitted oil trains for Liversedge oil Depot only.
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Delete: -
LOW MOOR TO THORNHILL JN.

★ Low Moor	Healey Mills 330 points	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Healey Mills 330 points	Liversedge Oil Depot	F	-	Fully fitted oil trains for Liversedge oil Depot only. (41)

MO.45/NS
York
5 SEPTEMBER, 1975

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 22 SEPTEMBER : HORBURY JUNCTION

Until Further Notice – During the blockage of the Down Slow line, Horbury Jn. Down Slow Home signal will be taken out of use. (39)

MONDAY 22 SEPTEMBER : GUISELEY STATION

The slip connection leading to the Down Siding will be replaced by a new facing connection leading from the Down Main.

Signalling Alterations

A new disc signalling applying – Down Main to Down Siding, will be provided below the Down Main Home signal.

The ground disc applying set back – Down Main to Up Main, will be repositioned 75 yards further from the signal box.

The Down Siding outlet ground disc will be repositioned 60 yards further from the signal box. (41)

MONDAY 22 to TUESDAY 23 SEPTEMBER – HULL WEST PARADE

Signals renumbered:-

Old Number	New Number	
98	97	
99	98	
101	99	
104	100	(41)

DETAILS OF WORK ALREADY CARRIED OUT

YORK HOLGATE JUNCTION

The Down Doncaster Goods line to York Yard South has been abandoned and the following connections have been secured normal pending removal:-

Facing connection – Down Doncaster Main to Down Doncaster Goods

Trailing Trap points in the Down Doncaster Goods.

The routes to Down Doncaster Goods from signals 34, 45 and 46 have been abandoned.

A new "LIMIT OF SHUNT" Indicator has been provided on the Down Holgate Loop 350 yards south of 31 signal. An additional route Down Holgate Loop to the "Limit of Shunt" has been provided on ground position light signal 41. (40)

NOSTELL

Ground position colour light signal No.622 has been repositioned on the cess side of the Down Doncaster line 54 yards nearer to Wakefield with no alteration to form or application. (39)

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

An illuminated marker board worded '30 M.G.R.' has been erected 23 yards in advance of the inlet points for trains being propelled from Applehurst Junction to assist Drivers in bringing their trains to a stand at No.1 signal, in the event of the signal being at danger. (41)

**** FERRYBRIDGE C.E.G.B.**

The flashing white light signals applicable to the C.E.G.B. Siding and Nos. 1 and 2 Hopper lines and Up C.E.G.B. line, have been resited as follows:—

Applicable to Up direction movements and situated between No.1 and No.2 Hopper lines, 10ft. east of the level crossing.

Applicable to Down direction movements, and situated to the left of the Up C.E.G.B. line, 8ft. west of the level crossing.

A new "Stop" board situated 155 yards east of the level crossing and adjacent to the C.E.G.B. Ground Frame has been provided. The notice board has been worded as follows:—

'Press Plunger, Obtain White Light and Whistle Before Proceeding'. (38)

HORBURY JUNCTION

The Up Slow End of the Up Slow/Down Slow trailing crossover has been secured normal pending removal and the Disc signal applying Up Slow to Down Slow or Set back on Up Slow applies only for setting back on the Up Slow line.

The slip connection Down Branch to Down Slow has been secured for through running Down Branch to Down Slow pending removal.

The disc signal applying Down Slow to Sidings or Up Slow applies from Down Slow to Down Branch and Flockton Sidings. (40)

FLOCKTON SIDINGS

The main to main crossover has been removed and a notice board worded "Loco of propelled trains stop here" applying to the Down line has been provided between Up and Down lines, 350 yards from the Siding connection in the Down line. (40)

KIRKSTALL

The facing connections Down Main to Down Goods Loop and Up Goods Loop to Up Main have been repositioned 95 yards nearer to Kirkstall signal box. (40)

**** KIRKSTALL**

The Up Main Starting signal (K42) and Up Goods Starting signal (K40), have been moved 95 yards nearer to the signal box, with the red aspects at a reduced height of 11 ft. above rail level. (38)

GUISELEY STATION

The Up Main Home signal has been renewed 30 yards before reaching the signal box (19 yards nearer) on the left-hand side of the Up Main. (40)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

* * HESSLE HAVEN

The following new signals have been brought into use between Hessle Haven and Ferriby on the Up Main line :-

An intermediate Block Home 2-aspect colour light signal capable of displaying Red or Green aspects controlled by Hessle Haven Signal Box has been situated 2855 yards after passing Hessle Haven No.2 signal. This signal has been plated H.H.3 and a telephone has been provided to Hessle Haven Signal Box.

A 2-aspect colour light distant signal capable of displaying Yellow or Green aspects has been situated 1425 yards before reaching H.H.3, (38)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

GENERAL INSTRUCTIONS AND NOTICES ND 34D

** Page ND 6

ALTERATIONS TO RULE BOOK

Amend Section H4.2.2. to read : Section H4.4.2.

(38)

MISCELLANEOUS NOTICES

FREIGHTLINER TRAINS

Freightliner Trains are now reported through the T.O.P.S. System. Guards will continue to receive the Freightliner Train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these trains.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 178			
Delete: –			
BARNSELY STATION JN. TO HORBURY JN.			
Horbury Junction	Flockton	Up Main	40 SLU's with or without brakevan. (W.E.F. 14.9.75)

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Remarks
Page 185			
Add: –			
BARNSELY STATION JN. TO HORBURY JN.			
Horbury Junction	Flockton	Down Main	43 SLU's with or without brakevan. (W.E.F. 14.9.75)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA - continued

TABLE J - LOCOMOTIVES ASSISTING IN REAR

THE RULE BOOK SECTION H, CLAUSE 3.20.1

From	To	Class of train	Conditions	Remarks
Page 197				
EASTWOOD (LMR) TO NORMANTON GOOSE HILL				
Delete: -				
Healey Mills	Sowerby Bridge	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Sowerby Bridge	to Milner Royd Jn.	F	K	
SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD (MILL LANE JN.)				
Delete: -				
Milner Royd Jn.	Low Moor	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Delete: -				
LOW MOOR TO THORNHILL JN.				
Low Moor	Healey Mills 330 points	F	K	Fully fitted oil trains for Liversedge oil Depot only.
Healey Mills 330 points	Liversedge Oil Depot	F	-	Fully fitted oil trains for Liversedge oil Depot only. (41)

MO.45/NS
York
12 SEPTEMBER, 1975

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 28 SEPTEMBER – BETWEEN HESSLE HAVEN AND FERRIBY ***

An Up Main Intermediate Block Home 2-aspect colour light signal, capable of displaying Red or Green aspects, and controlled from Hesse Haven signal box will be provided 2,855 yards after passing Hesse Haven No.2 signal. This signal will be plated HH3 and the signal-post telephone connected to Hesse Haven signal box will be provided.

A 2-aspect colour light Distant signal to the new Intermediate Block Home will be provided 1,425 yards before reaching HH3. (42)

HORBURY JUNCTION

Until 08 00 Monday 29 September, during the blockage of the Down Slow line at Horbury Jn. the Down Slow Home signal has been taken out of use. (39)

MONDAY 29 SEPTEMBER TO SUNDAY 5 OCTOBER – HORBURY JUNCTION

During the blockage of the Down Fast line, the Down Fast Home signal will be taken out of use. (42)

DETAILS OF WORK ALREADY CARRIED OUT**DONCASTER SOUTH**

The connections South Yorkshire Up Goods Independent – South Yorkshire Down Goods Independent and Down G.N. Goods Independent have been secured out of use pending removal. The associated signal has been abolished.

The connection Down Branch to Down G.N. Goods Independent has been secured out of use pending removal. The trailing point end has been retained as trap points. (New Item) (42)

YORK HOLGATE JUNCTION

The Down Doncaster Goods line to York Yard South has been abandoned and the following connections have been secured normal pending removal:—

Facing connection – Down Doncaster Main to Down Doncaster Goods
Trailing Trap points in the Down Doncaster Goods.

The routes to Down Doncaster Goods from signals 34, 45 and 46 have been abandoned.

A new "LIMIT OF SHUNT" Indicator has been provided on the Down Holgate Loop 350 yards south of 31 signal. An additional route Down Holgate Loop to the "Limit of Shunt" has been provided on ground position light signal 41. (40)

**** NOSTELL**

Ground position colour light signal No.622 has been repositioned on the cess side of the Down Doncaster line 54 yards nearer to Wakefield with no alteration to form or application. (39)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

THORPE MARSH POWER STATION

An illuminated marker board worded '30 M.G.R.' has been erected 23 yards in advance of the inlet points for trains being propelled from Applehurst Junction to assist Drivers in bringing their trains to a stand at No.1 signal, in the event of the signal being at danger. (41)

FLOCKTON SIDINGS

The main to main crossover has been removed and a notice board worded "Loco of propelled trains stop here" applying to the Down line has been provided between Up and Down lines, 350 yards from the Siding connection in the Down line. (40)

HORBURY JUNCTION

The Up Slow End of the Up Slow/Down Slow trailing crossover has been secured normal pending removal and the Disc signal applying Up Slow to Down Slow or Set back on Up Slow applies only for setting back on the Up Slow line.

The slip connection Down Branch to Down Slow has been secured for through running Down Branch to Down Slow pending removal.

The disc signal applying Down Slow to Sidings or Up Slow applies from Down Slow to Down Branch and Flockton Sidings. (40)

KIRKSTALL ✓

The facing connections Down Main to Down Goods Loop and Up Goods Loop to Up Main have been repositioned 95 yards nearer to Kirkstall signal box. (40)

GUISELEY STATION

The Up Main Home signal has been renewed 30 yards before reaching the signal box (19 yards nearer) on the left-hand side of the Up Main. (40)

GUISELEY STATION

The slip connection leading to the Down Siding has been replaced by a new facing connection leading from the Down Main.

Signalling Alterations

A new disc signalling applying – Down Main to Down Siding has been provided below the Down Main Home signal.

The ground disc applying set back – Down Main to Up Main, has been repositioned 75 yards further from the signal box.

The Down Siding outlet ground disc has been repositioned 60 yards further from the signal box. (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HULL WEST PARADE

Signals renumbered:-

Old Number	New Number
98	97
99	98
101	99
104	100

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 OCTOBER: KIRKSTALL

The distant signal below the Up Main Home Signal, the Distant signal below the Up Main to Up Goods Loop Home, and the distant signal below the Up Goods Loop Home Signal will be abolished.

A new double disc signal will be provided 9 yards ahead of the trap points in the Up Goods Loop between the Up Main and Up Goods Loop. The applications of these signals are as follows: -

Top Disc - shunting up goods to down main

Lower Disc - shunting up goods to up main "limit of shunt" indicator.

The former signal applying in Up Main/Up goods loop to down main will be abolished.

A new limit of shunt indicator will be brought into use on the cess side of the up main 438 yards from the signal box. (43)

MONDAY 29 SEPTEMBER TO SUNDAY 5 OCTOBER - HORBURY JUNCTION

During the blockage of the Down Fast line, the Down Fast Home signal (No.2) will be taken out of use. (42)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER SOUTH

The connections South Yorkshire Up Goods Independent - South Yorkshire Down Goods Independent and Down G.N. Goods Independent have been secured out of use pending removal. The associated signal has been abolished.

The connection Down Branch to Down G.N. Goods Independent has been secured out of use pending removal. The trailing point end has been retained as trap points. (42)

**** YORK HOLGATE JUNCTION**

The Down Doncaster Goods line to York Yard South has been abandoned and the following connections have been secured normal pending removal:-

Facing connection - Down Doncaster Main to Down Doncaster Goods

Trailing Trap points in the Down Doncaster Goods.

The routes to Down Doncaster Goods from signals 34, 45 and 46 have been abandoned.

A new "LIMIT OF SHUNT" Indicator has been provided on the Down Holgate Loop 350 yards south of 31 signal. An additional route Down Holgate Loop to the "Limit of Shunt" has been provided on ground position light signal 41. (40)

THORPE MARSH POWER STATION

An illuminated marker board worded '30 M.G.R.' has been erected 23 yards in advance of the inlet points for trains being propelled from Applehurst Junction to assist Drivers in bringing their trains to a stand at No.1 signal, in the event of the signal being at danger. (41)

**** FLOCKTON SIDINGS**

The main to main crossover has been removed and a notice board worded "Loco of propelled trains stop here" applying to the Down line has been provided between Up and Down lines, 350 yards from the Siding connection in the Down line. (40)

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

The Up Slow End of the Up Slow/Down Slow trailing crossover has been secured normal pending removal and the Disc signal applying Up Slow to Down Slow or Set back on Up Slow applies only for setting back on the Up Slow line.

The slip connection Down Branch to Down Slow has been secured for through running Down Branch to Down Slow pending removal.

The disc signal applying Down Slow to Sidings or Up Slow applies from Down Slow to Down Branch and Flockton Sidings. (40)

**** KIRKSTALL**

The facing connections Down Main to Down Goods Loop and Up Goods Loop to Up Main have been repositioned 95 yards nearer to Kirkstall signal box. (40)

**** GUISELEY STATION**

The Up Main Home signal has been renewed 30 yards before reaching the signal box (19 yards nearer) on the left-hand side of the Up Main. (40)

GUISELEY STATION

The slip connection leading to the Down Siding has been replaced by a new facing connection leading from the Down Main.

Signalling Alterations

A new disc signalling applying – Down Main to Down Siding has been provided below the Down Main Home signal.

The ground disc applying set back – Down Main to Up Main, has been repositioned 75 yards further from the signal box.

The Down Siding outlet ground disc has been repositioned 60 yards further from the signal box. (41)

BETWEEN HESSLE HAVEN AND FERRIBY

An Up Main Intermediate Block Home 2-aspect colour light signal, capable of displaying Red or Green aspects, and controlled from Hesse Haven signal box has been provided 2,855 yards after passing Hesse Haven No.2 signal. This signal has been plated HH3 and the signal-post telephone connected to Hesse Haven signal box.

A 2-aspect colour light Distant signal to the new Intermediate Block Home has been provided, 1,425 yards before reaching HH3. (42)

HULL WEST PARADE**Signals renumbered:–**

Old Number	New Number
98	97
99	98
101	99
104	100

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS NOTICES

FREIGHTLINER TRAINS

Freightliner Trains are now reported through the T.O.P.S. System. Guards will continue to receive the Freightliner Train preparation certificate from the Terminal staff, giving actual train weight.

TOPS Train Preparation Lists will not be issued for these trains.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA

Page 242 (Page ND15, ND38)

**INSTRUCTIONS RELATING TO THE GENERAL APPENDIX
CONVEYANCE OF DEAD DIESEL MULTIPLE UNIT STOCK**

Item 3 **Amend** Second sentence :- This pipe is painted red and when viewed by a person etc.

OTHER GENERAL INSTRUCTIONS

Page 256 (Page 100 Supp No.1)

CONVEYANCE OF DIESEL MULTIPLE UNITS BY LOCOMOTIVE HAULED TRAINS.

Delete heading item (see page 242 of the Sectional Appendix)

MO.45/NS
York
25 SEPTEMBER. 1975

F.J. BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS No:-"



British Rail

NS

EASTERN REGION

41

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

SATURDAY 11 OCTOBER

TO

FRIDAY 17 OCTOBER 1975

INCLUSIVE

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

SIGNALLING AND PERMANENT WAY ALTERATIONS

****i**
***** 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 15 OCTOBER – ELLAND

The points leading to and from the Up Goods Loop, will be secured out of use in the normal position, pending replacement by plain line. The associated signalling will be abolished. (44)

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER SOUTH

The connections South Yorkshire Up Goods Independent – South Yorkshire Down Goods Independent and Down G.N. Goods Independent have been secured out of use pending removal. The associated signal has been abolished.

The connection Down Branch to Down G.N. Goods Independent has been secured out of use pending removal. The trailing point end has been retained as trap points.. (42)

SOUTH KIRKBY COLLIERY

The points, Marshalling Loop to Empties Inward Loop, have been secured normal pending removal. (New Item) (44)

****** THORPE MARSH POWER STATION

An illuminated marker board worded '30 M.G.R.' has been erected 23 yards in advance of the inlet points for trains being propelled from Applehurst Junction to assist Drivers in bringing their trains to a stand at No.1 signal, in the event of the signal being at danger. (41)

KIRKSTALL

The distant signal below the Up Main Home Signal, the Distant signal below the Up Main to Up Goods Loop Home, and the distant signal below the Up Goods Loop Home Signal have been abolished.

A new double disc signal has been provided 9 yards ahead of the trap points in the Up Goods Loop between the Up Main and Up Goods Loop. The application of these signals is as follows:-

Top Disc – shunting up goods to down main

Lower Disc – shunting up goods to up main "limit of shunt" indicator.

The former signal applying in Up Main/Up goods loop to down main has been abolished.

A new limit of shunt indicator has been brought into use on the cess side of the up main 438 yards from the signal box. (43)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

**** GUISELEY STATION**

The slip connection leading to the Down Siding has been replaced by a new facing connection leading from the Down Main.

Signalling Alterations

A new disc signalling applying – Down Main to Down Siding has been provided below the Down Main Home signal.

The ground disc applying set back – Down Main to Up Main, has been repositioned 75 yards further from the signal box.

The Down Siding outlet ground disc has been repositioned 60 yards further from the signal box. (41)

BETWEEN HESSLE HAVEN AND FERRIBY

An Up Main Intermediate Block Home 2-aspect colour light signal, capable of displaying Red or Green aspects, and controlled from Hesse Haven signal box has been provided 2,855 yards after passing Hesse Haven No.2 signal. This signal has been plated HH3 and the signal-post telephone connected to Hesse Haven signal box.

A 2-aspect colour light Distant signal to the new Intermediate Block Home has been provided, 1,425 yards before reaching HH3. (42)

THIS CONCERNS YOU

Your Railway Rule Book instructs you how to deal with an operating emergency.

But could you deal with a personal injury?

At work? At home? Anywhere?

No? Then how about you joining your local First Aid Class?

Contact your Staff Office or one of the Divisional Ambulance Secretaries.

THEY WILL BE PLEASED TO HELP YOU TO HELP OTHERS

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

** DONCASTER SOUTH

The connections South Yorkshire Up Goods Independent – South Yorkshire Down Goods Independent and Down G.N. Goods Independent have been secured out of use pending removal. The associated signal has been abolished.

The connection Down Branch to Down G.N. Goods Independent has been secured out of use pending removal. The trailing point end has been retained as trap points.. (42)

SOUTH KIRKBY COLLIERY

The points, Marshalling Loop to Empties Inward Loop, have been secured normal pending removal. (New Item) (44)

ELLAND †

The points leading to and from the Up Goods Loop, have been secured out of use in the normal position pending replacement by plain line. The associated signalling has been abolished. (44)

KIRKSTALL ✓

The distant signal below the Up Main Home Signal, the Distant signal below the Up Main to Up Goods Loop Home, and the distant signal below the Up Goods Loop Home Signal have been abolished.

A new double disc signal has been provided 9 yards ahead of the trap points in the Up Goods Loop between the Up Main and Up Goods Loop. The application of these signals is as follows:-

Top Disc – shunting up goods to down main

Lower Disc – shunting up goods to up main "limit of shunt" indicator.

The former signal applying in Up Main/Up goods loop to down main has been abolished.

A new limit of shunt indicator has been brought into use on the cess side of the up main 438 yards from the signal box. (43)

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

An Up Main Intermediate Block Home 2-aspect colour light signal, capable of displaying Red or Green aspects, and controlled from Hessle Haven signal box has been provided 2,855 yards after passing Hessle Haven No.2 signal. This signal has been plated HH3 and the signal-post telephone connected to Hessle Haven signal box.

A 2-aspect colour light Distant signal to the new Intermediate Block Home has been provided, 1,425 yards before reaching HH3. (42)

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**★ FOUR – DIGIT INDICATORS ON LOCOMOTIVES**

The four-digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

MO.45/NS
York
10 OCTOBER, 1975

F.J. BURGE
Chief Operating Manager

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

“NILE SIG. NOTICE NS NO :-”

THIS CONCERNS YOU

Your Railway Rule Book instructs you how to deal with an operating emergency.

But could you deal with a personal injury?

At work? At home? Anywhere?

No? Then how about you joining your local First Aid Class?

Contact your Staff Office or one of the Divisional Ambulance Secretaries.

THEY WILL BE PLEASED TO HELP YOU TO HELP OTHERS

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B**WEDNESDAY 29 OCTOBER – SOUTH KIRKBY**

The points – Marshalling Loop/Empties Inward Loop will be secured out of use in the normal position pending removal of the points and of the Empties Inwards line.

Signalling Alterations:–

Empties Inwards Loop outlet signal No.650, together with all associated signal route indications 'E' will be abolished.

Ground position light signal No.648, controlling movements from the Bunker and Run-Round lines will be repositioned 45 yards nearer to the Main line connection.

The ground position light shunting signal (No. L.652), applying Marshalling Loop towards Up Branch No.9 signal will be elevated 8 ft. above rail level. (46)

DETAILS OF WORK ALREADY CARRIED OUT**SOUTH KIRKBY COLLIERY**

The points, Marshalling Loop to Empties Inward Loop, have been secured normal pending removal. (44)

ELLAND

The points leading to and from the Up Goods Loop, have been secured out of use in the normal position pending replacement by plain line. The associated signalling has been abolished. (44)

**** KIRKSTALL ✓**

The distant signal below the Up Main Home Signal, the Distant signal below the Up Main to Up Goods Loop Home, and the distant signal below the Up Goods Loop Home Signal have been abolished.

A new double disc signal has been provided 9 yards ahead of the trap points in the Up Goods Loop between the Up Main and Up Goods Loop. The application of these signals is as follows:–

Top Disc – shunting up goods to down main

Lower Disc – shunting up goods to up main "limit of shunt" indicator.

The former signal applying in Up Main/Up goods loop to down main has been abolished.

A new limit of shunt indicator has been brought into use on the cess side of the up main 438 yards from the signal box. (43)

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

FOUR - DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

MO.45/NS
York
17 OCTOBER, 1975

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:-"

CARE

is the

PASSWORD

to

SAFETY

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 2 NOVEMBER – NOSTELL – WINTERSETT RAPID LOADING FACILITIES

New Rapid Loading Facilities will be brought into use at Winterset. The facilities will consist of a rapid loading bunker and weighbridge served by a bunker line, connected to the Down Doncaster line by facing and trailing connections. A Cripple Siding will also be installed. Bunker loading signals operated by the Bunker Operator will control movements through the Bunker.

New signals will be brought into use and certain existing signals will be altered in form and have the routing altered.

Alterations to Existing Signals

L625 signal will be equipped with a left-hand offset subsidiary signal applying towards the Bunker line signal L617.

L621 Up Siding No. 1 ground position light signal will be equipped with a 3-way route indicator applying:-

- S – Shunt Spur
- M – Down Doncaster L265 signal
- B – Bunker line

L623 Up Doncaster ground position light signal will be equipped with a 2-way route indicator applying:-

- M – Down Doncaster L265 signal
- B – Bunker line

New ground position light signals will be provided as shown below.

No.	Location	Route or Junction Indicator	Application to or towards
L622	Down Doncaster	S M	Up Sidings. Up Doncaster L626 signal.
L616	Down Doncaster	X B	Along Down Doncaster to L622 signal. Bunker line.
L617	Bunker line	M B	Along Down Doncaster to L263 signal. Bunker line.
L618	Bunker line	S M B	Up Sidings. Up Doncaster line L626 signal. Bunker line.

Automatic signal No. L265 will become a controlled signal.

A new notice board lettered "WST36" will be erected 385 yards south of L623 signal on the Up Doncaster line applicable to trains for Winterset bunker.

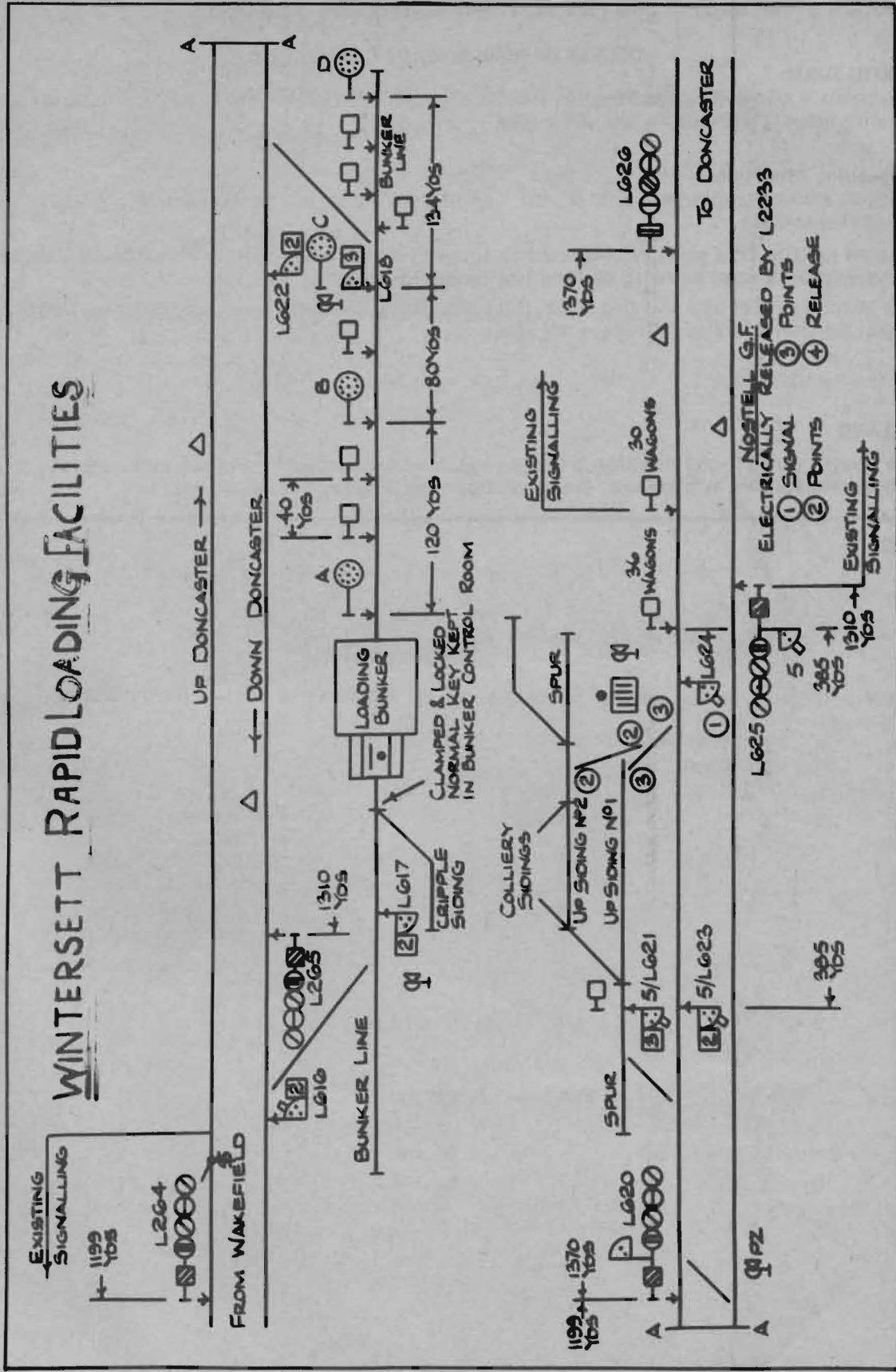
The existing notice board applicable to trains for Nostell Colliery 330 yards south of L624 signal or Up Doncaster, will be increased in height to 12ft. and moved 10ft. nearer to the running-line. (See Section 'D' and the diagram included in this Notice).

Loudspeaker equipment is available for the Guard and Bunker operator to communicate. (47)

SUNDAY 2 NOVEMBER – MORLEY

The main to main crossover will be secured out of use in a normal position pending removal. (47)

WINTERSETT RAPID LOADING FACILITIES



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

The points - Marshalling Loop/Empties Inward Loop have been secured out of use in the normal position pending removal of the points and of the Empties Inwards line.

Signalling Alterations:-

Empties Inwards Loop outlet signal No.650, together with all associated signal route indications 'E' have been abolished.

Ground position light signal No.648, controlling movements from the Bunker and Run-Round lines has been repositioned 45 yards nearer to the Main line connection.

The ground position light shunting signal (No.L.652), applying Marshalling Loop towards Up Branch No.9 signal has been elevated 8 ft. above rail level. (46)

****ELLAND**

The points leading to and from the Up Goods Loop, have been secured out of use in the normal position pending replacement by plain line. The associated signalling has been abolished. (44)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

FOUR - DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

★

SECTIONAL APPENDIX (NORTHERN AREA)
LOCAL INSTRUCTIONS

Page 295

Add:-

WINTERSETT OPENCAST SITE
RAPID LOADING FACILITIES

1. Upon arrival of a Down train in the Bunker line at G.P.L. Signal 617, the Guard must advise the Bunker Operator when the locomotive is ready to run round the train.
2. After the run round movement has been completed and the brake continuity test conducted, the train must be propelled to a position clear, on the Wakefield side of the weighbridge.
3. In the case of an Up train for the Bunker line, the Driver must continue the propelling movement until the train is in a position clear on the Wakefield side of the Weighbridge.
4. The Guard must then obtain permission from the Bunker Operator for tare-weighing to commence. After permission is received, the train must be drawn forward over the weighbridge at a speed not exceeding 3m.p.h. and it will be brought to a stand by the switching on of the special loading control signals.
5. The train will be propelled during the loading operations and the Driver must stop with the locomotive cab opposite each of the notice boards, until he receives authority to continue the movement. Upon completion of loading, the Driver must continue to propel the train to a position clear, on the Wakefield side of the weighbridge.
6. In an emergency the Guard must place the special loading signals to the "Stop Immediately" aspect by means of the lineside switch at the Bunker, and advise the Bunker Operator of the circumstances.
7. When the train is again clear on the Wakefield side of the weighbridge, the Guard must obtain permission from the Bunker Operator for gross weighing to commence. After permission is received the train must be drawn forward over the weighbridge at a speed not exceeding 3m.p.h., and it will be stopped by the switching on of the special loading control signals.
8. Upon completion of gross-weighing, and the train is stopped, the Driver will again be authorised to propel the train, and he must continue this movement until the train is in a position to the rear of G.P.L. Signal 618.

MO.45/NS
York
24 OCTOBER, 1975

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 45
8-14.11.75

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 NOVEMBER : YORK STATION SIGNAL BOX

Ground position light signal No.56 will be repositioned 14 yards nearer to the signal box on the right of the Down Leeds line and will now also apply to movements through the trailing Down Leeds to Up Leeds crossover.

An illuminated number plate will be fitted. (48)

WEDNESDAY 12 NOVEMBER – WAKEFIELD ROAD (THE BRITISH STEEL CORPORATION SIDINGS)

The temporary notice boards (as shown in NS.18) will be abolished and permanent notice boards and plunger units referred to will be erected as follows:-

- (1) Entering the sidings to the right hand side 180 yards before reaching the crossing, 'PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING'.
- (2) Entering the sidings to the right hand side 71 yards before reaching the crossing, 'STOP PRESS PLUNGER, OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING'.
- (3) Departing sidings between Shed line and Empty line 55 yards before reaching crossing, 'STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING'.
- (4) Departing sidings to the left hand of the siding 27 yards on the Wakefield Road side of the crossing, 'BRITISH STEEL CORPORATION MOVEMENT MUST NOT PASS THIS POINT'. (48)

SUNDAY 9 NOVEMBER – BROOMFLEET *

The bracket carrying the Down Slow Home No.1 and the Down Main Home Semaphore signals will be repositioned 143 yards nearer to the signal box with the arms at 22 feet and 25 feet respectively.(48)

DETAILS OF WORK ALREADY CARRIED OUT

LOFTHOUSE NORTH GROUND FRAME

The former Colliery (East and West Sidings) have been removed. An Up Refuge Siding remains and a buffer stop has been erected approximately 150 yards along that siding. (New Item) (48)

SOUTH KIRKBY

The points – Marshalling Loop/Empties Inward Loop have been secured out of use in the normal position pending removal of the points and of the Empties Inwards line.

Signalling Alterations:-

Empties Inwards Loop outlet signal No.650, together with all associated signal route indications 'E' have been abolished.

Ground position light signal No.648, controlling movements from the Bunker and Run-Round lines has been repositioned 45 yards nearer to the Main line connection.

The ground position light shunting signal (No.L.652), applying Marshalling Loop towards Up Branch No.9 signal has been elevated 8 ft. above rail level. (46)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

NOSTELL - WINTERSETT RAPID LOADING FACILITIES

New Rapid Loading Facilities have been brought into use at Winterset. The facilities consist of a rapid loading bunker and weighbridge served by a bunker line, connected to the Down Doncaster line by facing and trailing connections. A Cripple Siding has also been installed. Bunker loading signals operated by the Bunker Operator control movements through the Bunker.

New signals have been brought into use and certain existing signals altered in form and have the routing altered.

Alterations to Existing Signals

L625 signal has been equipped with a left-hand offset subsidiary signal applying towards the Bunker line signal L617.

L621 Up Siding No.1 ground position light signal has been equipped with a 3-way route indicator applying:-

- S - Shunt Spur
- M - Down Doncaster L265 signal
- B - Bunker line

L623 Up Doncaster ground position light signal has been equipped with a 2-way route indicator applying:-

- M - Down Doncaster L265 signal
- B - Bunker line

New ground position light signals has been provided as shown below.

No.	Location	Route or Junction Indicator	Application to or towards
L622	Down Doncaster	S M	Up Sidings. Up Doncaster L626 signal.
L616	Down Doncaster	X B	Along Down Doncaster to L622 signal. Bunker line.
L617	Bunker line	M B	Along Down Doncaster to L263 signal. Bunker line.
L618	Bunker line	S M B	Up Sidings. Up Doncaster line L626 signal. Bunker line.

Automatic signal No.L265 is now a controlled signal.

A new notice board lettered "WST36" has been erected 385 yards south of L623 signal on the Up Doncaster line applicable to trains for Winterset bunker.

The existing notice board applicable to trains for Nostell Colliery 330 yards south of L624 signal or Up Doncaster, has been increased in height to 12ft. and moved 10ft. nearer to the running line. (See Section 'D' and the diagram included in this notice).

Loudspeaker equipment is available for the Guard and Bunker operator to communicate. (47)

MORLEY

The main to main crossover has been secured out of use in a normal position pending removal. (47)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

★ SUNDAY 9 NOVEMBER – GRIMETHORPE

Until Sunday 16 November the Crossover road at the entrance to the Colliery on the Grimethorpe Colliery Branch will be taken out of use. (48)

★ BETWEEN DARTON AND BARNSELY STATION JN.

In connection with earthwork between Darton and Barnsley Station Jn. between 51m. 1ch. and 51m. 8chs. the Up line will be re-aligned nearer to the Down line, giving a reduced clearance.

FOUR – DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 295

Add:—

WINTERSSETT OPENCAST SITE
RAPID LOADING FACILITIES

1. Upon arrival of a Down train in the Bunker line at G.P.L. Signal 617, the Guard must advise the Bunker Operator when the locomotive is ready to run round the train.
2. After the run round movement has been completed and the brake continuity test conducted, the train must be propelled to a position clear, on the Wakefield side of the weighbridge.
3. In the case of an Up train for the Bunker line, the Driver must continue the propelling movement until the train is in a position clear on the Wakefield side of the Weighbridge.
4. The Guard must then obtain permission from the Bunker Operator for tare-weighing to commence. After permission is received, the train must be drawn forward over the weighbridge at a speed not exceeding 3m.p.h. and it will be brought to a stand by the switching on of the special loading control signals.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS - continued

Page 295 - Add - continued

5. The train will be propelled during the loading operations and the Driver must stop with the locomotive cab opposite each of the notice boards, until he receives authority to continue the movement. Upon completion of loading, the Driver must continue to propel the train to a position clear, on the Wakefield side of the weighbridge.
 6. In an emergency the Guard must place the special loading signals to the "Stop Immediately" aspect by means of the lineside switch at the Bunker, and advise the Bunker Operator of the circumstances.
 7. When the train is again clear on the Wakefield side of the weighbridge, the Guard must obtain permission from the Bunker Operator for gross weighing to commence. After permission is received the train must be drawn forward over the weighbridge at a speed not exceeding 3m.p.h., and it will be stopped by the switching on of the special loading control signals.
 8. Upon completion of gross-weighing, and the train is stopped, the Driver will again be authorised to propel the train, and he must continue this movement until the train is in a position to the rear of G.P.L. Signal 618.
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MO.45/NS
York
31 OCTOBER, 1975

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:-"

CARE

is the

PASSWORD

to

SAFETY

NS. 46 15-21. 11. 75

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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DONCASTER (BLACK CARR JN.) TO SKELTON BRIDGE - continued

SUNDAY 16 NOVEMBER - continued

Barlby North Jn. and Chaloners Whin	Down and Up BLOCKED	00 01 to 09 00. Trackwork between 179m. 29chs. and 183½ m.p. Trains diverted. Turnhead, Riccall South and York Road auto half barriers manned.
Holgate Jn. and York Station South	03 30 to 06 30 Down Doncaster BLOCKED Between Signals 58 and 102 03 30 to 12 30 Up Leeds BLOCKED Between Signals 64 and 79 06 30 to 12 30 Down Leeds BLOCKED Between Signals 56 and 82	03 30 to 12 30. Trackwork between 187¾ m.p. and 187m. 70chs. 03 30 to 06 30. Down trains to travel on Down Leeds line. 03 30 to 12 30. Up trains to travel on Up Doncaster line. 06 30 to 12 30. Down trains to travel on Down Doncaster line.
York Station	No.8 'B' Platform Line	07 00 to 15 00. Trackwork between 0m. 2chs. and 0m. 5chs.
FRIDAY 21 NOVEMBER		
Balby Jn. and Bridge Jn.	Down Goods No.2 BLOCKED	08 00 to 16 00. Trackwork between 155m. 15chs. and 155m. 36chs. On track machines in use.

YORK TO SCARBOROUGH

UNTIL FURTHER NOTICE

<u>Strensall</u>	Down and Up Between Trains	07 00 to 17 00. Trackwork in connection with installation of Engineers Tamping Siding between 6 and 7m.p. (75/45)
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SUNDAY 16 NOVEMBER

Osgrave	All	07 00 to 17 00. Signalling work.
MONDAY 17 to TUESDAY 18 NOVEMBER		
Strensall and Malton	Down BLOCKED	22 30 Mon to 04 30 Tue. Trackwork between 10m. 72chs. and 19½ m.p. On track machines in use.
TUESDAY 18 to WEDNESDAY 19 NOVEMBER		
Seamer West and Weaverthorpe	Up BLOCKED	22 00 Tue to 07 00 Wed. Trackwork between 37 and 34m.p. On track machines in use.
WEDNESDAY 19 to THURSDAY 20 NOVEMBER		
Malton and Burton Lane	Up BLOCKED	22 00 Wed to 07 00 Thu. Trackwork between 20½ and 5m.p. On track machines in use.
THURSDAY 20 to FRIDAY 21 NOVEMBER		
Strensall and Burton Lane	Up BLOCKED	22 00 Thu to 07 00 Fri. Trackwork between 5 and 1¼m.p. On track machines in use.

YORK (SKELTON) TO HARROGATE NORTH

SATURDAY 15 to SUNDAY 16 NOVEMBER		
Poppleton	All	23 00 Sat to 17 00 Sun. Signalling work.

SATURDAY 15 to MONDAY 17 NOVEMBER

Poppleton	Down and Up	22 00 Sat to 17 00 Mon. Replacing gates at Poppleton Station level crossing at 2m. 74chs. Crane and off track machine in use.
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SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 16 NOVEMBER – MANSTON LEVEL CROSSING AT 15m. 02chs. (BETWEEN CROSS GATES AND GARFORTH)

The whistle warning boards will be resited 440 yards (200 yards further) before reaching the crossing on each rail approach. (49)

MONDAY 17 NOVEMBER – PECKFIELD

The Colliery Sidings ground frame will be abolished and the connections in the Down Main, formerly worked therefrom secured out of use in the normal position pending removal. (49)

TUESDAY 18 NOVEMBER – ALBERT DOCK

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

All points will be secured out of use in the normal position pending removal. (49)

WEDNESDAY 19 NOVEMBER – WAKEFIELD KIRKGATE EAST

The disc signal which formerly applied Warehouse Siding to Warehouse will be abolished.

The miniature arm signal applying – Down Sidings towards the Goods Yard will be replaced by a ground disc on the right-hand side of the line 5 yards further from the signal box.

The gantry carrying the three miniature arm signals applying – Goods Yard to Down Sidings; Goods Yard to Down Goods Loop; and Goods Yard to Down Goods Loop will be abolished and replaced by Ground Discs. The first two mentioned signals will be in the form of a double disc with the top disc applying towards the Down Sidings. (49)

THURSDAY 20 NOVEMBER – FERRYBRIDGE C.E.G.B.

Notice boards with bells and plungers will be installed as follows:-

- (a) Worded "OIL TRAINS" with bell attached and situated to the left of the running line 287 yards after passing the points controlling the entrance to C.E.G.B. Oil Sidings. The plunger will be located adjacent to the above points.
- (b) Worded "PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING" and situated to the right of the running line 130 yards after passing the points controlling the entrance to C.E.G.B. Oil Sidings.
- (c) Worded "STOP FOR ORDERS" and situated 11 yards from the hand points giving access to the Oil Discharge and Standage Siding with the Bell Plunger mounted on a post adjacent to the notice board.

Two marker boards will be situated to the right of the Discharge Sidings and Standage Sidings 91 yards after passing the points controlling the entrance to the Discharge and Standage Sidings. (49)

DETAILS OF WORK ALREADY CARRIED OUT

YORK STATION SIGNAL BOX

Ground position light signal No.56 has been repositioned 14 yards nearer to the signal box on the right of the Down Leeds line and also applies to movements through the trailing Down Leeds to Up Leeds crossover.

An illuminated number plate has been fitted. (48)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

****SOUTH KIRKBY**

The points – Marshalling Loop/Empties Inward Loop have been secured out of use in the normal position pending removal of the points and of the Empties Inwards line.

Signalling Alterations:–

Empties Inwards Loop outlet signal No.650, together with all associated signal route indications 'E' have been abolished.

Ground position light signal No.648, controlling movements from the Bunker and Run-Round lines has been repositioned 45 yards nearer to the Main line connection.

The ground position light shunting signal (No.L.652), applying Marshalling Loop towards Up Branch No.9 signal has been elevated 8 ft. above rail level. (46)

NOSTELL – WINTERSETT RAPID LOADING FACILITIES

New Rapid Loading Facilities have been brought into use at Winterset. The facilities consist of a rapid loading bunker and weighbridge served by a bunker line, connected to the Down Doncaster line by facing and trailing connections. A Cripple Siding has also been installed. Bunker loading signals operated by the Bunker Operator control movements through the Bunker.

New signals have been brought into use and certain existing signals altered in form and have the routing altered.

Alterations to Existing Signals

L625 signal has been equipped with a left-hand offset subsidiary signal applying towards the Bunker line signal L617.

L621 Up Siding No.1 ground position light signal has been equipped with a 3-way route indicator applying:–

- S – Shunt Spur
- M – Down Doncaster L265 signal
- B – Bunker line

L623 Up Doncaster ground position light signal has been equipped with a 2-way route indicator applying:–

- M – Down Doncaster L265 signal
- B – Bunker line

New ground position light signals has been provided as shown below.

No.	Location	Route or Junction Indicator	Application to or towards
L622	Down Doncaster	S M	Up Sidings. Up Doncaster L626 signal.
L616	Down Doncaster	X B	Along Down Doncaster to L622 signal. Bunker line.
L617	Bunker line	M B	Along Down Doncaster to L263 signal. Bunker line.
L618	Bunker line	S M B	Up Sidings. Up Doncaster line L626 signal. Bunker line.

Automatic signal No.L265 is now a controlled signal.

A new notice board lettered "WST36" has been erected 385 yards south of L623 signal on the Up Doncaster line applicable to trains for Winterset bunker.

The existing notice board applicable to trains for Nostell Colliery 330 yards south of L624 signal or Up Doncaster, has been increased in height to 12ft. and moved 10ft. nearer to the running line. (See Section 'D' and the diagram included in this notice).

Loudspeaker equipment is available for the Guard and Bunker operator to communicate.

(47)

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

The former Colliery (East and West Sidings) have been removed. An Up Refuge Siding remains and Buffer Stops have been erected approximately 150 yards along that siding. (48)

MORLEY

The main to main crossover has been secured out of use in a normal position pending removal. (47)

WAKEFIELD ROAD (THE BRITISH STEEL CORPORATION SIDINGS)

The temporary notice boards (as shown in NS.18) have been abolished and permanent notice boards and plunger units referred to have been erected as follows:-

- (1) Entering the sidings to the right hand side 180 yards before reaching the crossing, 'PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING'.
- (2) Entering the sidings to the right hand side 71 yards before reaching the crossing, 'STOP PRESS PLUNGER, OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING'.
- (3) Departing sidings between Shed line and Empty line 55 yards before reaching crossing, 'STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING'.
- (4) Departing sidings to the left hand of the siding 27 yards on the Wakefield Road side of the crossing, 'BRITISH STEEL CORPORATION MOVEMENT MUST NOT PASS THIS POINT'. (48)

BROOMFLEET

The bracket carrying the Down Slow Home No.1 and the Down Main Home Semaphore signals has been repositioned 143 yards nearer to the signal box with the arms at 22 feet and 25 feet respectively. (48).

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

MISCELLANEOUS INSTRUCTIONS

★ HUDDERSFIELD STATION

The connections Up Through line to Up Slow line West End of Huddersfield Station at 25m. 51chs. to 25m. 54chs. have been removed and points No.373A and No.373B have been secured out of use in the normal position. (49)

* GRIMETHORPE

Until Sunday 16 November the Crossover road at the entrance to the Colliery on the Grimethorpe Colliery Branch will be taken out of use.

BETWEEN DARTON AND BARNLEY STATION JN.

In connection with earthwork between Darton and Barnley Station Jn. between 51m. 1ch. and 51m. 8chs. the Up line will be re-aligned nearer to the Down line, giving a reduced clearance. (48)

FOUR - DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication presently displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed.

MO.45/NS
York
7 NOVEMBER, 1975

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 note must be taken of them by all concerned.*

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

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

Ground position light signal No.56 has been repositioned 14 yards nearer to the signal box on the right of the Down Leeds line and also applies to movements through the trailing Down Leeds to Up Leeds crossover.

An illuminated number plate has been fitted.

(48)

**** NOSTELL - WINTERSSETT RAPID LOADING FACILITIES**

New Rapid Loading Facilities have been brought into use at Winterset. The facilities consist of a rapid loading bunker and weighbridge served by a bunker line, connected to the Down Doncaster line by facing and trailing connections. A Cripple Siding has also been installed. Bunker loading signals operated by the Bunker Operator control movements through the Bunker.

New signals have been brought into use and certain existing signals altered in form and have the routing altered.

Alterations to Existing Signals

L625 signal has been equipped with a left-hand offset subsidiary signal applying towards the Bunker line signal L617.

L621 Up Siding No.1 ground position light signal has been equipped with a 3-way route indicator applying:-

- S - Shunt Spur
- M - Down Doncaster L265 signal
- B - Bunker line

L623 Up Doncaster ground position light signal has been equipped with a 2-way route indicator applying:-

- M - Down Doncaster L265 signal
- B - Bunker line

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**
* NOSTELL - WINTERSETT RAPID LOADING FACILITIES - continued

Alterations to Existing Signals - continued

New ground position light signals has been provided as shown below.

No.	Location	Route or Junction Indicator	Application to or towards
L622	Down Doncaster	S M	Up Sidings. Up Doncaster L626 signal.
L616	Down Doncaster	X B	Along Down Doncaster to L622 signal. Bunker line.
L617	Bunker line	M B	Along Down Doncaster to L263 signal. Bunker line.
L618	Bunker line	S M B	Up Sidings. Up Doncaster line L626 signal. Bunker line.

Automatic signal No.L265 is now a controlled signal.

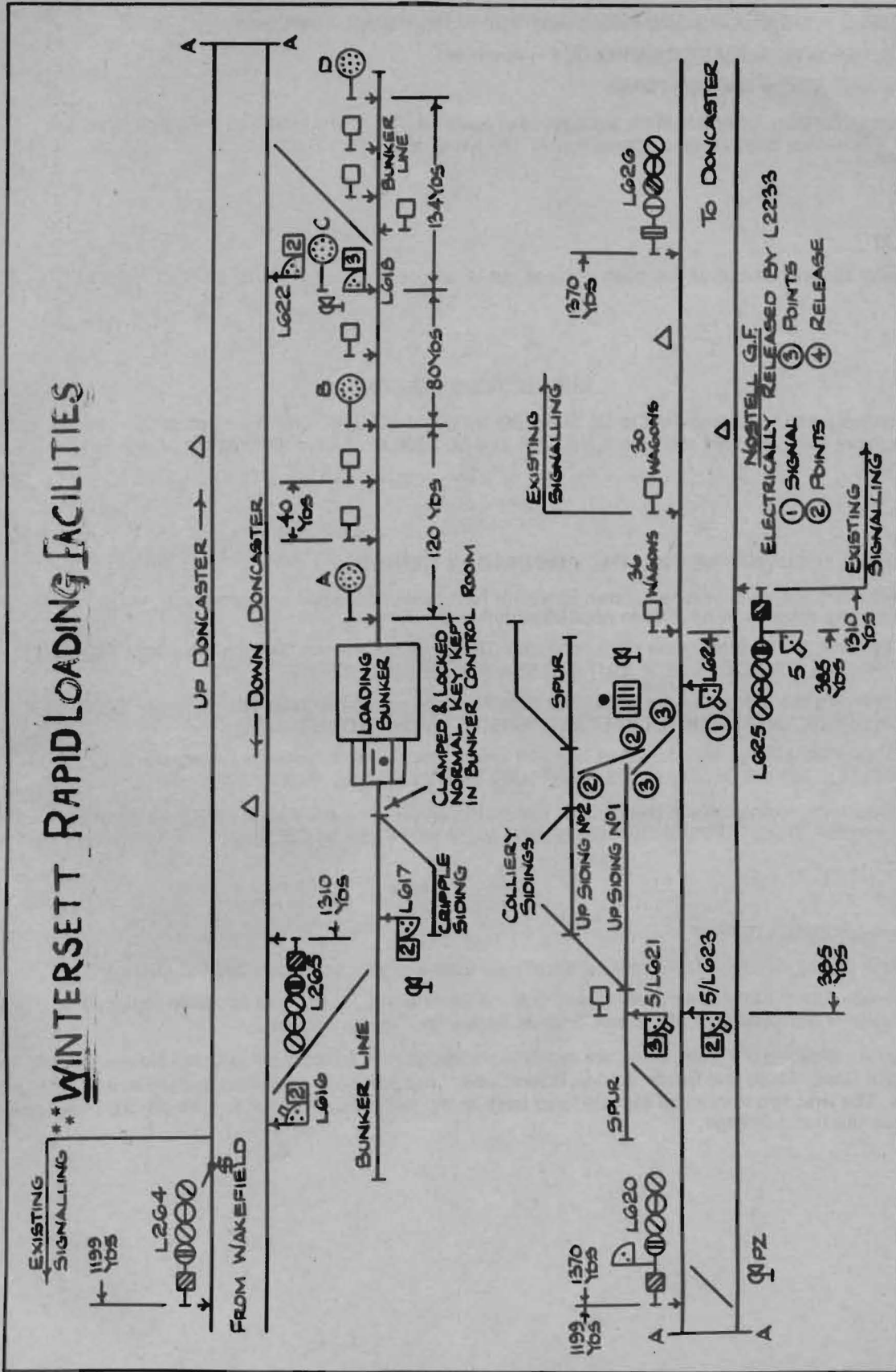
A new notice board lettered "WST36" has been erected 385 yards south of L623 signal on the Up Doncaster line applicable to trains for Winterset bunker.

The existing notice board applicable to trains for Nostell Colliery 330 yards south of L624 signal or Up Doncaster, has been increased in height to 12ft. and moved 10ft. nearer to the running line. (See Section 'D' and the diagram included in this notice).

Loudspeaker equipment is available for the Guard and Bunker operator to communicate.

(47)

** WINTERSETT RAPID LOADING FACILITIES



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

The former Colliery (East and West Sidings) have been removed. An Up Refuge Siding remains and Buffer Stops have been erected approximately 150 yards along that siding. (48)

**** MORLEY**

The main to main crossover has been secured out of use in a normal position pending removal. (47)

HUDDERSFIELD STATION

The connections Up Through line to Up Slow line West End of Huddersfield Station at 25m. 51chs. to 25m. 54chs. have been removed and points No.373A and No.373B have been secured out of use in the normal position. (49)

WAKEFIELD ROAD (THE BRITISH STEEL CORPORATION SIDINGS)

The temporary notice boards (as shown in NS.18) have been abolished and permanent notice boards and plunger units referred to have been erected as follows:—

- (1) Entering the sidings to the right hand side 180 yards before reaching the crossing, 'PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING'.
- (2) Entering the sidings to the right hand side 71 yards before reaching the crossing, 'STOP PRESS PLUNGER, OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING'.
- (3) Departing sidings between Shed line and Empty line 55 yards before reaching crossing, 'STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING'.
- (4) Departing sidings to the left hand of the siding 27 yards on the Wakefield Road side of the crossing, 'BRITISH STEEL CORPORATION MOVEMENT MUST NOT PASS THIS POINT'. (48)

WAKEFIELD KIRKGATE EAST

The disc signal which formerly applied Warehouse Siding to Warehouse has been abolished.

The miniature arm signal applying – Down Sidings towards the Goods Yard has been replaced by a ground disc on the right-hand side of the line 5 yards further from the signal box.

The gantry carrying the three miniature arm signals applying – Goods Yard to Down Sidings; Goods Yard to Down Goods Loop; and Goods Yard to Down Goods Loop has been abolished and replaced by Ground Discs. The first two mentioned signals have been in the form of a double disc with the top disc applying towards the Down Sidings. (49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****FERRYBRIDGE C.E.G.B.**

Notice boards with bells and plungers have been installed as follows:-

- (a) Worded "OIL TRAINS" with bell attached and situated to the left of the running line 287 yards after passing the points controlling the entrance to C.E.G.B. Oil Sidings. The plunger will be located adjacent to the above points.
- (b) Worded "PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING" and situated to the right of the running line 130 yards after passing the points controlling the entrance to C.E.G.B. Oil Sidings.
- (c) Worded "STOP FOR ORDERS" and situated 11 yards from the hand points giving access to the Oil Discharge and Standage Siding with the Bell Plunger mounted on a post adjacent to the notice board.

Two marker boards will be situated to the right of the Discharge Sidings and Standage Sidings 91 yards after passing the points controlling the entrance to the Discharge and Standage Sidings. (49)

MANSTON LEVEL CROSSING AT 15m. 02chs. (BETWEEN CROSS GATES AND GARFORTH)

The whistle warning boards have been resited 440 yards (200 yards further) before reaching the crossing on each rail approach. (49)

PECKFIELD - THIS WORK HAS NOT BEEN CARRIED OUT**ALBERT DOCK**

The 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. (49)

BROOMFLEET

The bracket carrying the Down Slow Home No.1 and the Down Main Home Semaphore signals has been repositioned 143 yards nearer to the signal box with the arms at 22 feet and 25 feet respectively. (48).

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 4

★

Add:-
Hessay W.D. (G.F.).....288

LOCAL INSTRUCTIONS

Page 288

★

Add:-
YORK (SKELTON) TO HARROGATE NORTH

HESSAY W.D. (G.F.)

When servicing this siding and part of the train is left on the single line, the trainmen thus retaining the token, the guard must advise the signalman at Poppleton when the train is ready to depart and obtain his permission before doing so. (50D)

MISCELLANEOUS INSTRUCTIONS

BETWEEN DARTON AND BARNSELY STATION JN.

In connection with earthwork between Darton and Barnsley Station Jn. between 51m. 1ch. and 51m. 8chs the Up line will be re-aligned nearer to the Down line, giving a reduced clearance. (48)

MO.45/NS
York
14 NOVEMBER, 1975

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 note must be taken of them by all concerned.*

DETAILS OF WORK REFERRED TO IN SECTION B**SATURDAY 29 NOVEMBER – DECOY POINTSMAN**

The miniature arm outlet signal from Shunt Siding No.1 will be repositioned on the opposite side of the line. (51/52)

WEDNESDAY 3 DECEMBER – MOORHOUSE JUNCTION – FRICKLEY COLLIERY BRANCH

The Frickley Colliery Branch line will be temporarily taken out of use, during which period the following arrangements will be carried out :-

The facing connection – Down Doncaster to Branch and the trailing crossover between the Down and Up Doncaster lines will be secured out of use in the normal position.

Signalling Alterations :-

The off-set subsidiary to Branch on the Down Doncaster signal No.669, together with the following ground position light signals will be disconnected and maintained "ON".

Spur to Branch (No.663)

Branch to Spur/Up Doncaster (No.666)

Up Doncaster to Branch/Down Doncaster (No.667)

The releases and/or controls in Leeds signal box on Moorhouse South and North ground frames and on the Frickley Colliery Branch Ground Position Light signals will be disconnected. (51/52)

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

Ground position light signal No.56 has been repositioned 14 yards nearer to the signal box on the right of the Down Leeds line and also applies to movements through the trailing Down Leeds to Up Leeds crossover.

An illuminated number plate has been fitted. (48)

**** LOFTHOUSE NORTH GROUND FRAME**

The former Colliery (East and West Sidings) have been removed. An Up Refuge Siding remains and Buffer Stops have been erected approximately 150 yards along that siding. (48)

HUDDERSFIELD STATION

The connections Up Through line to Up Slow line West End of Huddersfield Station at 25m. 51chs. to 25m. 54chs. have been removed and points No.373A and No.373B have been secured out of use in the normal position. (49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** WAKEFIELD ROAD (THE BRITISH STEEL CORPORATION SIDINGS)**

The temporary notice boards (as shown in NS.18) have been abolished and permanent notice boards and plunger units referred to have been erected as follows:—

- (1) Entering the sidings to the right hand side 180 yards before reaching the crossing, 'PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING'.
- (2) Entering the sidings to the right hand side 71 yards before reaching the crossing, 'STOP PRESS PLUNGER, OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING'.
- (3) Departing sidings between Shed line and Empty line 55 yards before reaching crossing, 'STOP PRESS PLUNGER OBTAIN WHITE LIGHT AND WHISTLE BEFORE PROCEEDING'.
- (4) Departing sidings to the left hand of the siding 27 yards on the Wakefield Road side of the crossing, 'BRITISH STEEL CORPORATION MOVEMENT MUST NOT PASS THIS POINT'. (48)

WAKEFIELD KIRKGATE EAST

The disc signal which formerly applied Warehouse Siding to Warehouse has been abolished.

The miniature arm signal applying – Down Sidings towards the Goods Yard has been replaced by a ground disc on the right-hand side of the line 5 yards further from the signal box.

The gantry carrying the three miniature arm signals applying – Goods Yard to Down Sidings; Goods Yard to Down Goods Loop; and Goods Yard to Down Goods Loop has been abolished and replaced by Ground Discs. The first two mentioned signals have been in the form of a double disc with the top disc applying towards the Down Sidings. (49)

FERRYBRIDGE C.E.G.B.

Notice boards with bells and plungers have been installed as follows:—

- (a) Worded "OIL TRAINS" with bell attached and situated to the left of the running line 287 yards after passing the points controlling the entrance to C.E.G.B. Oil Sidings. The plunger will be located adjacent to the above points.
- (b) Worded "PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING" and situated to the right of the running line 130 yards after passing the points controlling the entrance to C.E.G.B. Oil Sidings.
- (c) Worded "STOP FOR ORDERS" and situated 11 yards from the hand points giving access to the Oil Discharge and Standage Siding with the Bell Plunger mounted on a post adjacent to the notice board.

Two marker boards will be situated to the right of the Discharge Sidings and Standage Sidings 91 yards after passing the points controlling the entrance to the Discharge and Standage Sidings. (49)

MANSTON LEVEL CROSSING AT 15m. 02chs. (BETWEEN CROSS GATES AND GARFORTH)

The whistle warning boards have been resited 440 yards (200 yards further) before reaching the crossing on each rail approach. (49)

ALBERT DOCK

The 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. (49)

**** BROOMFLEET**

The bracket carrying the Down Slow Home No.1 and the Down Main Home Semaphore signals has been repositioned 143 yards nearer to the signal box with the arms at 22 feet and 25 feet respectively. (48).

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

GENERAL AND LOCAL INSTRUCTIONS - INDEX

Page 4

Add:-
Hessay W.D. (G.F.).....288

TABLE F - PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 179 (Page 80 Supp. Optg. Insts.)			
GOOLE (ENGINE SHED) TO GOOLE			
★ Amend:-			
Goole (Down Main)	Engine Shed Junction	Up Wakefield	45 S.L.U.'s with or without brake van. Clear weather only. (49)

LOCAL INSTRUCTIONS

Page 288

Add:-
YORK (SKELTON) TO HARROGATE NORTH

HESSAY W.D. (G.F.)

When servicing this siding and part of the train is left on the single line, the trainmen thus retaining the token, the guard must advise the signalman at Poppleton when the train is ready to depart and obtain his permission before doing so. (50D)

MISCELLANEOUS INSTRUCTIONS

★ **YORK STATION NORTH**

As from Sunday 30 November, No.1 pump house siding at 0m 13chs will be abolished. (51/52)

★ **ASKERN COLLIERY**

The hold-up points situated at the Norton end of the Colliery Loaded Sidings have been altered so that the normal lie will be towards the Slip Line/Colliery Running Line. (51/52)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS INSTRUCTIONS - continued

**** BETWEEN DARTON AND BARNSELY STATION JN.**

In connection with earthwork between Darton and Barnsley Station Jn. between 51m. 1ch. and 51m. 8chs. the Up line will be re-aligned nearer to the Down line, giving a reduced clearance. (48)

MO.45/NS
York
21 NOVEMBER, 1975

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 :-"

● *Don't be sorry*

● *Be careful*

SIGNALLING AND PERMANENT WAY ALTERATIONS

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

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT**DECOY POINTSMAN**

The miniature arm outlet signal from Shunt Siding No.1 has been repositioned on the opposite side of the line. (51/52)

YORK STATION NORTH

No.1 pump house siding at 0m. 13chs. has been abolished. (51/52)

ASKERN COLLIERY

The hold-up points situated at the Norton end of the Colliery Loaded Sidings have been altered so that the normal lie will be towards the Slip Line/Colliery Running Line. (51/52)

MOORHOUSE JUNCTION – FRICKLEY COLLIERY BRANCH

The Frickley Colliery Branch line has been temporarily taken out of use, during which period the following arrangements have been carried out:-

The facing connection – Down Doncaster to Branch and the trailing crossover between the Down and Up Doncaster lines has been secured out of use in the normal position.

Signalling Alterations :-

The off-set subsidiary to Branch on the Down Doncaster signal No.669, together with the following ground position light signals have been disconnected and maintained "ON".

Spur to Branch (No.663)

Branch to Spur/Up Doncaster (No.666)

Up Doncaster to Branch/Down Doncaster (No.667)

The releases and/or controls in Leeds signal box on Moorhouse South and North ground frames and on the Frickley Colliery Branch Ground Position Light signals have been disconnected. (51/52)

****HUDDERSFIELD STATION**

The connections Up Through line to Up Slow line West End of Huddersfield Station at 25m. 51chs. to 25m. 54chs. have been removed and points No.373A and No.373B have been secured out of use in the normal position. (49)

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

The disc signal which formerly applied Warehouse Siding to Warehouse has been abolished.

The miniature arm signal applying – Down Sidings towards the Goods Yard has been replaced by a ground disc on the right-hand side of the line 5 yards further from the signal box.

The gantry carrying the three miniature arm signals applying – Goods Yard to Down Sidings; Goods Yard to Down Goods Loop; and Goods Yard to Down Goods Loop has been abolished and replaced by Ground Discs. The first two mentioned signals have been in the form of a double disc with the top disc applying towards the Down Sidings. (49)

**** FERRYBRIDGE C.E.G.B.**

Notice boards with bells and plungers have been installed as follows:–

- (a) Worded "OIL TRAINS" with bell attached and situated to the left of the running line 287 yards after passing the points controlling the entrance to C.E.G.B. Oil Sidings. The plunger will be located adjacent to the above points.
- (b) Worded "PROPELLED TRAINS LOCOMOTIVE STOP WAIT FOR BELL BEFORE PROCEEDING" and situated to the right of the running line 130 yards after passing the points controlling the entrance to C.E.G.B. Oil Sidings.
- (c) Worded "STOP FOR ORDERS" and situated 11 yards from the hand points giving access to the Oil Discharge and Standage Siding with the Bell Plunger mounted on a post adjacent to the notice board.

Two marker boards will be situated to the right of the Discharge Sidings and Standage Sidings 91 yards after passing the points controlling the entrance to the Discharge and Standage Sidings. (49)

**** MANSTON LEVEL CROSSING AT 15m. 02chs. (BETWEEN CROSS GATES AND GARFORTH)**

The whistle warning boards have been resited 440 yards (200 yards further) before reaching the crossing on each rail approach. (49)

**** ALBERT DOCK**

The 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. (49)

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)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 4

Add:—

Hessay W.D. (G.F.).....288

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 179 (Page 80 Supp. Optg. Insts.)			
GOOLE (ENGINE SHED) TO GOOLE			
Amend:—			
Goole (Down Main)	Engine Shed Junction	Up Wakefield	45 S.L.U.'s with or without brake van. Clear weather only. (49)

LOCAL INSTRUCTIONS

Page 288

Add:—

YORK (SKELTON) TO HARROGATE NORTH

HESSAY W.D. (G.F.)

When servicing this siding and part of the train is left on the single line, the trainmen thus retaining the token, the guard must advise the signaller at Poppleton when the train is ready to depart and obtain his permission before doing so. (50D)

Page 295

★

Add:—

WINTERSETT OPENCAST SITE
RAPID LOADING FACILITIES

1. Upon arrival of a Down train in the Bunker line at G.P.L. Signal 617, the Guard must advise the Bunker Operator when the locomotive is ready to run round the train.
2. After the run round movement has been completed and the brake continuity test conducted, the train must be propelled to a position clear, on the Wakefield side of the weighbridge.
3. In the case of an Up train for the Bunker line, the Driver must continue the propelling movement until the train is in a position clear on the Wakefield side of the Weighbridge.
4. The Guard must then obtain permission from the Bunker Operator for tare-weighing to commence. After permission is received, the train must be drawn forward over the weighbridge at a speed not exceeding 3m.p.h. and it will be brought to stand by the switching on of the special loading control signals.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS - continued

★ Page 295 - Add - continued

5. The train will be propelled during the loading operations and the Driver must stop with the locomotive cab opposite each of the notice boards, until he receives authority to continue the movement. Upon completion of loading, the Driver must continue to propel the train to a position clear, on the Wakefield side of the weighbridge.
6. In an emergency the Guard must place the special loading signal to the "Stop Immediately" aspect by means of the lineside switch at the Bunker, and advise the Bunker Operator of the circumstances.
7. When the train is again clear on the Wakefield side of the weighbridge, the Guard must obtain permission from the Bunker Operator for gross weighing to commence. After permission is received the train must be drawn forward over the weighbridge at a speed not exceeding 3m.p.h., and it will be stopped by the switching on of the special loading control signals.
8. Upon completion of gross-weighing, and the train is stopped, the Driver will again be authorised to propel the train, and he must continue this movement until the train is in a position to the rear of G.P.L. Signal 618. (50D)

MISCELLANEOUS INSTRUCTIONS

★ MARSDEN STATION

Commencing Sunday 7 December

A temporary foot crossing will be in use during reconstruction of station footbridge at 18m. 40chs. Drivers to be prepared to stop at marker board provided. (1)

★ BETWEEN DARTON AND BARNSELY STATION JN.

Commencing Tuesday 9 December

In connection with earthwork between Darton and Barnsley Station Jn. (between 51m. 1ch. and 51m. 8chs.) the Up line will be restored to its original alignment and Down line will be realigned, maintaining the existing reduced six feet way clearance. (1)

MO.45/NS
York
28 NOVEMBER, 1975

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 note must be taken of them by all concerned.*

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 14 DECEMBER – FALSGRAVE**

The semaphore arm Goods Siding to Up Main signal, together with the associated right-hand bracket miniature arm signals applying towards the Arrival and Departure lines will be abolished and replaced by a ground position light signal with 3-way stencil type route indicator reading :-

- “U” – Goods Siding to Up Main
- “A” – Goods Siding to Arrival Line
- “D” – Goods Siding to Departure Line.

The Goods Yard to Goods Siding semaphore arm signal will be replaced by a ground position light signal.

The notice board worded, “STOP. AWAIT INSTRUCTIONS”, will be moved 50 yards nearer to the tunnel mouth. (2)

MONDAY 15 DECEMBER AND UNTIL FURTHER NOTICE – GRIMETHORPE COLLIERY

Temporary buffer-stops situated 440 yards after passing the trailing crossover, will be erected on the Arrival line, and the Departure line will be worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards will be provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-
Worded “STOP FOR ORDERS”, and situated on the Arrival Line 50 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line :-
Worded “START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN” and situated on the Departure/Single line 50 yards after passing the trailing crossover.
- (c) Applicable to trains about to leave the single line :-
Worded “END OF ONE TRAIN WORKING. STOP FOR ORDERS”, and situated 100 yards before reaching the trailing crossover.

SUNDAY 14 DECEMBER – BETWEEN WORTLEY JUNCTION AND HORSFORTH

Up Harrogate line controlled signal No. L6 and Down Harrogate line controlled signal No. L7, will be converted to automatic signals and re-plated accordingly. (2)

DETAILS OF WORK ALREADY CARRIED OUT**DECOY POINTSMAN**

The miniature arm outlet signal from Shunt Siding No.1 has been repositioned on the opposite side of the line. (51/52)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****YORK YARD SOUTH – NO.1 DOWN YARD**

The hump and hump fan connections together with associated connections to Holgate Cattle Dock and the Down No.1 and No.2 Reception Lines are out of use pending removal. All sidings in No.1 Down Yard are now single-ended with access only from the North end. Buffer stops will be erected at their Southern ends adjacent to the former hump connections. (New item) (2)

YORK YARD SOUTH

The hand worked connection between the No.1 and No.2 Departure Lines, York Up Yard ('A' and 'B' Lines) has been secured out of use pending removal. (New item) (2)

YORK – BRANCHES YARD

No.4 Siding, Branches Yard has been secured out of use at both ends pending removal. (New item) (2)

YORK – UP YARD

The crossover between the Down Mineral Line and the York Line has been secured out of use and the York Line shortened to a point adjacent to the crossover giving a remaining length of 260 yards. (New item) (2)

YORK STATION NORTH

No.1 pump house siding at 0m. 13chs. has been abolished. (51/52)

ASKERN COLLIERY

The hold-up points situated at the Norton end of the Colliery Loaded Sidings have been altered so that the normal lie will be towards the Slip Line/Colliery Running Line. (51/52)

MOORHOUSE JUNCTION – FRICKLEY COLLIERY BRANCH

The Frickley Colliery Branch line has been temporarily taken out of use, during which period the following arrangements have been carried out:-

The facing connection – Down Doncaster to Branch and the trailing crossover between the Down and Up Doncaster lines has been secured out of use in the normal position.

Signalling Alterations :-

The off-set subsidiary to Branch on the Down Doncaster signal No.669, together with the following ground position light signals have been disconnected and maintained "ON".

Spur to Branch (No.663)

Branch to Spur/Up Doncaster (No.666)

Up Doncaster to Branch/Down Doncaster (No.667)

The releases and/or controls in Leeds signal box on Moorhouse South and North ground frames and on the Frickley Colliery Branch Ground Position Light signals have been disconnected. (51/52)

RAVENSTHORPE

The trailing connection from the Up Main sidings has been secured out of use and the crossover Up Main to Down Main reinstalled. No.1 siding has been abolished. (New item) (2)

GASCOIGNE WOOD DOWN SIDINGS

Sidings Nos.4 to 13 inclusive have been clamped out of use pending remodelling and removal. (New item) (2)

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)

GENERAL AND LOCAL INSTRUCTIONS – INDEX

Page 4

Add:—

Hessay W.D. (G.F.).....288

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions
Page 179 (Page 80 Supp. Optg. Insts.)			
GOOLE (ENGINE SHED) TO GOOLE			
Amend:—			
Goole (Down Main)	Engine Shed Junction	Up Wakefield	45 S.L.U.'s with or without brake van. Clear weather only. (49)

LOCAL INSTRUCTIONS

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Add:—

YORK (SKELTON) TO HARROGATE NORTH

HESSAY W.D. (G.F.)

When servicing this siding and part of the train is left on the single line, the trainmen thus retaining the token, the guard must advise the signalman at Poppleton when the train is ready to depart and obtain his permission before doing so. (50D)

Page 295

Add:—

WINTERSETT OPENCAST SITE
RAPID LOADING FACILITIES

1. Upon arrival of a Down train in the Bunker line at G.P.L. Signal 617, the Guard must advise the Bunker Operator when the locomotive is ready to run round the train.
2. After the run round movement has been completed and the brake continuity test conducted, the train must be propelled to a position clear, on the Wakefield side of the weighbridge.
3. In the case of an Up train for the Bunker line, the Driver must continue the propelling movement until the train is in a position clear on the Wakefield side of the Weighbridge.
4. The Guard must then obtain permission from the Bunker Operator for tare-weighing to commence. After permission is received, the train must be drawn forward over the weighbridge at a speed not exceeding 3m.p.h. and it will be brought to stand by the switching on of the special loading control signals.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS - continued

Page 295 - Add - continued

5. The train will be propelled during the loading operations and the Driver must stop with the locomotive cab opposite each of the notice boards, until he receives authority to continue the movement. Upon completion of loading, the Driver must continue to propel the train to a position clear, on the Wakefield side of the weighbridge.
6. In an emergency the Guard must place the special loading signal to the "Stop Immediately" aspect by means of the lineside switch at the Bunker, and advise the Bunker Operator of the circumstances.
7. When the train is again clear on the Wakefield side of the weighbridge, the Guard must obtain permission from the Bunker Operator for gross weighing to commence. After permission is received the train must be drawn forward over the weighbridge at a speed not exceeding 3m.p.h., and it will be stopped by the switching on of the special loading control signals.
8. Upon completion of gross-weighing, and the train is stopped, the Driver will again be authorised to propel the train, and he must continue this movement until the train is in a position to the rear of G.P.L. Signal 618. (50D)

MISCELLANEOUS INSTRUCTIONS

★ MARSDEN STATION

A temporary foot crossing in use during reconstruction of station footbridge at 18m 40chs. Drivers to be prepared to stop at marker board provided. (1)

★ BETWEEN DARTON AND BARNSELY STATION JN.

In connection with earthwork between Darton and Barnsley Station Jn. (between 51m. 1chs. and 51m. 18chs.) the Up line has been restored to its original alignment and Down line has been realigned, maintaining the existing reduced six feet way clearance. (1)

MO.45/NS
York
5 DECEMBER, 1975

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 note must be taken of them by all concerned.

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 21 DECEMBER – HORBURY JUNCTION**

The disc signal which formerly applied – Up Slow to Down Fast or to Down Slow situated 150 yards on the West side of the signal box will be abolished.

The miniature arm signal applying – Sidings or Goods Yard to Down Fast or to Down Slow, will be replaced by a ground disc signal on the left-hand side of the line.

The ground disc signal applying – Down Slow to Down Branch or to Sidings will be replaced by a miniature arm signal 13ft above rail level. A 2-way stencil-type route indicator will be provided applying.

Down Slow to Down Branch – indication 'X' and Down Slow to Sidings – indication 'S'.

(3)

SUNDAY 21 DECEMBER – WATH ROAD JUNCTION

The Down Slow Distant signal will be renewed as a straight post signal 142 yards further from the signal box, and positioned between the Up Fast and Down Slow lines.

(3)

DETAILS OF WORK ALREADY CARRIED OUT**DECOY POINTSMAN**

The miniature arm outlet signal from Shunt Siding No.1 has been repositioned on the opposite side of the line.

(51/52)

YORK YARD SOUTH – NO.1 DOWN YARD

The hump and hump fan connections together with associated connections to Holgate Cattle Dock and the Down No.1 and No.2 Reception Lines are out of use pending removal. All sidings in No.1 Down Yard are now single-ended with access only from the North end. Buffer stops will be erected at their Southern ends adjacent to the former hump connections.

(New item) (2)

YORK YARD SOUTH

The hand worked connection between the No.1 and No.2 Departure Lines, York Up Yard ('A' and 'B' Lines) has been secured out of use pending removal.

(New item) (2)

YORK – BRANCHES YARD

No.4 Siding, Branches Yard has been secured out of use at both ends pending removal. (New item) (2)

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

The crossover between the Down Mineral Line and the York Line has been secured out of use and the York Line shortened to a point adjacent to the crossover giving a remaining length of 260 yards.
(New item) (2)

YORK STATION NORTH

No.1 pump house siding at 0m. 13chs. has been abolished. (51/52)

ASKERN COLLIERY

The hold-up points situated at the Norton end of the Colliery Loaded Sidings have been altered so that the normal lie will be towards the Slip Line/Colliery Running Line. (51/52)

FALSGRAVE

The semaphore arm Goods Siding to Up Main signal, together with the associated right-hand bracket miniature arm signals applying towards the Arrival and Departure lines have been abolished and replaced by a ground position light signal with 3-way stencil type route indicator reading:-

- “U” – Goods Siding to Up Main
- “A” – Goods Siding to Arrival Line
- “D” – Goods Siding to Departure Line.

The Goods Yard to Goods Siding semaphore arm signal has been replaced by a ground position light signal.

The notice board worded, “STOP. AWAIT INSTRUCTIONS”, has been moved 50 yards nearer to the tunnel mouth. (2)

MOORHOUSE JUNCTION – FRICKLEY COLLIERY BRANCH

The Frickley Colliery Branch line has been temporarily taken out of use, during which period the following arrangements have been carried out:-

The facing connection – Down Doncaster to Branch and the trailing crossover between the Down and Up Doncaster lines has been secured out of use in the normal position.

Signalling Alterations :-

The off-set subsidiary to Branch on the Down Doncaster signal No.669, together with the following ground position light signals have been disconnected and maintained “ON”.

- Spur to Branch (No.663)
- Branch to Spur/Up Doncaster (No.666)
- Up Doncaster to Branch/Down Doncaster (No.667)

The releases and/or controls in Leeds signal box on Moorhouse South and North ground frames and on the Frickley Colliery Branch Ground Position Light signals have been disconnected. (51/52)

RAVENSTHORPE

The trailing connection from the Up Main sidings has been secured out of use and the crossover Up Main to Down Main reinstated. No.1 siding has been abolished. (2)

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

GRIMETHORPE COLLIERY

Temporary buffer-stops situated 440 yards after passing the trailing crossover, have been erected on the Arrival line, and the Departure line is worked for both arriving and departing trains as a single line under the Regulations for One Train Working. The train staff will be collected from and returned to the Loaded Sidings Cabin.

Notice boards have been provided as follows :-

- (a) Applicable to trains arriving from Cudworth :-
 Worded "STOP FOR ORDERS", and situated on the Arrival Line 50 yards before reaching the trailing crossover.
- (b) Applicable to trains about to enter the single line :-
 Worded "START OF ONE TRAIN WORKING, NOT TO BE PASSED WITHOUT STAFF KEPT AT LOADED SIDINGS CABIN" and situated on the Departure/Single line 50 yards after passing the trailing crossover.
- (c) Applicable to trains about to leave the single line :-
 Worded "END OF ONE TRAIN WORKING. STOP FOR ORDERS", and situated 100 yards before reaching the trailing crossover.

BETWEEN WORTLEY JUNCTION AND HORSFORTH

Up Harrogate line controlled signal No. L6 and Down Harrogate line controlled signal No. L7, will be converted to automatic signals and re-plated accordingly. (2)

GASCOIGNE WOOD DOWN SIDINGS

Sidings Nos. 4 to 13 inclusive have been clamped out of use pending remodelling and removal. (2)

DAIRYCOATES WEST

A new Down Main ground position light shunting signal No. 14, has been provided 55 yards on the Albert Dock side of the level crossing which applies – set back Down Main to Up Main.

The ground position light signal No. 13, applying – Down Main to Up Main or to Tilcon Sidings now additionally applies set back along the Down Main, and a three-way stencil type route indicator is provided with the following indications:-

- M – Down Main to Up Main
- X – Set back along Down Main
- S – Down Main to Tilcon Sidings

Ground position light signal No. 41, applying set back Up Main to MPD now has an additional route indication "X" added which applies – set back along the Up Main.

No. 6 ground position light signal applying set back – Up Main to Down Main has been repositioned 17 yards further from the signal box and an illuminated "30" marker board provided to indicate the length of the train.

A stencil-type route indicator will be provided 56 yards on the Albert Dock side of No. 6 signal and this will exhibit "OFF" when No. 6 signal is showing a Proceed aspect.

The subsidiary signal on Down North Branch No. 62 signal has been abolished.

The Up Main 1st Home (No. 8) 3-aspect colour light signal will not now be capable of exhibiting a Green aspect.

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

Up Main 2nd Home (No.9) is being maintained at Red.

The main arm of the Up South Branch 2nd Home to Back Road Liner Depot or to Priory Arrival is being maintained in the "ON" position.

Down Main 2-aspect Starting signal No.57 is being maintained at Red.

The Up North Branch 2nd Home to Priory Arrival is being maintained in the "ON" position.

The Down line between DW62 signal and HR24 signal will be worked in accordance with the Track Circuit Block Regulations. (New Item) (3)

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**MARSDEN STATION**

A temporary foot crossing in use during reconstruction of station footbridge at 18m 40chs. Drivers to be prepared to stop at marker board provided. (1)

BETWEEN DARTON AND BARNSLEY STATION JN.

In connection with earthwork between Darton and Barnsley Station Jn. (between 51m. 1chs. and 51m. 8chs.) the Up line has been restored to its original alignment and Down line has been realigned, maintaining the existing reduced six feet way clearance. (1)

MO.45/NS
York
12 DECEMBER, 1975

F.J. BURGE
Chief Operating Manager

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

"NILE SIG. NOTICE NS NO :-"

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
SHAFTHOLME TO FERRYBRIDGE		
SUNDAY 21 DECEMBER		
Norton and Womersley	Down and Up BLOCKED	07 00 to 17 00. Trackwork through Norton Station level crossing at 65m. 1chs. and between 63m. 39chs. and 63m. 3chs. Crane and on and off track machines in use.
YORK YARDS, HOLGATE JUNCTION AND YORK SKELTON		
SUNDAY 21 DECEMBER		
York Yard North	Up Goods and Up Reception to Up Yard and P. Way Yard BLOCKED	08 00 to 15 00. Trackwork between 0m. 70chs. and 1m.p.
YORK TO SCARBOROUGH		
SUNDAY 21 DECEMBER		
Scarborough Station	All	07 00 to 17 00. Signalling work.
Malton	Down and Up Main	07 00 to 17 00. Trackwork between 20m. 79chs. and 21m. 7chs.
Scarborough to Bootham	Up Main	08 00 to 16 00. Signalling work. Train in use.
FOSS ISLANDS BRANCH		
SATURDAY 20 to SUNDAY 21 DECEMBER		
Burton Lane and Foss Islands	Down and Up BLOCKED	12 00 Sat to 19 00 Sun. Earthwork at 0m. 3chs.
DONCASTER (MARSHGATE JN.) TO LEEDS CITY (WEST JN.)		
UNTIL FURTHER NOTICE		
Bentley Crossing and Wakefield Westgate	Down and Up	07 30 to 17 00. Bridgework between 158m. 6chs. and 175m. 19chs. Ladders and scaffolding in use. (74/49)
Adwick Jn. and Moorhouse Jn.	Down and Up	00 01 to 24 00. Bridgework at 161m. 1chs. Cranes and off track machines in use. (75/41)
South Kirkby Jn. and Nostell	All	07 30 to 17 00. Renewing overhead cables and poles between 166m. 50chs. and 168m.p. (75/43)
Nostell and Hare Park Jn.	All	07 30 to 18 00. Bridgework at 171m. 27chs. Scaffolding and off track machines in use. (75/48)
Hare Park Jn. and Wakefield Westgate	Down and Up	07 30 to 17 00. Bridgework on Wakefield Viaduct between 174m. 50chs. and 175m. 50chs. (75/52) Commencing Monday 29 December.
Wakefield Westgate South Jn.	Down and Up	07 00 to 18 00. Bridgework at 175m. 49chs. Cranes and off track machines in use. (75/33)
Wakefield Westgate to Leeds City (West Jn.)	All	08 00 to 20 00. Signalling work. (75/46)

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION) - continued		
UNTIL FURTHER NOTICE - continued		
Wakefield Westgate Station	All	07 30 to 16 30. Building work at 175m.p. Ladders and scaffolding in use (75/51) Commencing Monday 29 December.
Lofthouse Ground Frame and Gelderd Rd. Jn.	Down and Up	07 00 to 18 00. Bridgework at 183m. 69chs. Crane and off track machine in use. (74/48)
SATURDAY 20 to SUNDAY 21 DECEMBER		
Doncaster (Marshgate Jn.) and Carcroft	Down and Up BLOCKED	23 15 Sat to 09 45 Sun. Trackwork between 156m. 32chs. and 158m. 02chs. Trains diverted. Crane and on track machines in use.
SUNDAY 21 DECEMBER		
Nostell and South Kirkby Jn.	01 00 to 03 00 Up Main and Up Goods Loop Between Trains 03 00 to 09 30 Up Main BLOCKED	01 00 to 09 30. Trackwork at 168m 30chs.
South Kirkby Jn. and Hare Park Jn.	Down	07 00 to 17 00. Trackwork between 168m 70chs and 169m.p.
Wakefield Westgate and Balne Lane	All	07 30 to 17 00. Signalling work.
SUNDAY 21 to MONDAY 22 DECEMBER		
South Kirkby Jn. and Nostell	21 15 Sun to 02 00 Mon Down BLOCKED 02 45 to 07 30 Mon Up BLOCKED	21 15 Sun to 07 30 Mon. Trackwork between 167m 30chs and 168½m.p. 02 45 to 07 30. Possession given up to pass Local trips and M.G.R.'s. On track machine in use.
MONDAY 22 DECEMBER		
Nostell and South Kirkby Junction	All	09 00 to 14 00. Bridgework on bridge 41 at 169m 27chs. Ladders in use.
SUNDAY 28 DECEMBER		
South Kirkby Jn. and Moorhouse Jn.	Up	08 00 to 16 30. Earthwork between 165¼ and 165 m.p. Crane in use.
MONDAY 29 to WEDNESDAY 31 DECEMBER		
Wakefield Westgate South Jn. and Hare Park Jn.	Up BLOCKED	22 00 Mon and Tue to 06 30 Tue and Wed. Trackwork between 174½ and 172m.p. Possession given up to pass 1A47, 22 20 Newcastle to Kings Cross. Other Up trains diverted. On track machine in use.
STAINFORTH JN. TO SKELLOW (ADWICK JN.)		
MONDAY 29 DECEMBER		
Applehurst Jn. and Stainforth Jn.	Up BLOCKED	06 00 to 13 00. Trackwork between 164m. 08chs. and 166m. 77chs. Single line working over the Down. On track machines in use.
MONDAY 29 to WEDNESDAY 31 DECEMBER		
Applehurst Jn. and Skellow Jn.	Down and Up BLOCKED	23 00 Mon and Tue to 06 00 Tue and Wed. Trackwork between 163¼ and 161¼m.p. Possession given up to pass trains. On track machines in use.
TUESDAY 30 and WEDNESDAY 31 DECEMBER		
Stainforth Jn. and Applehurst Jn.	Down BLOCKED	06 00 to 13 00. Trackwork between 166m. 77chs. and 164m. 08chs. Single line working over the Up. On track machines in use.